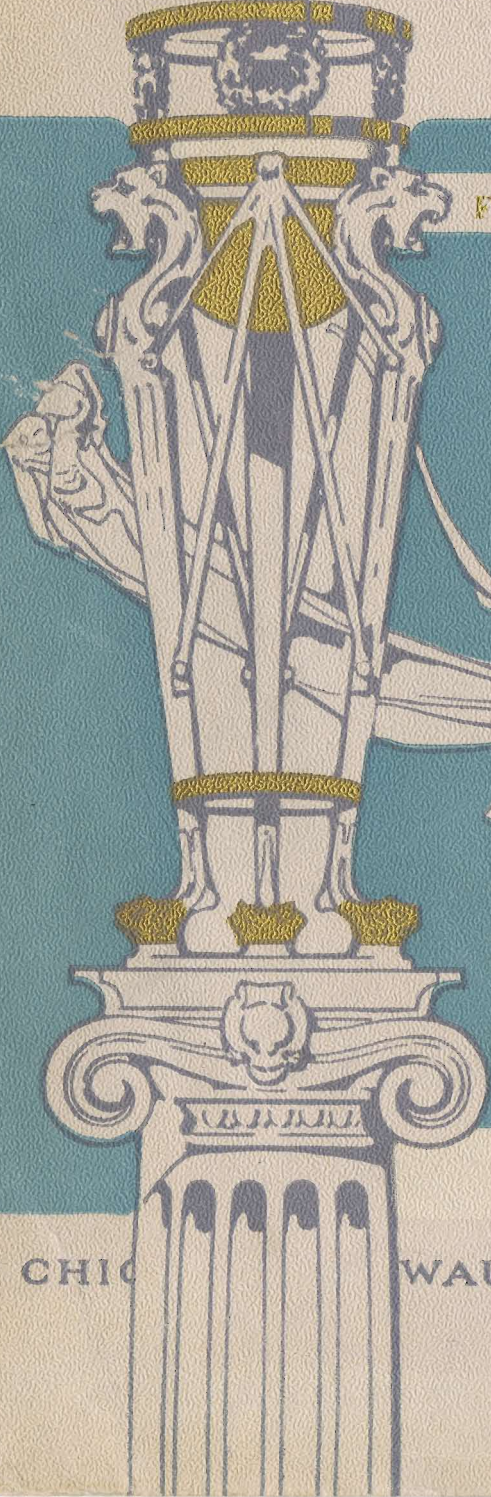


The OLYMPIAN

The OLYMPIAN

"FIT FOR THE GODS"

"FIT FOR THE GODS"



