

1937 HIAWATHA EQUIPMENT



The concept of an Express-Tip Top Tap car, conceived in early 1935 for the original *Hiawatha* but never constructed, was brought to fruition for the 1937 *Hiawatha*. The 31 foot compartment at the forward end of the car was strictly for express, as the *Hiawatha* did not carry checked baggage. Patrons desiring to check their luggage did so on the

first train preceding or following the *Hiawatha*. The tap room of cars 151-152 was nearly double the size built for the original *Hiawatha*. With only two small porthole windows located near the bar, passengers found themselves completely immersed in the tap room's friendly atmosphere. *The Milwaukee Road, W. F. Stauss collection*

EXPRESS-TIP TOP TAP 151-152



The Tip Top Tap room was a popular gathering spot for the train. The catchy name originated from the Tip Top Inn, a club located at the top of the Pullman Building in Chicago. Following prohibition, the name was resurrected by Chicago's Allerton Hotel, which named its penthouse lounge the Tip Top Tap. The name suited the *Hiawatha's* bar car, which featured many of the Road's hometown-brewed beverages along with a wide variety of cocktails. Snacks and light meals were also on the menu. The taproom, complete with bar, bar rails and mirror, created the atmosphere of an intimate clubroom. Passengers could also listen to an automobile-type radio from speakers located throughout the car. *The Milwaukee Road, W. F. Stauss collection*



Express-Tip Top Tap cars 151 and 152 operated as the first car behind the locomotive. As the car's only entrance was at the rear, only one full-width diaphragm was applied. A standard diaphragm was mounted on the forward end of the car for aesthetic purposes only.

The Milwaukee Road, W. F. Stauss collection



The Tip Top Tap room accommodated forty patrons. Arch-topped mirrors, similar to the Milwaukee's 1934-designed windows, were placed at each booth. Push buttons were also available to summon the waiter. Red leather seats with polished aluminum frames complemented the peach-shaded wall panels by each booth. The remaining interior walls were painted in five shades of blue and accented with wainscoting and stainless steel trim. The tables, also made of aluminum, had rubber covered tops. The extensive use of aluminum helped reduce the overall weight of the car. The floor was covered with mottled gray rubber and the ceiling was painted bone white. The Conductor was provided with a small area furnished with a worktable at the rear of the car. *The Milwaukee Road, W. F. Stauss collection*