



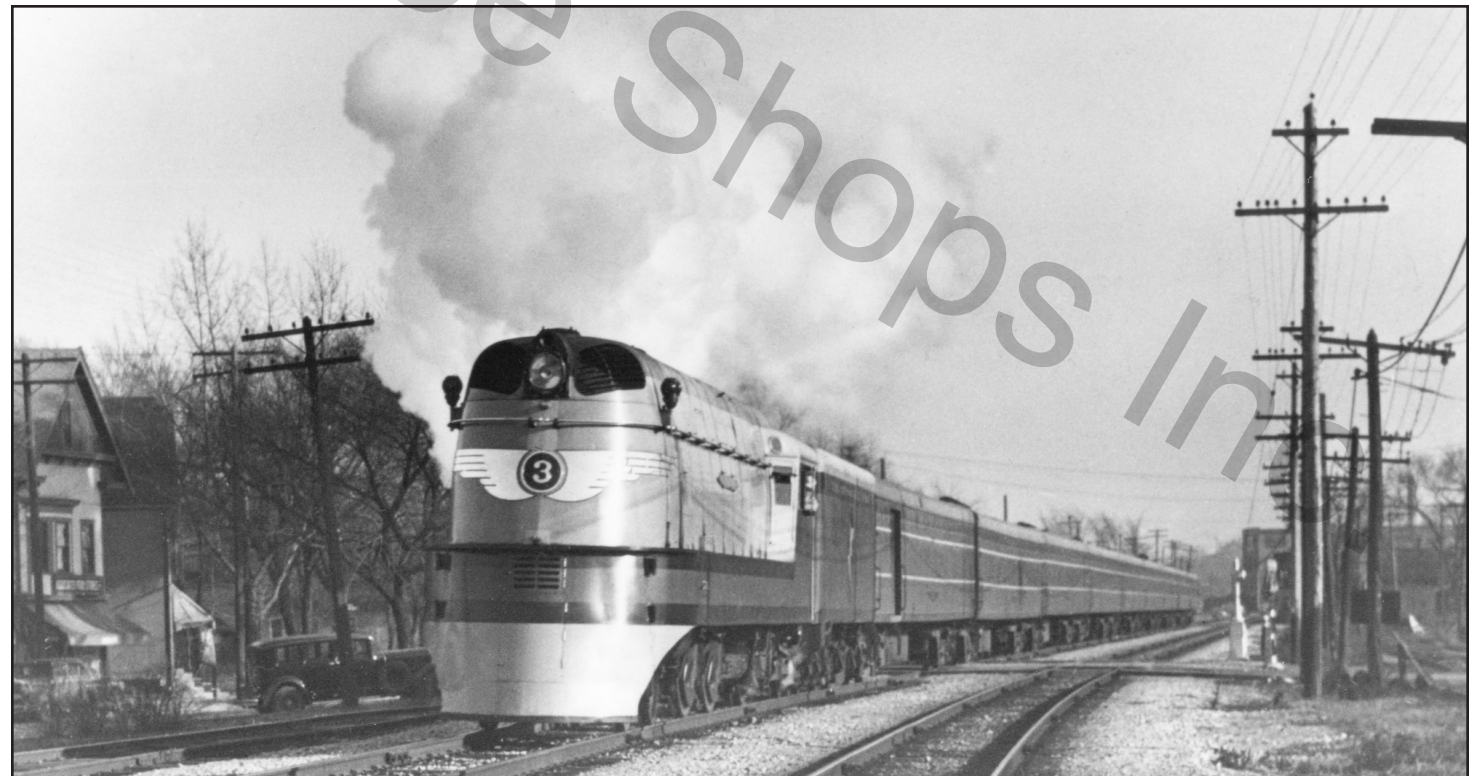
The "Two-Spot" and the new 1937 *Hiawatha* glisten in autumn's soft sunlight after emerging from the dark depths of Chicago Union Station on October 13, 1936. The white-clad fireman strikes a classic pose for the photographer standing at Canal Street to capture the new *Speedliner* as it begins its third trip to the Twin Cities. The chrome-plated wings of the Class A have been polished and new paint has been applied for the new *Hiawatha's* debut. After clearing Canal Street Train #101 will climb to above street-level running before slowing for the interlocking with the C.&N.W. at Tower A-2. After clearing the plant, the Class A can stretch her legs through Chicago's northern suburbs. The rib-sided era has been ushered in and streamlining on the Milwaukee Road has reached a new level.

*J. Michael Gruber collection*

PRESENTING THE



*Hiawatha*



Fallen leaves, fading afternoon light and the condensation of moisture in the locomotive's exhaust are all signs that mild autumn afternoons are waning and cooler weather is setting in. The engineer of Train #101 has just opened the throttle of number 3 after entering the curve east of the Wauwatosa depot in late October 1936. Coinciding with the introduction of the 1937 *Hiawatha* in October 1936, running *Hiawatha* ovals were painted on the sides of the tenders of Class A numbers 1, 2 and 3. As noted in this photo of a nine-car train, sagging developed in some of the 1936-built cars, suggesting that future car building should incorporate additional ribs and strengthened underbodies to improve structural integrity.

*Carl Solheim collection*