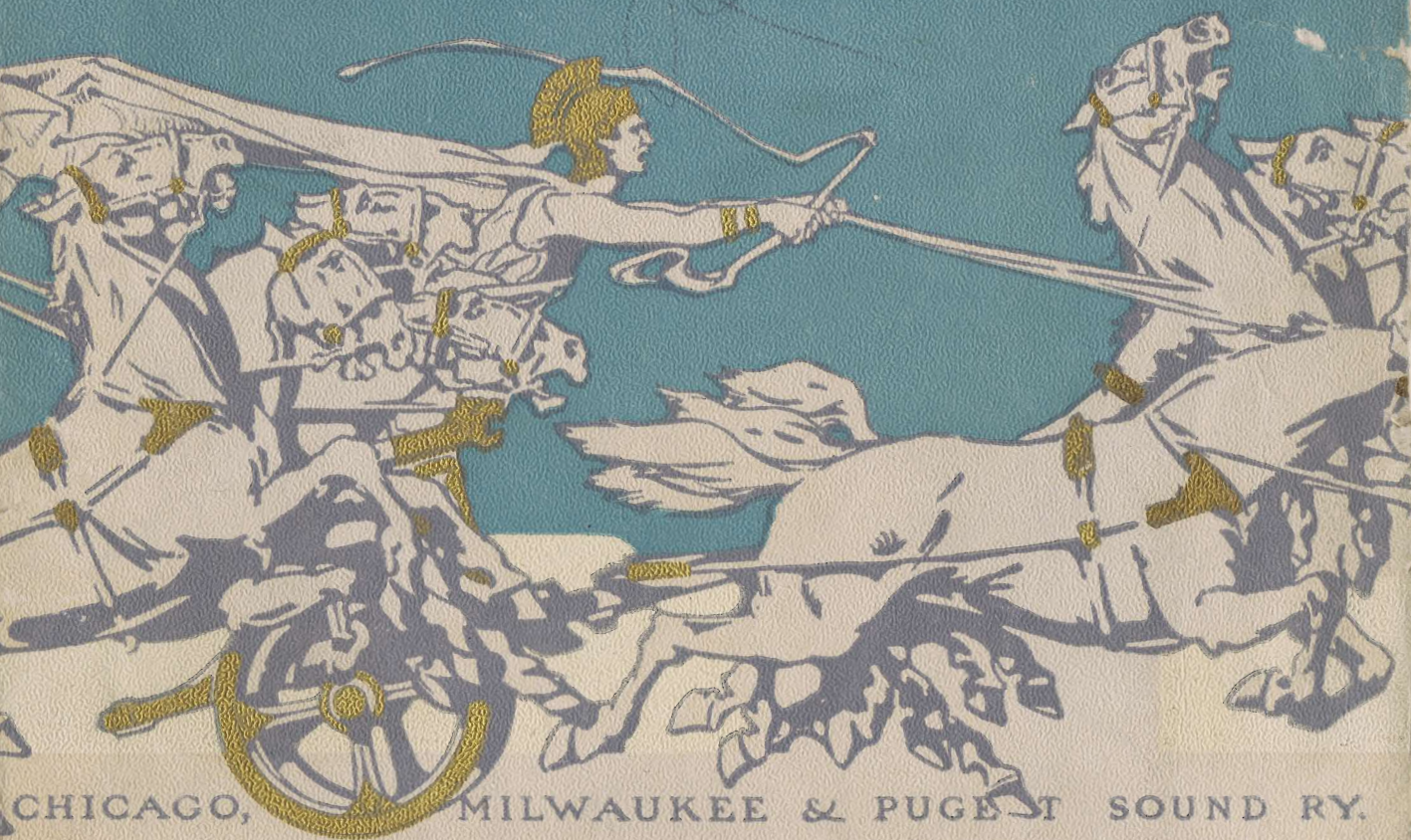
CHICAGO, MILWAUKEE & PUGET SOUND RY. CHICAGO, MILWAUKEE & PUGET SOUND RY.

The OLYMPIAN

The OLYMPIAN

"FIT FOR THE GODS"

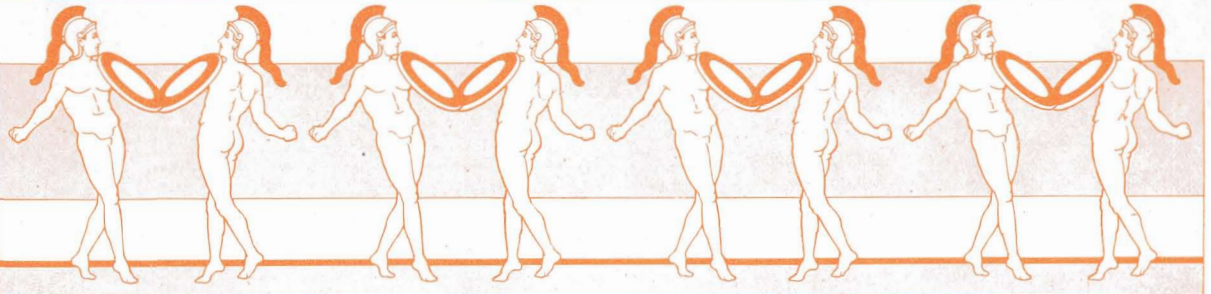
"FIT FOR THE GODS"



CHICAGO, MILWAUKEE & PUGET SOUND RY.



CHICAGO, MILWAUKEE & PUGET SOUND RY.



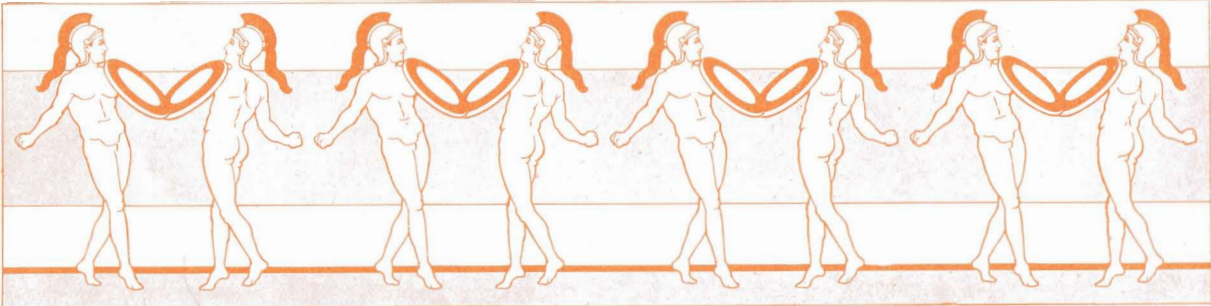
IMMORTAL

Four thousand years lame Vulcan's anvil had been still;
 Four thousand years winged Mercury
 Had slumbered on a cloud;
 Four thousand years Apollo's chariot of the Sun
 Had hidden been. No god in aeons
 Had spoken once, aloud.

