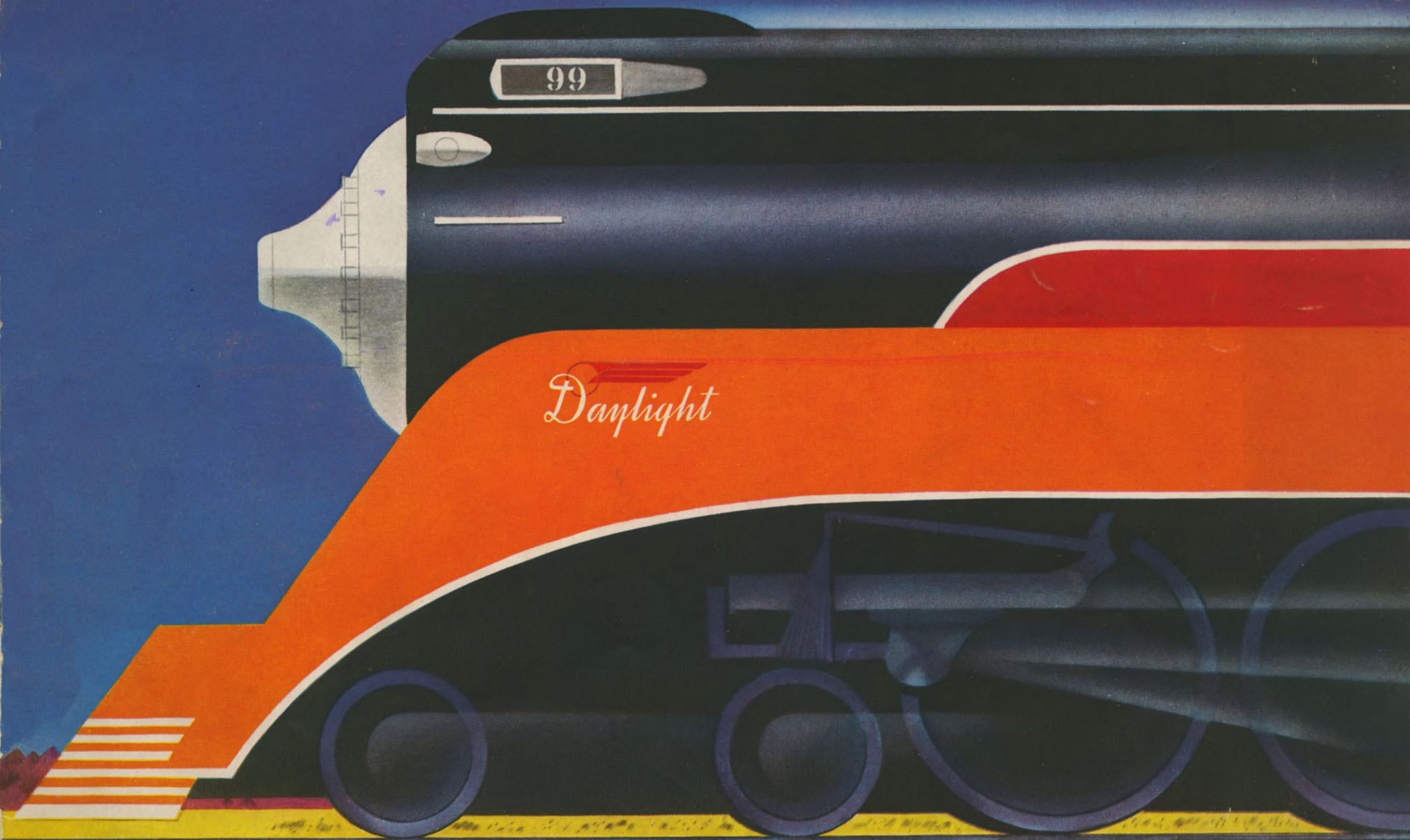


*Southern Pacific presents—*





SOUTHERN PACIFIC'S  *Daylight*  
LOS ANGELES—SAN FRANCISCO





# The *Daylight*

## The newest and most beautiful train in the West!

Southern Pacific is proud to present the streamlined *Daylight*, newest and most beautiful train in the West, speeding over the famous Coast Line between Los Angeles and San Francisco. Two complete trains, costing \$1,000,000 each, were built to provide daily service between the two cities. Southern Pacific spared no expense to make them the strongest, safest, most comfortable trains ever constructed.

