

The New Olympian



TO PUGET SOUND
THE
**CHICAGO
MILWAUKEE**
AND ST. PAUL
RAILWAY
ELECTRIFIED

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SEVENTEEN years ago a new train began a fast daily service between Chicago and the North Pacific Coast. Its swift course over the mountains of the West recalled the myth of Apollo's chariot, wrought upon the forge of Olympus by Vulcan, and the train was named "THE OLYMPIAN." Every year has seen interesting improvements in THE OLYMPIAN and its service—forward steps in the progress of transportation. Today The MILWAUKEE ROAD takes pleasure in announcing the most dramatic change of all—an entirely new equipment with unique features of construction, design, decoration and furnishing that place THE NEW OLYMPIAN far in the lead of America's transcontinental trains.

For the all-steel NEW OLYMPIAN (similar to the New Pioneer Limited also operated by The MILWAUKEE ROAD between Chicago and St. Paul and Minneapolis) is without exception the finest transcontinental passenger train ever placed in regular service on an American railroad.

This statement is not an exaggeration, is made advisedly and without fear of successful contradiction.

It is no more than natural that this should be so, for THE NEW OLYMPIAN is the result of the latest and most successful efforts of the car builders' art combined with the application to train operation of the latest achievements in the fields of mechanical and electrical engineering.

No expense or effort has been spared by The MILWAUKEE ROAD and The Pullman Company to produce a train which for beauty, comfort, convenience and safety is little short of spectacular.

With Roller Bearings on Every Car the New Olympian is the Most Comfortable-Riding Train Ever Built

Every car on THE NEW OLYMPIAN is fully equipped with *Roller Bearings*, a simple enough statement, but one of almost startling importance in its application to the ease of operation of the train and the increased comfort of the passenger. The friction of old-type journals being eliminated it is apparent that the train starts with the minimum application of power and so gently as to be almost imperceptible to the passenger. Not only so, but the train in gliding into motion does so as a single unit because of the *Friction Buffers* at the ends of each car which eliminate the slack usually found between the cars of a standing train. Consequently the combination of *Roller Bearings* and *Friction Buffers* means a gentleness in starting and stopping and an effect of easy gliding motion that heretofore have never been approached in the operation of passenger trains. No jars, jerks or jolts!

Roller Bearings being made of the finest and most durable steel are guaranteed for a million miles in service; they minimize the friction, side thrust and shock; maintenance costs are reduced, inspection being necessary only between relatively long periods instead of several times daily as with ordinary journal bearings; only one-seventh the usual effort is required to start a train; there is a saving ranging from seven to fourteen per cent in fuel and a complete elimination of the ordinary hot box trouble.

In economy of operation and maintenance, in ease of handling trains and in increased comfort for passengers, the application of roller bearings to passenger trains constitutes an epoch-making discovery, which The MILWAUKEE ROAD is the first to make use of, on solid through passenger trains in regular service.

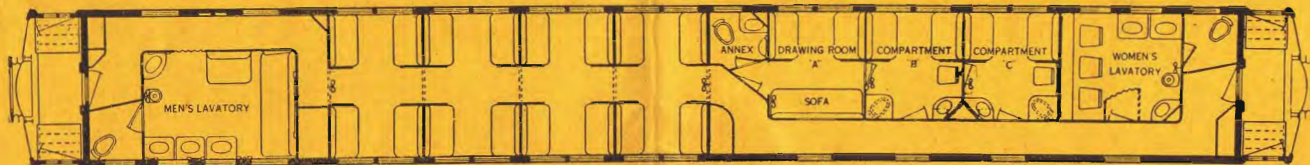
Nor is this the first time The MILWAUKEE ROAD has "pioneered" the way to spectacular improvements in passenger train service for The MILWAUKEE ROAD was the first railroad to operate heavy passenger trains by electric power over long distances. For years THE OLYMPIAN has been so operated through the mountains and today its swift electric flight for 660 miles over four mountain ranges adds greatly to the ease and pleasure of the transcontinental traveler.

