



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 outperform outside competition in this new and highly publicized restimulation of public interest in railway passenger traffic.

"The Hiawatha" is the 6-hour 30-minute train of the Chicago, Milwaukee, St. Paul and Pacific Railroad, operating between Chicago, Milwaukee and St. Paul, a distance of 410 miles. The locomotive guaranteed originally to handle six cars is now hauling eight; and with an additional train stop the locomotive keeps right on making the original exacting schedule with ease.

The train was placed in operation on May 29th, 1935. On November 4th, 160 days later, it celebrated the handling of its 100,000th paying passenger. During the two months, July and August, 35,376 passengers were handled, an average of 290 per trip; the average revenue per trip was \$1,546.00, and per passenger was \$5.33. In these two months this train operated at a net profit of \$127,296.00.

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



A L O

"Hiawatha" is hauled by a colorful streamlined, high-powered, oil-burning, steam locomotive built by the American Locomotive Company—the first modern steam locomotive to be built in the United States in which speed alone was the governing factor.