### **Sponge Rubber Cushions**

The outside colors of the *Daylight* are as vivid as the California sun. The interior colors are harmonious and restful, varying from car to car. All seats are cushioned with sponge rubber. Windows are extraordinarily wide, and double, with an outer pane of plate glass and an inner pane of safety glass. The car frames are of Corten steel, sheathed with a light weight stainless steel having a tensile strength of 110,000 pounds per square inch! A low center of gravity guarantees maximum safety and smooth riding comfort at high speeds. The cars are several inches wider than standard equipment, which means even greater roominess than our regular trains. Car steps fold into the body. Every car has sound-deadening insulation in walls, roof and floor. Air brakes are electrically actuated. The *Daylight* is, of course, completely air-conditioned.

Each *Daylight* consists of a locomotive and twelve cars in the following order: coach-baggage, coach, three articulated two-coach units, tavern car, diner, parlor car and parlor-observation car. An entirely new system of articulation is employed in the *Daylight*. Six cars are single units and may be coupled or uncoupled. (The couplings are of a new type designed to eliminate "slack" so that the train starts and stops smoothly.) Six coaches are articulated in two-car units, the junctures of the cars riding

on a common truck. These two-car units may also be coupled or uncoupled.

The *Daylight* locomotives were built especially for the train, and are the largest streamlined engines ever constructed. Each is 109 feet long, including tender, and weighs 411 tons! In addition to the air-operated bell, these locomotives have a deep steam whistle and an air horn of mellow and pleasing tone.

The *Daylight* speeds over one of the most beautiful stretches of country in the world—Southern Pacific's Coast Line between Los Angeles and San Francisco. For more than a hundred miles, this line skirts the very edge of the Pacific Ocean. As its name implies, the *Daylight* makes the entire run in the daytime.

### **Fast Schedule**

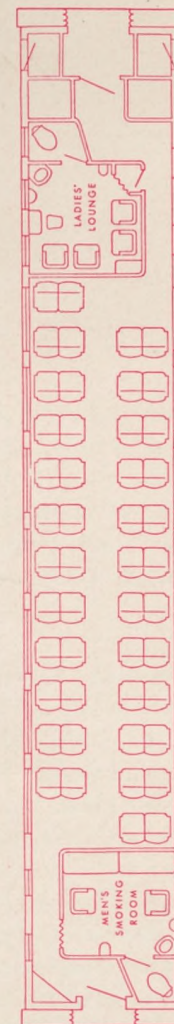
The *Daylight* operates on the fastest regular schedule in history between Los Angeles and San Francisco—less than ten hours! It leaves in the morning and arrives at terminals in the early evening, in time for dinner. Including the few stops, the *Daylight* averages about 50 miles an hour for the 471 mile run.

### **No Extra Fare**

Coach, tourist and first class tickets are all honored on the *Daylight*. There is no extra fare except for reserved seats in the parlor cars. (For parlor car occupancy, first class rail tickets are required.)

The service on the *Daylight* is true to Southern Pacific's tradition of western hospitality. Courteous attendants serve "Meals Select" in the dining car, light meals in the coffee shop and refreshments in the tavern. There is porter service in all the coaches and parlor cars.