Consist of Train

THE NEW OLYMPIAN, which is being exhibited at a number of the important cities along The MILWAUKEE ROAD between Chicago and Seattle, will be made up of the following:

- Electric Locomotive
- Dynamo Baggage Car
- Smoking Car
- Coach
- Tourist Sleeping Car
- Dining Car
- One 10-Section—1 Compartment—1 Drawing-Room Sleeping Car
- Two 8-Section—2 Compartment—1 Drawing-Room Sleeping Cars
- All-Luxury Observation-Club Car

In actual service THE NEW OLYMPIAN will carry additional sleeping cars, all new, of the same design and with the same beautiful furnishings and decorative effects as the cars of the Exhibition Train. On the exterior, the cars are all painted the familiar Milwaukee orange with letterboard, vestibule doors and inside of vestibule a dark maroon; the side lettering "THE OLYMPIAN" and in small letters at each end "Pullman" is in gold, edged with black. The cars are the all-steel type with six-wheel trucks having cast steel truck frames and clasp brakes and equipped exclusively with roller bearings. The draft rigging consists of the most



One of the 8-Section, 2-Compartment, 1-Drawing-Room Sleeping Cars

modern type of draft gears with the heaviest type of draw bars; the brake rigging consists of air brake equipment and high power hand brakes—the latter being necessary because of the easy movement of the roller-bearing cars. The entire train has the very latest equipment both inside and outside.

The Giant Electric Locomotive

Two types of electric locomotives are used on THE OLYMPIAN—the type attached to the exhibition train known as the Westinghouse “geared-quill” type and which operates across Montana and Idaho and the General Electric “bipolar gearless” type which operates across the Cascades. Items of interest regarding the exhibition geared-quill type are: Length over all, 98 feet 6½ inches; height over all, 16 feet 7⅞ inches; weight, 321½ tons; maximum speed, 65 miles per hour; speed hauling OLYMPIAN up the steepest grades, 25 to 27 miles per hour; 12 driving wheels; starting tractive force of 97,500 pounds at 25% coefficient adhesion; maintains continuous tractive force of 49,000 pounds at 26 miles per hour; equipped with six twin armature traction motors, each armature designed for 750 volts, two of these armatures being geared to each of the motors; one-hour rating of 4,200 h.p. and continuous rating of 3,400 h.p. The bipolar type has certain variations, one of which is that the armatures of the traction motors are mounted directly on the driver axle, thus eliminating all gearing. An interesting feature of both types is that on descending mountain grades the function of the traction motors is reversed, the motors being turned into generators which generate power back into the system, using the momentum of the train behind them as a force to turn over the generators. Both types are equipped with oil-fired boilers for heating the train with steam and with motor generator sets for lighting the train.

The Dynamo Baggage Car

Is 72 feet long, has a carrying capacity of 60,000 pounds and is equipped with a 3,600 R.P.M. General Electric turbine that generates the electricity to light the train while the train is being hauled by steam locomotives.

Coaches

The ladies' coach is 72 feet long with a seating capacity of 82 and completely equipped with comfortable high-back seats upholstered in green plush fitted with linen headrest covers. Features of this coach are: Solid Mexican mahogany woodwork with Cuban mahogany veneer; electric ceil-

ing fixtures with oil lamp brackets for emergency lighting; latest style ventilators; vapor heat; mahogany inner and outer window sashes; separate toilet rooms; modern open plumbing, wash-stands with liquid soap dispensers and latest type paper towels; sanitary water coolers with free individual drinking cups; green rubber aisle strips; Pyrene fire extinguishers; ample space for hand baggage in continuous racks.

In actual service THE OLYMPIAN will also carry a combination smoking and regular coach just ahead of the ladies' coach; this coach also has high-back seats, those in the smoking room upholstered in imitation leather and those in the ladies' room in green plush; this coach also has sleeping accommodations for the dining car crew.

