



Hiawatha

100,000
Paying Passengers
IN 160 DAYS

The outstanding development in rail transportation during 1935 was the positive demonstration that the steam locomotive, properly designed and modernized, could meet and out-perform electric competition in its new and highly publicized construction of public interest to relieve passenger traffic.

"The Hiawatha" is the 4-four streamliner train of the Chicago, Milwaukee, St. Paul and Pacific Railroad, operating between Chicago, Milwaukee and St. Paul, a distance of 410 miles. The Government guaranteed originally to handle an extra 100,000 passengers a week, and with an additional train stop the locomotive keeps right on meeting the original existing schedule with ease.

The train was placed in operation on May 26th, 1935. On November 26th, 160 days later, it celebrated the handling of its 100,000th paying passenger. During the two months, July and August, 56,574 passengers were handled, an average of 597 per trip; the average revenue per trip was \$1,000.00, and per passenger was \$1.75. In these two months the train operated at a net profit of \$137,096.00.

The "Hiawatha" has conclusively demonstrated that to date there is no other form of motive power in existence, or as yet conceived, which for equal life or equal capital expenditures will produce an equal return.

ALCO

"Hiawatha" is based on a rebuilt standard 244,000 lb. capacity, 4-4-0 type steam locomotive built by the American Locomotive Company and built under joint construction in St. Paul, St. Louis and Chicago in which the Alco plant share in which most other use the governing force.