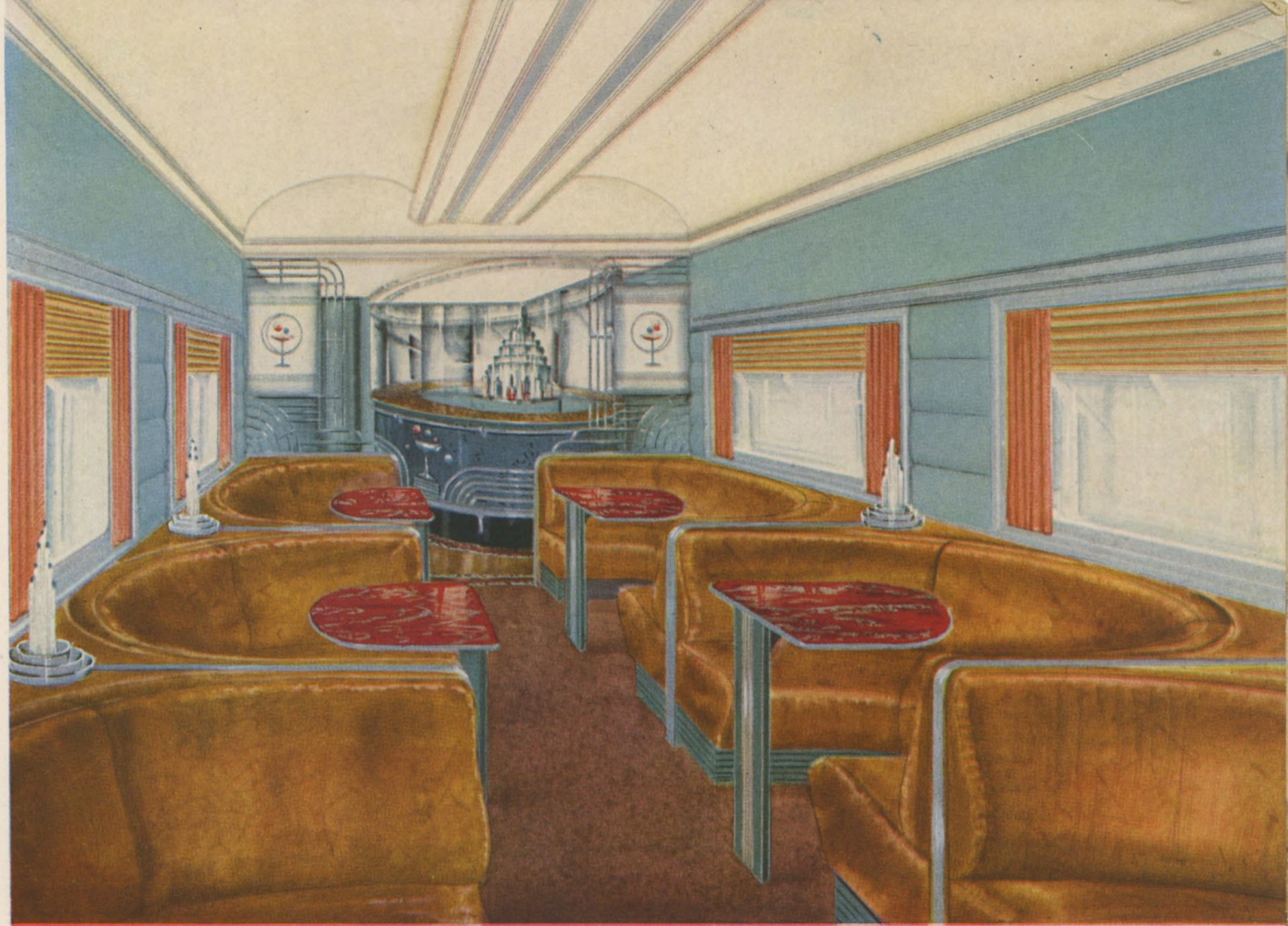
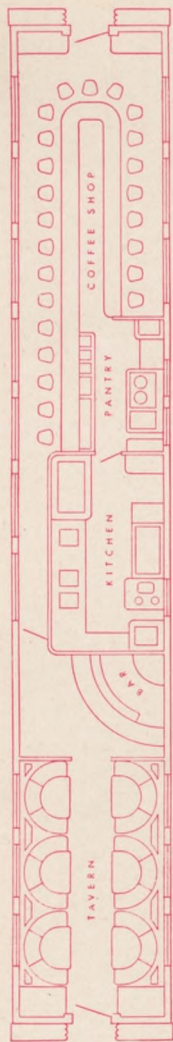


## CHAIR CAR

*Daylight*

The eight coaches on the *Daylight* are decorated in varying color schemes, all harmonious and restful. This coach, for example, has a ceiling of warm ivory and walls of light French green. Another has a ceiling of warm ivory, walls of light apricot, and so on. The reclining chairs are of tubular construction, upholstered with curly mohair and cushioned with the softest sponge rubber. They can be turned to face the wide windows. Each seat has an individual light overhead and a recessed ash tray. The ladies' lounge and men's smoking rooms are unusually large and comfortable.



