



The World War II edition of the *Afternoon Hiawatha* united 1938-built parlor cars and Beaver-Tail observations with new passenger & express cars, coaches, Tip Top Tap cars (auxiliary diners) and dining cars. Wartime material shortages and government restrictions created a period of austerity for the nation's railroads, and the construction of "luxurious" passenger equipment, such as parlor and lounge cars, was deemed not necessary. Nystrom and

the Milwaukee Shops responded by cosmetically altering the skirt-less 1938 cars to conform to the fully-skirted 1942 equipment. In addition to pre-war parlor and Beaver-Tails, the *Morning Hiawatha* operated with 1938 Tip Top Tap and dining cars. Train #100, the *Afternoon Hiawatha*, has just departed St. Paul en route to the Windy City.
J. Michael Gruber collection

THE 1942 HIAWATHA

RIBS, SKIRTS AND FINNED BEAVER-TAILS

TWO GENERATIONS OF HIAWATHAS UNITE TO HANDLE WARTIME TRAVEL

Upon completion of the Road's 1938 passenger car building program, the Milwaukee Shops had designed and constructed a total of 216 lightweight passenger cars. The Milwaukee's lightweight roster included 31 express cars, 7 mail & express, 2 RPOs, 23 passenger & express (including 18 branch line cars), 10 passenger, mail & express (also for branch line service), 92 coaches, 10 bunk room coaches, 13 diners, 8 Tip Top Tap cars, 12 parlor cars and 8 Beaver-Tail parlor-observations. This extraordinary accomplishment, completed in less than six years, attracted and generated much needed passenger traffic to revitalize the Milwaukee's depression-weary revenues. The newest lightweights replaced equipment less than two years old on the *Hiawatha*, as well

as turn-of-the-century cars operating over the Road's remote branch lines.

Between 1939 and 1941 patronage on the *Morning* and *Afternoon Hiawathas* remained strong, as both trains operated at or above capacity. But with World War II on the horizon and imminent United States involvement, domestic, military and civilian travel would soar and additional equipment would be needed to meet the demand. The Railroad once again called upon the Milwaukee Shops to build the cars required to handle the anticipated traffic.

While designing equipment for the new *Afternoon Hiawatha*, the make-up of Train #s 101-

100 was reconfigured. The *Hiawatha's* popular Tip Top Tap car, previously restricted to the head end of the train due to its express compartment, was redesigned to operate in front of and to supplement the dining car. The car included a buffet, tap room, lounge area and a car-length aisle designed to accommodate patrons waiting to be seated in the diner. Centrally relocating the buffet-tap ahead of the diner in the train's consist made it more convenient for passengers. With the buffet-tap car devoted exclusively to lounge service, a combination passenger & express car was added to the head end of each train.

Authority was granted in early 1941 to construct 31 passenger cars, enough to only partially re-equip

the *Morning* and *Afternoon Hiawathas*. The original Authorization For Expenditure (AFE), postdated June 6, 1941, called for the construction of only 19 coaches, numbered 454-472 and 6 parlor cars, to be numbered 175-180. However, with an overwhelming demand for coach seating, and 6 1938 *Hiawatha* drawing room parlors and 4 Beaver-Tail parlor-observations in service, the Milwaukee wisely constructed 6 coaches in place of the parlor cars. The additional coaches were numbered 473-478.

Factors beyond the control of the Railroad played a part in the design, construction and number of cars the Milwaukee would build. Material shortages and government-imposed restrictions limited the