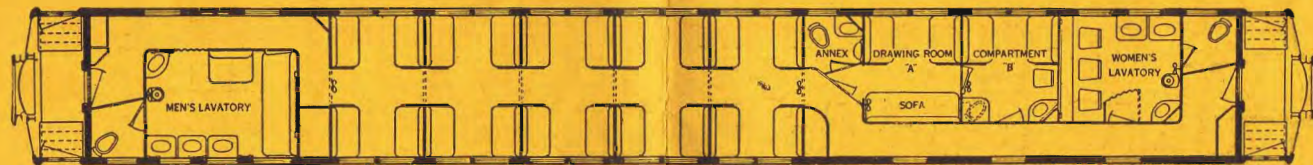
Tourist Sleeping Car

This car contains 14 sections, smoking room, separate washrooms and toilets, and kitchen, and is finished in solid Mexican mahogany with Cuban mahogany veneer. In common with the coaches the Tourist Sleeping Car was designed with an eye to beauty, comfort and utility that would be in harmony with the rest of this wonderful new train and is also exclusively equipped with roller bearings, electric light, modern ventilation including sash ventilators in the window sashes; modern open plumbing, wash-stands, soap dispensers, drinking water (pressure system), and individual drinking cups; modern heat control. Upholstery is of imitation leather and rattan, berth curtains are of green mohair, and the window shades of pantasote with a green carpet down the aisle. The ceiling is finished in ivory with gold stripes.

Standard Sleeping Cars

The Standard Sleeping Car Equipment on THE NEW OLYMPIAN was built by The Pullman Company for this particular train, and has never been equalled in simplicity of design, completeness of facilities, and artistic beauty of furnishings and decorative effects except on the New Pioneer Limited which is of similar design and construction. It is of such varied types as to meet every requirement.

The cars are 83 feet long, have underframe, superstructure and roof of steel, the details conforming to the most modern Pullman practice; the interior finish is also of steel. The cars are carried on cast steel trucks; adequate provision is made in the way of insulation of the car frame, heating and ventilating systems, to insure maximum comfort under varying climatic conditions and temperatures. The steam heating system is arranged for flexibility in regulation and all rooms are equipped with individual heat con-



One of the 10-Section, 1-Drawing-Room, 1-Compartment Sleeping Cars

trol by the occupant. The ventilating system includes air intakes in the bronze window sashes, electric circulating fans and electric exhaust fans in addition to the exhaust ventilators ordinarily provided.

An Artistic Masterpiece

The interior, Spanish in design and coloring, with its effect of rich but vivid brightness, is indescribably beautiful. Walls, ceilings and lighting fixtures, furnishings and hangings, carpets and upholstery—in varying combinations of color, produce a harmony and beauty of architectural line and decorative effect never before equalled. Soft warm tones of umber, tan, sienna and pale green, lined with stripes of blue and gold, characterize the paneled walls and partitions, while here and there little medallions in soft blues and vermilions, flecked with gold, lend an added brightness.

The carpets, upholstery fabrics, draperies and window shades (a large part of which came from old world workshops) are woven in exclusive patterns for THE NEW OLYMPIAN and held for its use alone. The felt-padded, velvety carpets have a black background covered with dark blue conventional Spanish patterns with vivid dashes of color here and there, while the upholstery and drapes provide the intermediate tones of a complete and harmonious color scheme, the last touch of which is bronze, specially designed, lighting fixtures. The general use of candelabra to the exclusion of ceiling lights wherever possible is an innovation which enhances the artistic and home-like effect. The open doorways at the ends of the body of the sleeping cars and the doorways and windows of the all-luxury-observation car with their fluted pilasters in polychrome and gold, and with Moorish arches above, complete the colorful Spanish effect.