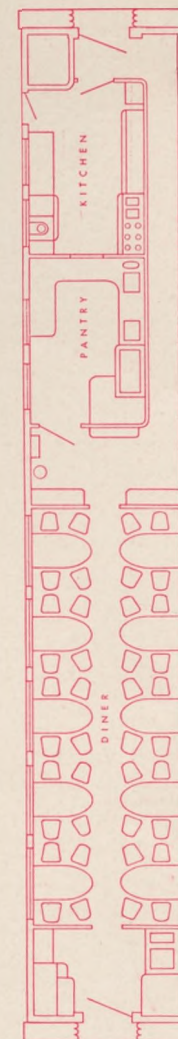
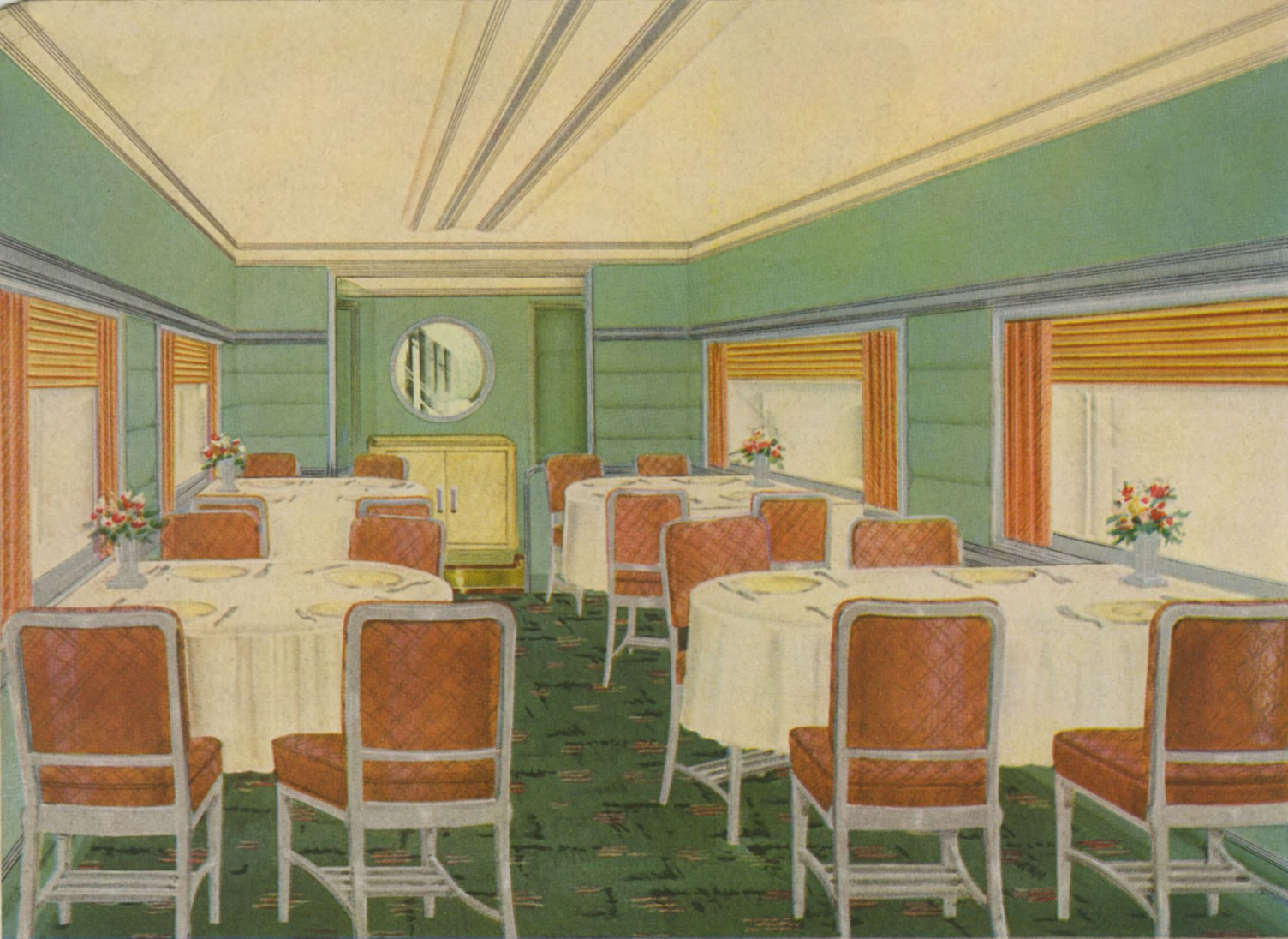


The Tavern is a delightful place to gather with friends. The large, deep, semi-circular leather lounges invite little, informal groups. The refreshment bar is backed with mirror walls and has an interesting, pyramid-shaped arrangement of shelves supported by illuminated glass tubing. The indirect lighting in the Tavern changes constantly, shading from yellow to red to blue and back to yellow. The windows are shaded with Venetian blinds made of satin finish aluminum. The Tavern occupies one half of the car. The other half is the Coffee Shop, described farther on in this book.