And then—the anvil waked! It wrought anew, with steel.
 Swift Mercury aroused, new speeds
 Proclaiming to the world.
 Apollo's car rose once again on high
 To light the way. In *western* skies
 The pomp of Zeus unfurled!

And for one day all gods revived;
 Held carnival where new Olympics
 Guard the western main!
 They wrought—a *traveler's paradise*!
 Then christened it.—And penned below
 Ye find its name—

“The Olympian—
 Fit for the Gods”



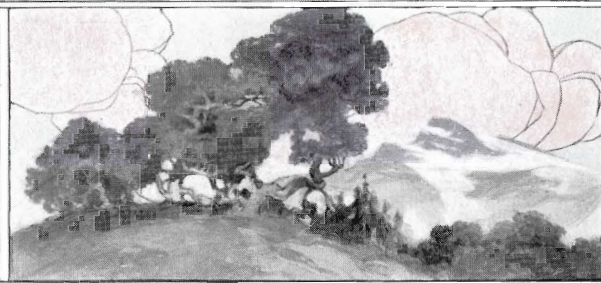


GEO. W. HIBBARD
GENERAL PASSENGER AGENT
R. M. CALKINS
TRAFFIC MANAGER
SEATTLE



The OLYMPIAN

THE ALL-STEEL TRAIN
OVER THE NEW STEEL TRAIL



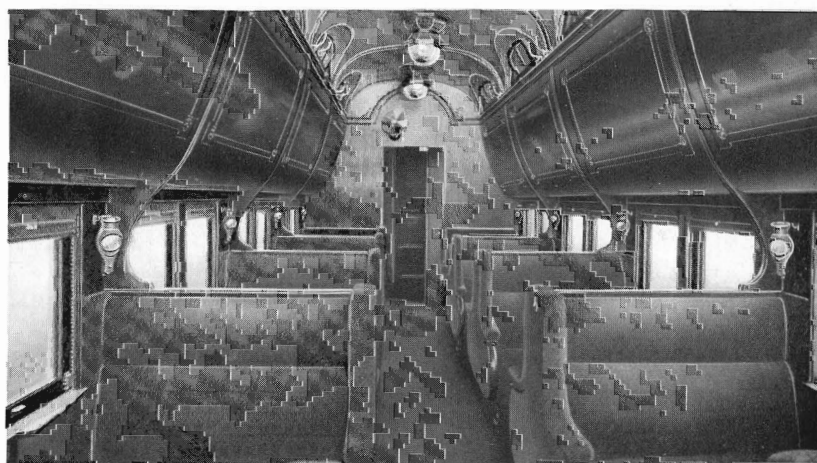
Chicago, Milwaukee & Puget Sound Ry.



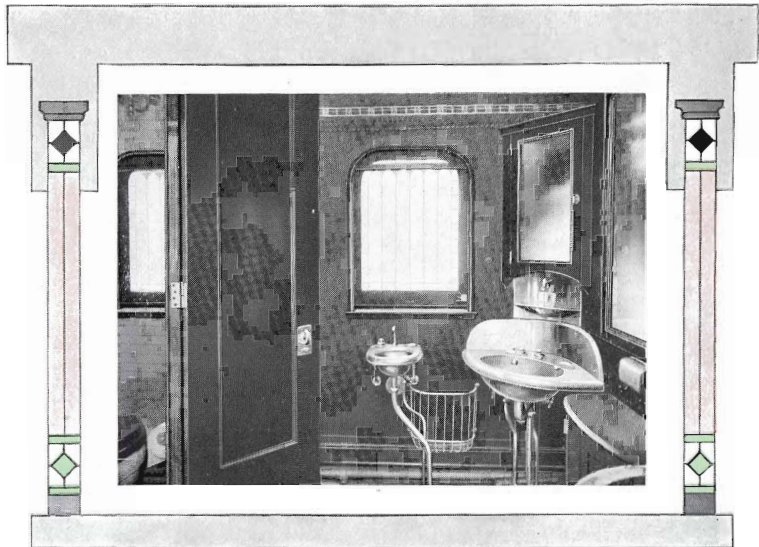
WHEN Vulcan's mother, Juno, ejected him from the heaven of the gods because of his deformity, he became a blacksmith — an artificer in metal.