Unusual Design and Lighting

The open sleeping cars are a surprising and pleasing departure from conventional design and lighting. The usual tunnel-like effect is relieved by a series of arches of Spanish outline across the aisle and connecting the headboards (which are of the latest extended type), thus isolating and giving more privacy to the occupants of each section. General illumination is from bronze, triple lamp fixtures, one of which hangs in each of the archways, supplemented by bronze, amber-shaded reading lights in each section; upper berths have set-in lights at the head and foot, while concealed lights illuminate the floor of the aisle at night. The specially designed upholstery is a beautiful Dutch blue flecked with coral.

Large Wash Rooms

Special attention is directed to the generous lavatory facilities, the men's washrooms each having four wash-stands and the women's three, all, of course, of the latest porcelain sanitary type, as are also the dental lavatories. These rooms are unusually spacious and a bracket lamp with iridescent glass shade is provided at each mirror and general illumination is given by an ornamental bronze ceiling fixture with iridescent glass bowl; the women's room, with its long dressing table, large mirrors and three chairs, has all the latest conveniences and accessories for the feminine toilet. These ample facilities, which eliminate crowding and waiting and make possible a leisurely toilet, are especially desirable and appreciated on a long journey, while the quiet roller bearing glide of the train also contributes greatly to the ease and comfort of dressing.

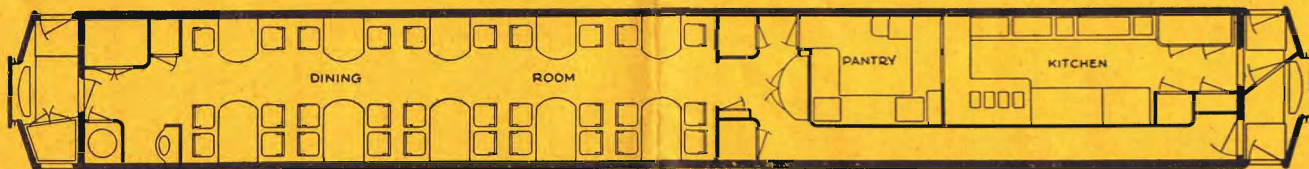
Drawing-Rooms and Compartments

THE NEW OLYMPIAN is well provided with this class of accommodation so desirable, when occupied en suite, for families or friends traveling together. All rooms have bronze reading lamps with mica shades and for general illumination have on each cross partition a two-light bracket lamp with iridescent glass shades, while at either side of the wash-stand mirror is placed a bronze candelabra fixture. A reading lamp is also provided at the sofa in the drawing-rooms in addition to the section lamps. Other special features include a clock in each room with small electric night lamp above it (control switch for same being accessible from the bed), electric circulating fans and individual heat control, a shoe servidor accessible from the inside as well as from the corridor, so that shoes may be removed for cleaning without disturbing passengers; a small door-knocker instead of buzzer; a cabinet for toilet articles and a generous supply of clothes hooks, racks for hats, towels, etc.

The All-Luxury Observation-Club Car

Think of it—an entire car devoted to special comfort and luxury features! Separate baths for men and women, barber shop, valet, maid, men's smoke room and women's lounge, buffet, observation parlor with writing desk and library, commodious observation platform—literally a club upon wheels!

This car is the artistic gem of the entire train for here the Spanish motif of color and design used in all the sleeping cars reaches a vivid but harmonious climax never before attained in railway equipment.



The Dining Car

The enameled walls and ceilings in plain sienna, the polychrome and gold illumination of ceiling beams and fluted window pilasters, with the darker tones of carpet, drapes and upholstery are indescribably beautiful while the bronze, side-wall, shaded candelabra, and specially designed table lamps, create a homelike effect.

Women's Lounge and Maid

The Women's Lounge is an exquisite boudoir in the forward part of the observation car decorated in bright tones and furnished with exquisite fabrics. The roomy lounge itself has comfortable arm chairs and a three-seat couch, walnut table with specially designed table lamp and at both sides, draped windows permitting unrestricted views without sacrifice of privacy; loose down cushions and pillow add to the luxurious comfort. Adjoining are dressing room, shower bath and complete toilet facilities, while three large, beautiful mirrors delight the feminine heart.