**TAVERN**

*Daylight*



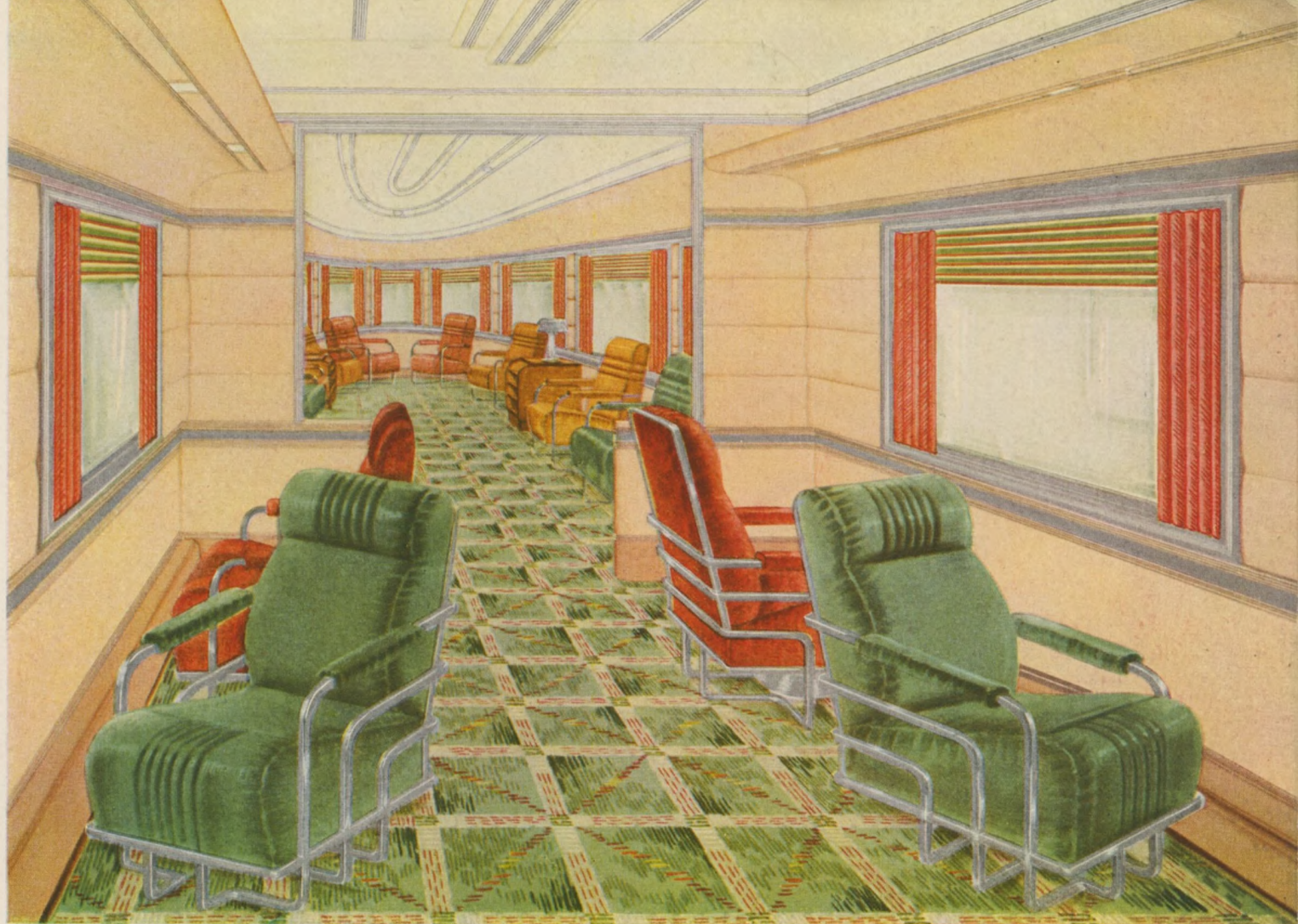
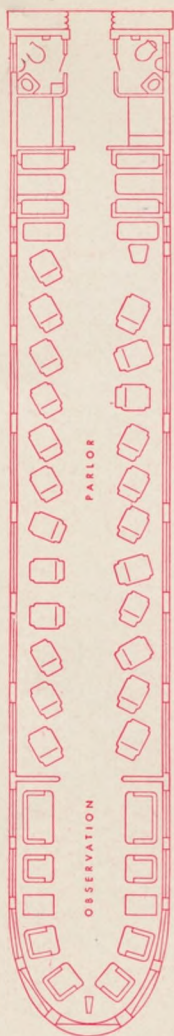