The Greeks of forty centuries ago believed that he had made at his forge on Olympus the sun chariot in which Apollo daily drove across the heavens, and which was supposed to have had wheels and pole of gold, spokes of silver, and a seat of chrysolites and diamonds.

When the great new train for the CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY, in connection with the Chicago, Milwaukee & St. Paul Railway, had been completed and submitted for inspection, there was a pause for a name. Of the hundreds considered, none seemed to suggest sufficiently the real magnificence of the equipment — its powerful construction, its beauty and its luxury.



Steel Standard Sleeping Car



Ladies' Lavatory

IN a moment of inspiration one who was familiar with the conditions, proposed "The Olympian—Fit for the Gods." The adoption was almost instantaneous, so aptly did the title suit.

Indeed, the gods of old Olympus might well be supposed to have re-assembled on new Olympus, father-peak of the Olympic range of the new West (and first land to greet the eye of the incoming Pacific voyager), and there, under Vulcan, constructed this most modern gift to Man—wonderful in its beauty, its speed and its convenience—and there, forthwith, have launched this product of his forge on its journey half way around the globe toward old Olympus.

The West never has had a train approaching this one in excellence. The East has none of equal desirability for all classes of travel.

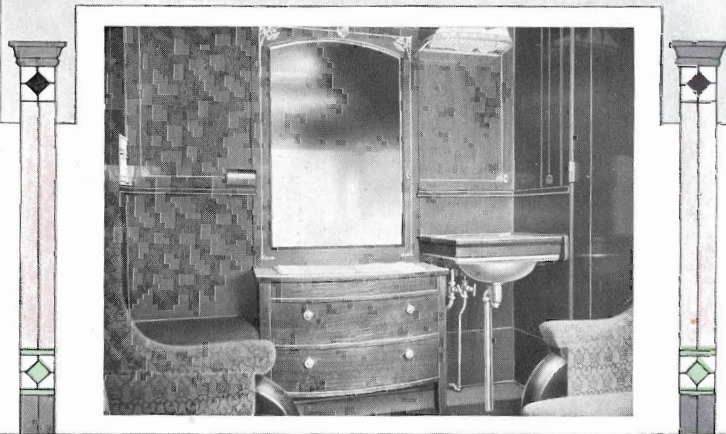


THERE is no other train in East or West approaching this in elegance that does not charge an extra fare. The Olympian requires only the usual standard fares.

Its car bodies are wholly of steel—from end to end. It is an imperishable train.

Because of its weight, it rides as much easier than an ordinary train, as an ordinary sleeping car rides easier than an ordinary wooden coach.

The engine is of the heaviest, modern, passenger, "Pacific" type. It is nearly one hundred feet long, including its tender, and weighs in the neighborhood of 185 tons—or more than an entire train, engine and all, usually weighed in earlier days, and more than many locals and suburbans weigh even now.



Compartment in Standard Sleeping Car

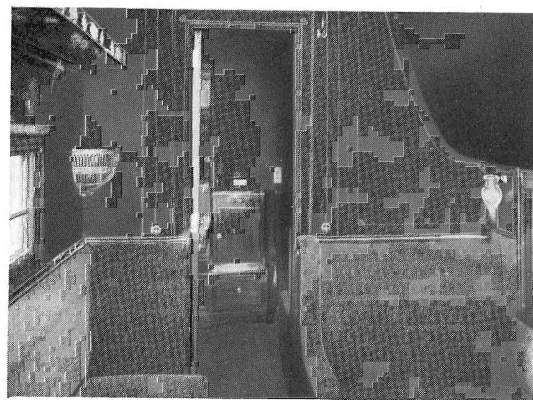
NEXT the locomotive is the baggage car. It is arranged and equipped to do away with much of the violence to trunks and cases. The men in charge have been selected for virtues other than that of physical prowess, which has ceased to be necessary. In the baggage car also is the dynamo which generates the current that runs the electric fans and lights the train.

Behind the baggage car follow the coach, the tourist sleeping car, the dining car, the standard sleeping cars and the lounge-observation car.

These names are ordinary; the cars themselves are not.

All were built for this train and are in harmony with its architecture. All are fully up to its standard in every detail.

The entire train is heated by steam.