A competent maid, presiding over the lounge, is at the service of women passengers and arrangements for manicuring and hairdressing can be made with her at any time of day.

Barber Shop and Men's Bath

OLYMPIAN comforts permit one to reach the end of the journey as fresh, trim and neat as at the beginning. The Barber Shop is completely equipped and an expert barber experienced in serving men, women and children is in charge. The same personal attention is received as at one's own club or hairdresser's.

Valet services are obtainable by day or by night. Clothes given to the porter of one's car will be returned promptly with spots removed and small rips mended, neatly pressed and ready to be worn.

The fully equipped Men's Bath with porcelain shower bath adjoins the Barber Shop.

Smoke Room

The physical comforts and the æsthetic beauty of the Men's Smoking Room are of the highest order and every want is carefully provided for. In architectural line, decoration and lighting the Spanish influence is dominant as elsewhere. Sixteen feet long, there is ample space for the eight lounge chairs, the couch seating three (all upholstered in green morocco leather and each place softly lighted by bronze sidewall candelabra), and the two walnut tables—one movable with a drop top and the other with

current periodicals and a bronze table lamp. The eight large curtained windows with polychrome fluted pilasters give an unrestricted view of the scenery; ash trays and match holders on bronze stands are handy and a touch of the button brings one's favorite smoke or beverage from the Buffet.

The Buffet

Adjacent to the Observation Parlor is the spotlessly clean Buffet finished in dull ivory enamel and completely equipped with refrigerator, soda fountain and tea-urn. Here passengers may order served in the parlor, women's lounge or men's smoke room of this all-luxury car, their favorite refreshment, cigars, tobacco and cigarettes.

The attractiveness of the service from the Buffet is enhanced by the serving trays mounted on ornamental bronze stands which are used.

The Observation Parlor

The dignity, comfort and beauty of the observation parlor make it a place where passengers love to gather and linger during an OLYMPIAN journey.

The many comfortable easy chairs, couch and divan provide ideal lounging places from which to view the splendid scenery through the extra high, wide vision windows.

The writing desk is a table almost four feet long facing the windows at the side and provided with a writing lamp; at the opposite side is the library table with specially designed table lamp and a bookcase with the latest best sellers and current magazines. The bronze three-light Spanish side-bracket wall candelabra greatly add to the restful beauty of the room. Last comes the recessed semi-enclosed observation platform with the new plan of having steps at one side only, brass capped railing and gates, an awning, and equipped with eight comfortable folding chairs and a powerful movable flood light with which to view the passing scenery at night.

The Dining Car

This car is seventy-two feet long with a seating capacity of thirty persons, and is finished in vermilion and Mexican mahogany with beamed ceiling of ivory ornamented in gold and colors. Carpet, dark and richly colored, and the side and end alcove lights are of unusually attractive Oriental designs. The straight-back chairs with leather seats have cream-colored slips with figured design, while the window shades are of a beautiful new opaque material of mottled



The All-luxury Observation Car. Barber Shop—Baths for Men and Women—Women's Lounge—Smoke Room—Buffet—Library—Observation Parlor

maroon and silver. The new type ceiling light fixtures are arranged with revolving fans set between, providing rapid air circulation without draft. Windows of more than usual height with stationary outer sash set in rubber, combine greater vision and freedom from outside dust and draft; forced ventilation with the aid of exhaust and down draft fans keeps the air fresh and sweet and free of all kitchen odors; the table tops are of stainless polished steel.

An innovation in the kitchen is the "Kitchen Aid," a mechanical mixer installed for the purpose of permitting the preparation of better foodstuffs in the limited space available in a dining car kitchen. The mechanical efficiency of "Kitchen Aid" largely overcomes the difficulties due to confined space, this machine mixing practically all of the foodstuffs handled in the dining car in the way of pastries, muffins, and cakes, also whips creams and meringues perfectly and will prepare a better omelet than can be obtained by manual mixing. The working surfaces of the kitchen are covered with stainless polished steel, The MILWAUKEE ROAD being one of the first to adopt this material for working surfaces in dining cars.