# DINING CAR

*Daylight*

Here Southern Pacific's famous "Meals Select" are served with tableware and linen especially designed for this train. Every piece bears the winged *Daylight* emblem. The chairs are aluminum, with two-tone seat coverings in shades of rust. At one end of the car is a buffet of light walnut with aluminum trim. The ceiling of the car is deep ivory and the walls of light French green. Window shades are horizontal stripes of coral and orange on a golden tan background. The carpet is dark green, with coral, yellow and rose design. Flowers on the tables enhance the cheerful, informal atmosphere.





The last two cars on the *Daylight* are the parlor car and the parlor-observation car, illustrated here. The chairs in these cars are of aluminum with cushions of sponge rubber. Some are upholstered with a jade green fabric, others in Alpine rust. They may be turned to face the windows. The observation section of this car ends the train in a smooth, windowed curve, lined with movable chairs and settees. The magazine tables are of light walnut and the lamps of satin finish aluminum, with shades of the same metal. The parlor car contains one private stateroom, with two chairs and a settee.

# OBSERVATION

*Daylight*









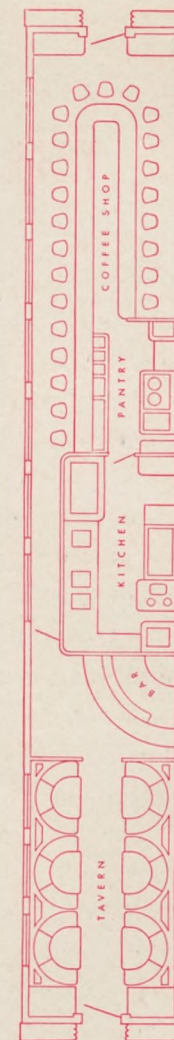
C LINES

4410

*Daylight*

99





## COFFEE SHOP

*Daylight*

The Coffee Shop occupies the other half of the Tavern Car. Its most distinctive and unique feature is the horseshoe-shaped lunch counter, made possible by the extra width of the *Daylight*. Here light meals are served from a special kitchen. *Daylight* passengers may eat here or in the dining car, as they prefer. ¶ The top of the lunch counter is of gray, marbleized Pneu tile and the floor covering is linoleum of a red and tan marbleized design with wide borders of dark red. The stools are satin finish aluminum with cushions of orange-red leather.