Drawing-room and Compartment, en Suite



THE OLYMPIAN

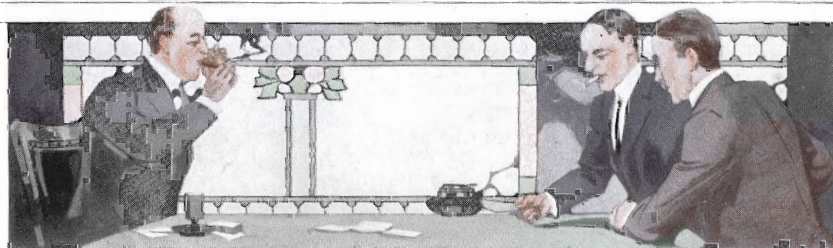


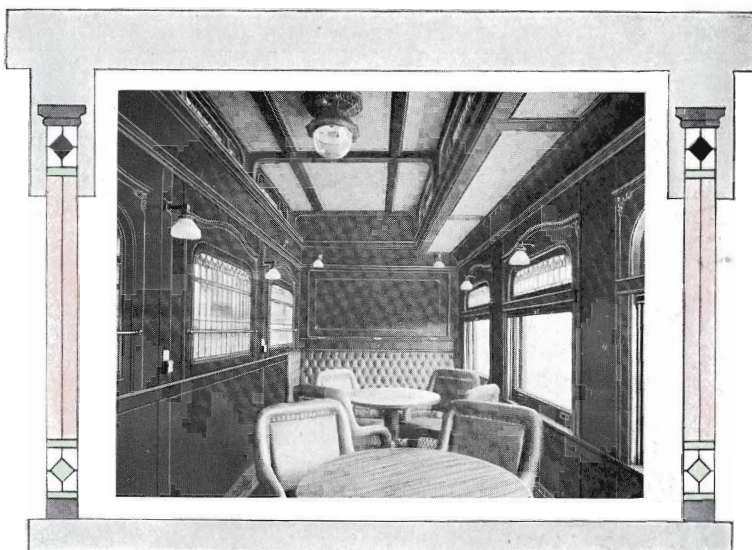
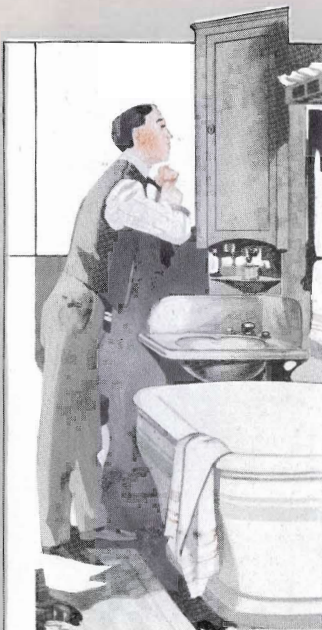
New Steel Dining Car

EVERY car is electric-lighted with Pintsch gas as an emergency auxiliary. Every car is fitted with electric fans. An electrician travels with the train.

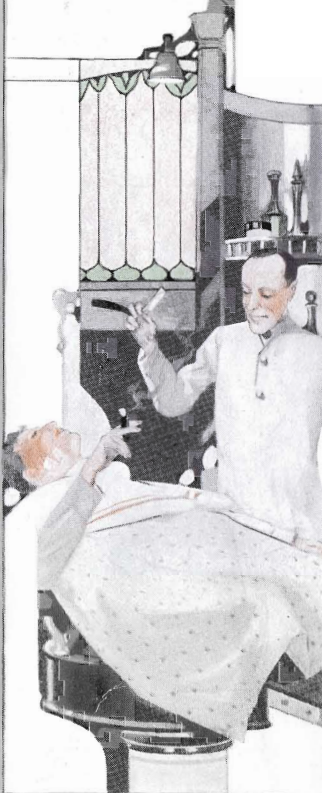
Every car is finished in Cuban mahogany and English walnut; its lights imbedded in the walls and protected by globes of cut glass as genuine as are the other things throughout the train.

The tone of the walls and ceiling is rich, subdued and restful. The upholstery of the seats and the rugs on the floors are distinctively uncommercial.





Gentlemen's Cafe and Club Room



THE lavatories and other conveniences have been installed with absolutely no regard for anything save the traveler's comfort — it is said in all truthfulness that there has been no limit on expense.

It is a *dustless* train. Such particles as may contrive to enter, despite the careful construction of the casements, are promptly whisked away by the vacuums. Brooms and dusters are not used within the cars.

In the lounge-observation car there is a bath. And a barber.

And a valet will attend to pressing and cleaning at any time, and quickly.

