



# The MILWAUKEE ROAD



The "MILWAUKEE" in the mountains.

Across the mountain ranges—the Rockies, the Sierra Nevada and the Sierras—the Milwaukee Road is elevated. Clear electric wires and the high air passenger coaches are up into the sky. Mountains, Sierras, Nevada, and the wide tree lands, W. California, W. Texas and Idaho.



From 1912 until, in July 19, 1939, established a new record for long distance railroad travel, averaging 100 miles per hour for 11.5 miles between Cleveland, O., and Lodi, W. Va., with a regular train. The train is built for Chicago & Milwaukee, and runs in 17 minutes and 17 seconds.

The first rail of the great system now known as The Milwaukee Road was laid in Wisconsin in 1870, when there were less than one hundred miles of railroad west of the Great Lakes and the lower Mississippi River.

Today this Railroad's 11,000 miles of road in twelve states between Indiana and the north Pacific Coast already more than one-third of the mileage of these states.

Progressive always, the Milwaukee Road has been a pioneer in developing and perfecting ways to better serve shippers and travelers.

Outstanding among its achievements is the electricization of 670 miles of its main line over long mountain ranges, affording it perhaps the world's longest continuous electricized mile.

This railroad was the first to apply roller bearings to passenger, long-distance coaches, fully equipping its *Bluebonnet Limited* trains between Chicago and Milwaukee's Twin Cities, and its *Mississippi* trains between Chicago and Seattle-Tacoma.

Recently the Milwaukee Road established 18 stations across for the 41-mile run between Chicago and Milwaukee, the longest service in this country between important terminals.

This season long has been famous for the excellence of its equipment. This year it has built this new type, lighter weight, railroad coaches especially designed for the comfort and convenience of travelers, and has given for other improvements to meet public demands.

Since last July the Milwaukee Road has held the world's record for sustained speed by steam power, having run a distance of 11.5 miles with a regular train at an average speed of 90 miles per hour.

The Milwaukee Road is eager to continue its improvements for the benefit of its passenger but it needs capital because of the depression and the needs of lighters and waterway agencies that are aided in obtaining business by the fact that they enjoy certain competitive advantages to shippers and in competitive business from regulations.



Deloitte-Culbertson Inc.  
The Milwaukee Road's national head office building at  
100 N. LaSalle Street, Chicago, Ill.

With revenues about half the volume of normal years, it has been necessary for the railroad to reduce employment and curtail and postpone plans in expansion. This has adversely affected the business houses patronized by rail employees in all communities served and has reduced employment in industries from which the railroad obtains its equipment, materials and supplies.

The Milwaukee Road has no quarrel with its competition and it is hopeful that the considerations now being given the entire transportation situation by the government will develop a plan that will eliminate unfair advantages, thus aiding the railroads and all those directly and indirectly dependent upon the railroads for support.



The women's lounge has full glass doors—easy to open for light or dark if desired. This is an example of the new type. There is no risk of rain, regardless of what weather falls on the train.



The breakfast table and coffee service. As shown in picture to the right of this page there is particularly selected a restaurant for the train, with a full service of the most of the most excellent quality.



Passengers in a dining car are served in the most of the most of the most excellent quality. This is an example of the new type. There is no risk of rain, regardless of what weather falls on the train.