These improvements mean that the meals on THE NEW OLYMPIAN, which are already famous the world over for their excellence, will be even more perfectly prepared and appetizingly served in the future than in the past.

Open Air Observation Car

During the summer months passengers on THE OLYMPIAN, as it takes its swift flight for 660 miles across four mountain ranges through the electrified zones, get close to nature when they ride in the open-air observation car, which is attached to the train for this portion of the journey. They may expand their lungs with the ozone of the clear mountain air and breathe the scent of the pines while they watch the great panorama of rugged peaks spread out about them.

There is no annoying smoke and no noisy complaint from a laboring steam engine, for THE OLYMPIAN glides through the mountains with ease, quiet and cleanliness made possible only by roller bearings and "white coal." Open-air observation of the scenic splendors of these mountain regions is a joy under such conditions.

Electrical Operation

Powerful electric locomotives haul THE OLYMPIAN for 660 miles across four mountain ranges with ease and quiet-

ness — from Harlowton, Montana, to Avery, Idaho, and from Othello, Washington, to Seattle and Tacoma, across the Belt Mountains, the Rockies, the Bitter Roots and the Cascade Range. This is the longest stretch of railroad electrification in the world and means greater efficiency of operation, and increased comfort and pleasure to the passenger. Schedules are better maintained, delays due to cold and snow are eliminated, greater evenness of speed means smoother riding, absence of smoke and dirt means greater cleanliness and a pronounced improvement of the view from car window and observation platform.

The electrified portion of the railroad is furnished with power from large hydro-electric plants which is transmitted to sub-stations, located about every thirty miles, at 100,000 volts alternating current. At the sub-stations the power is converted and reduced to 3,000 volts direct current, which is transmitted through the trolley wires to the electric locomotives.

Electrical operation is not an experiment for the heavy transcontinental trains of The MILWAUKEE ROAD, for the past twelve years, have been drawn across the mountains by electric power with unflinching regularity.

In Conclusion

The MILWAUKEE ROAD in placing in service a transcontinental train of so greatly advanced a type as THE NEW OLYMPIAN believes it is following a policy of enlightened self-interest. For many years it has been the earnest effort and the sincere purpose of The MILWAUKEE ROAD to ever serve the traveling public in a more efficient manner which takes advantage of the latest mechanical inventions, refinements of design and improvements in operation and service which will in any way add to the comfort, safety and enjoyment of the traveler.

The MILWAUKEE ROAD sincerely believes that in THE NEW OLYMPIAN it has placed in service a truly de luxe train, superior to any train heretofore placed in regular service, and one which is not only the crowning masterpiece of the car-builder's art but which sets a much higher standard of service and operation than has ever before been achieved on any American railway.

The MILWAUKEE ROAD invites you to a critical inspection of THE NEW OLYMPIAN and will gladly welcome constructive suggestions for its further improvement.

And lastly, your patronage of this wonderful new train is cordially invited.



The Tourist Sleeping Car

Chicago, Milwaukee & St. Paul Ry.

Information and Travel Bureaus

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GEO. B. HAYNES, Passenger Traffic Manager, Chicago, Ill.

W. B. DIXON, General Passenger Agent, Chicago, Ill

The New Olympian

New Equipment —

The Finest Ever Produced

Roller Bearings —

Every Car Glides Smoothly—No Jerks, No Jars

Electrical Operation —

660 Miles Over Four Mountain Ranges

Milwaukee Meals —

Famous the World Over

New Heating and Ventilating Devices —

Comfort in All Weathers

Observation-Club Car —

The Masterpiece of All-Luxury Cars

**In This Age of Super Service, The MILWAUKEE ROAD
again "pioneering" places in service**

The New Olympian

**which Taking Advantage of Epoch-making
Discoveries, Effects a Revolution in Transcontinental
Passenger Travel —**

The Most Comfortable-Riding Train Ever Built!