A writing room with desks equipped with all the accessories.

And a library, containing selections from the classics and modern fiction, also the current magazines.



THE train crews are of picked men. The porters are especially drilled. Afternoon tea is served in the ladies' lounge room in the observation car with a special Olympian service.

The dining cars are models of beauty and good taste. All meals are served a la carte, with a cuisine that offers the choicest and best that the market affords. They are better meals than you would expect—and you would expect much on a train proclaimed "Fit for the Gods."

In the lounge-observation car there is a buffet accessible at any time.

The men's club room adjoins it.

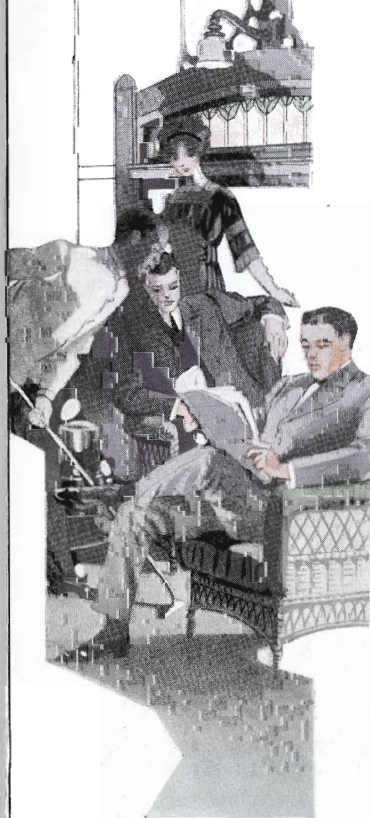
The lounging room opening out upon the observation platform is for both women and men.



The high-back seat Coach



A corner of the Diner



ALTOGETHER, it is a wonderfully comfortable, "homelike" kind of train. Individual electric lights in every berth.

And the berths in the sleeping cars

— really *are* higher,

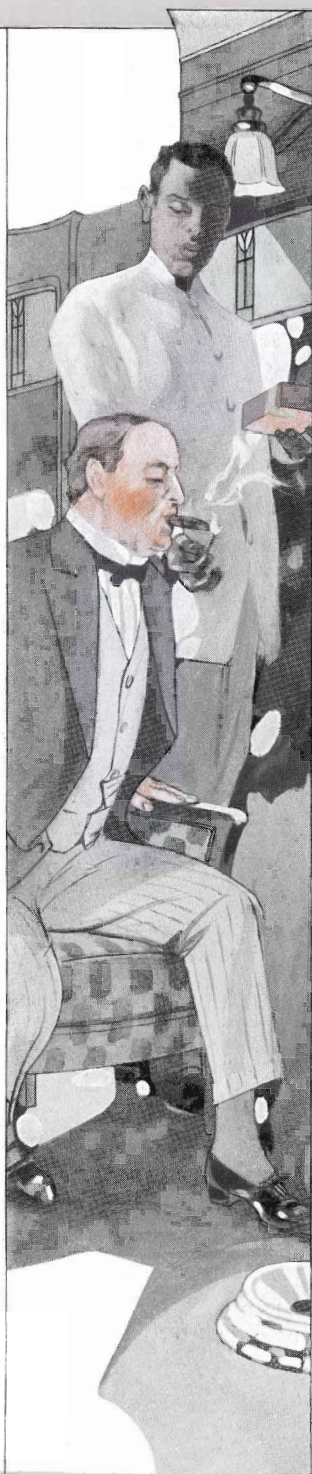
— really *are* wider,

— really *are* longer,

— which is tremendously helpful to those passengers who may themselves be a little higher, or a little wider, or a little longer than the average.

The sleeping cars are of the "two-compartment drawing-room" type.

At the terminals, and at important intermediate points, the lounge-observation car is given telephone connection with the local service, including "long distance." The porter can tell at any time in the journey the next station at which telephone connection will be made, and the number of minutes available to the passenger.

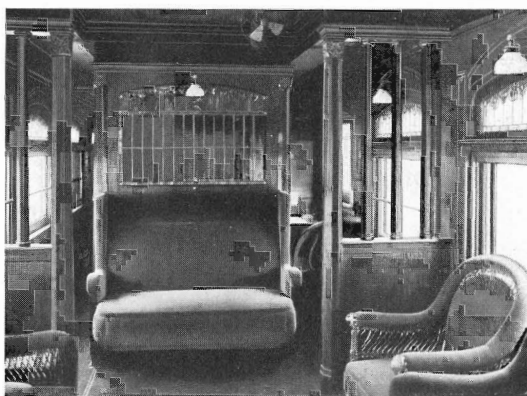


OLYMPIANGRAMS" are distributed frequently, giving bulletins of the day's events throughout the world.

Developments which might seriously affect either market conditions or the train service of connecting lines are especially reported.

The train runs through from Tacoma and Seattle to Chicago in approximately 72 hours—for instance, between Monday morning and Thursday morning. Its passengers reach New York in less than 96 hours—for instance, between Saturday morning and Wednesday morning.

The trip westward, leaving Chicago in the evening, is made in approximately the same length of time, as shown in the detailed schedules in the accompanying leaflet.



One end of the Observation Parlor

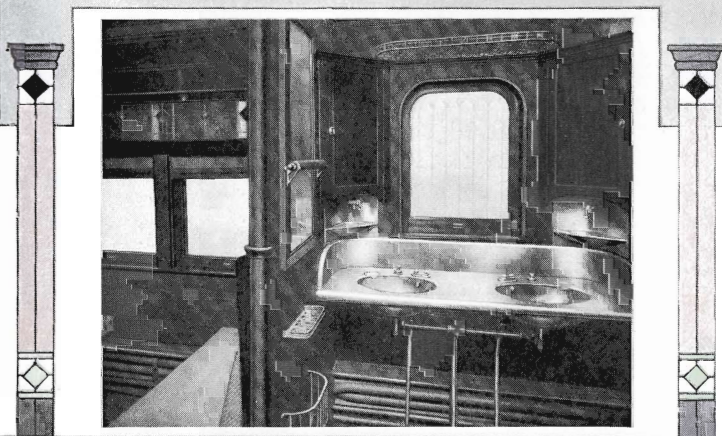
TO the guests of the train the schedule seems even faster than it really is. Or rather the time en route seems less.

The scenery is responsible for this.

It is different from the scenery of any other American line. It is the most fascinating scenery that exists for so many miles along any known route of travel.

The CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY is not a combination of local lines constructed previously at various times, but is a great new highway hewn through a new empire in direct course to its destinations, and without regard to engineering convenience.

Its builders accomplished an astounding task. They put a railroad where many men would have said no horseman could ever go.



Men's Lavatory, Tourist Sleeping Car

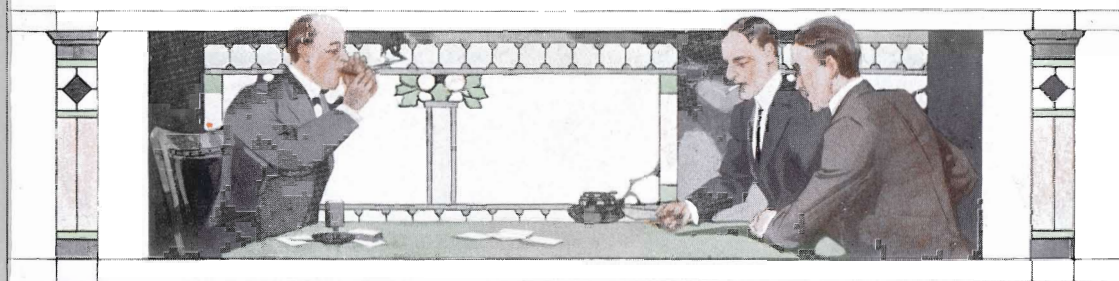


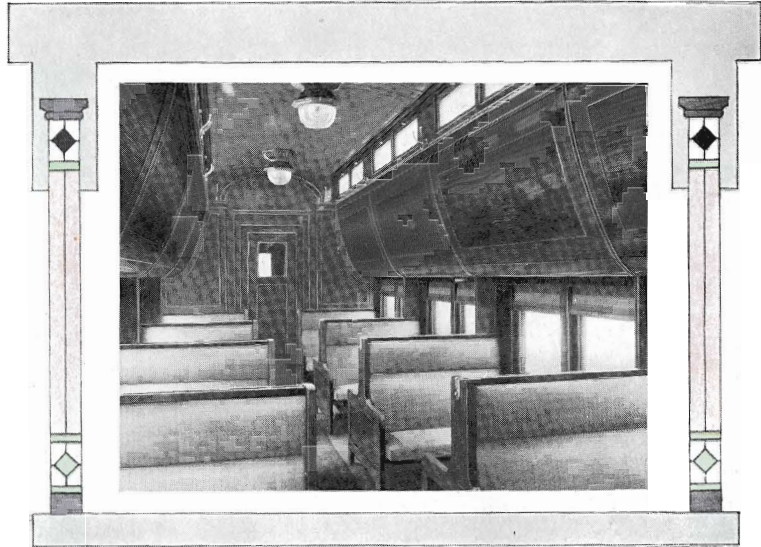
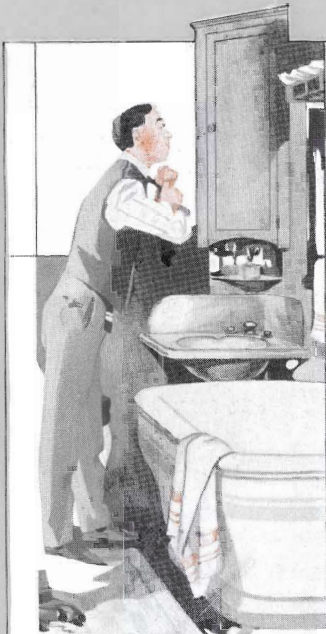


The rear of the Lounge-Observation Car

THE passenger, lolling at his ease with every convenience of established civilization at hand, is yet intimately in contact for a part of the way with "the forest primeval" and with a rugged grandeur that his fancy never could have half pictured or his imagination half measured.

Even the Northwesterner himself, however much accustomed to the views along main traveled highways here, finds new wonders and new delights that he never had suspected along this later-opened avenue.





Steel Tourist Sleeping Car



THE illustrations and the descriptive text in the road's first book, "Across the Continent," do all that brush and pen can do, but still fall far short of the realities.

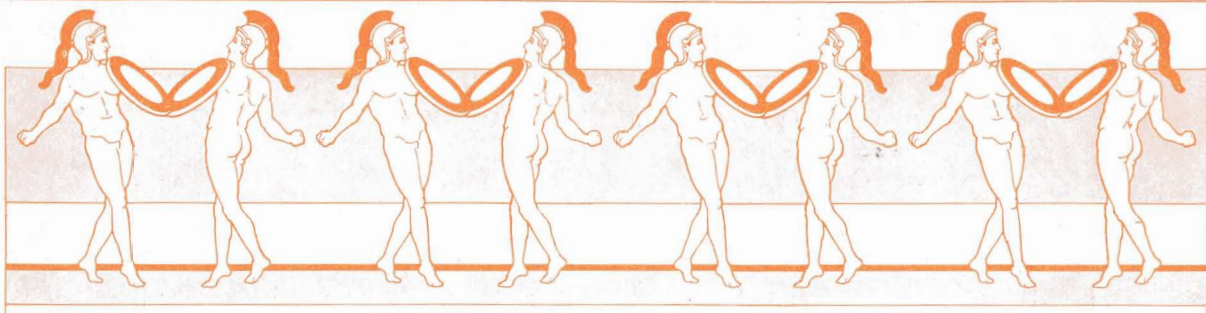
To fully appreciate the route one must see it. There is no other way.

Just as one must see the train itself to fully appreciate it.

Both the train and the route are so vastly different from the ordinary, so vastly more luxurious and more satisfying than the ordinary, that ordinary conceptions fall far short.

If "The Olympian" is not a work of the Immortals, at least it seems so very near it that to adopt the myth is easy.

It is in fact as well as fiction "fit for the gods."



"THE COLUMBIAN," serving the travel comfort and convenience of the discriminating 20th Century traveler and business man equally as well as "THE OLYMPIAN," is the other palatial all-steel train run by the CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY, in connection with the Chicago, Milwaukee & St. Paul Railway, between Tacoma and Seattle and Chicago.

The name, "THE COLUMBIAN," is peculiarly appropriate for this train. As the Columbia River, one of Earth's mightiest streams, took its name from the discoverer of America, so this train is named for the great river whose course, or that of its principal tributaries, it crosses and recrosses or follows for hundreds of miles; it is a distinctively American name and fittingly so, inasmuch as the train traverses a section of the country having a greater proportion of native Americans than any other section of the country — a statement that is made advisedly.

"THE COLUMBIAN" has been outfitted for its travels almost the same as "THE OLYMPIAN;" it is all-steel, vacuum-cleaned, electric-lighted, steam-heated, and fan-cooled; carries sleepers, Standard and Tourist, of the "longer, higher and wider" variety, coaches with the comfortable, high-back seats, dining cars in which the finest meals are served, and the usual complement of baggage and smoking cars; in fact, "The Olympian" and "The Columbian" might well be called the twin servants of the Pacific Northwest, so nearly identical is the character of service provided by both trains.