## THE ROUTE OF THE MISSIONS

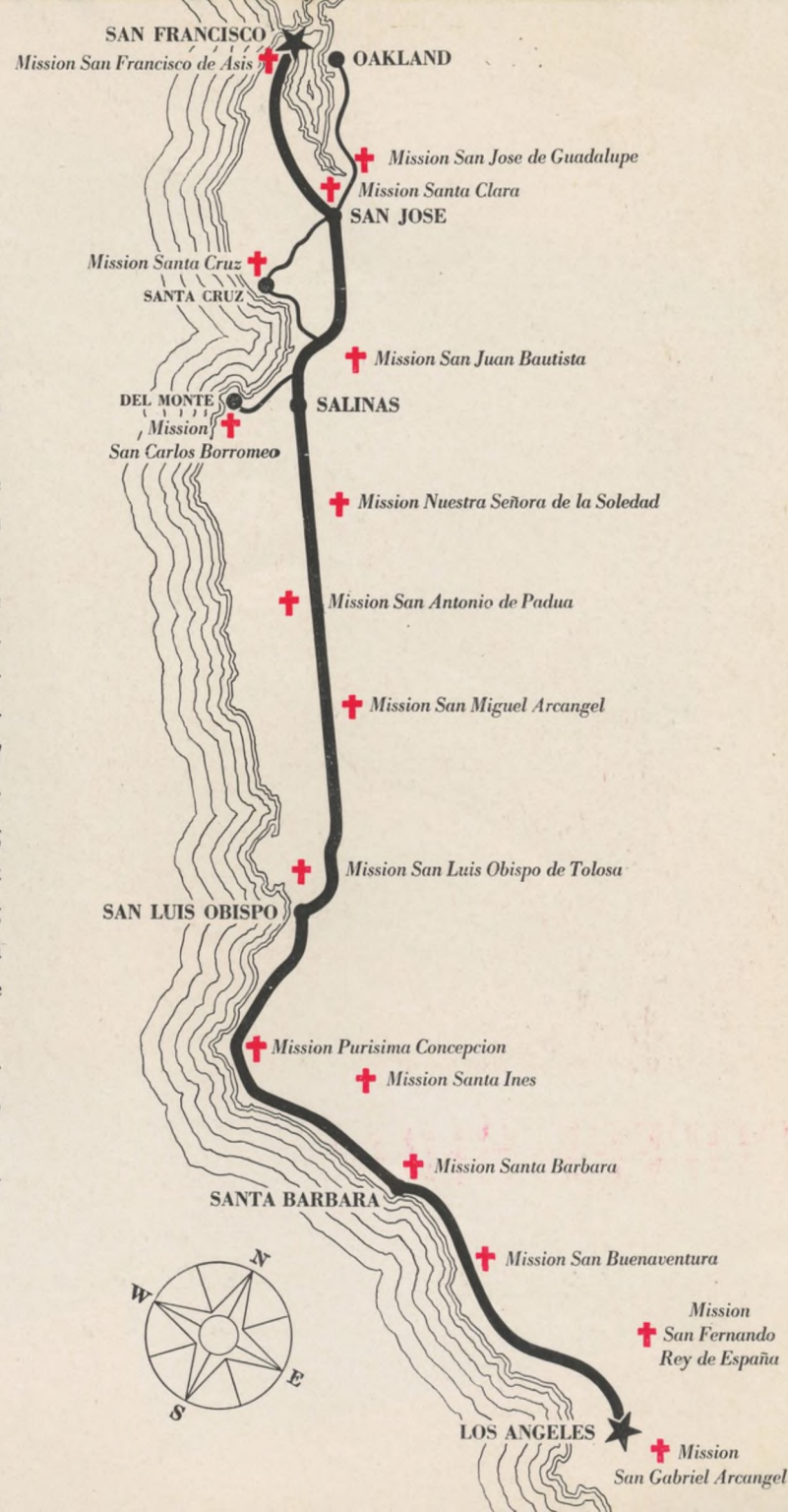
No train trip in the world is more beautiful than Southern Pacific's Coast Line between San Francisco and Los Angeles. Its rails follow romantic *El Camino Real*, "The King's Highway" that linked the chain of California Missions. Most of them are in the region served by this line and the new *Daylight*.

Through the *Daylight's* big windows you will see . . . the rich Santa Clara Valley, where most of California's prunes and apricots are grown and where, in spring, the miles and miles of trees look for all the world like they were bearing popcorn, so plentiful are the blossoms . . . San Jose, the bustling center of this valley, and Salinas, center of another rich valley where much of America's lettuce comes from, but best-known for its thrilling rodeo held each summer . . . (a few minutes west are the popular resorts of Santa Cruz and the enchanted Monterey Peninsula, where ancient pines and gnarled Monterey cypress stand guard benevolently over a world of sport—Del Monte, Pebble Beach, the artist colony of Carmel, old Monterey, capital of California under three flags, and Carmel Mission where Fra Junipero Serra, Father of the Missions, lies buried) . . . then up, up through the wild Santa Lucia Mountains . . . winding and climbing . . . and down to San Luis Obispo. Suddenly you meet the sea and follow it for a hundred breathless miles . . . miles of lazy blue water breaking on white sand, surging against sheer cliffs . . . Summerland, where oil wells stand in the restless surf . . . Santa Barbara, where all homes are beautiful, white and red-roofed . . . Ventura, where you leave the ocean . . . the neat, green orange groves on the outskirts of Los Angeles.

Thus ends a quick word picture of your *Daylight* trip between San Francisco and Los Angeles. Add to this the incomparable luxury of the *Daylight*, itself, and you have a trip that no one can afford to miss.

When next you travel between Los Angeles and San Francisco, Southern Pacific cordially invites you to ride the *Daylight*, the most beautiful train in the West.

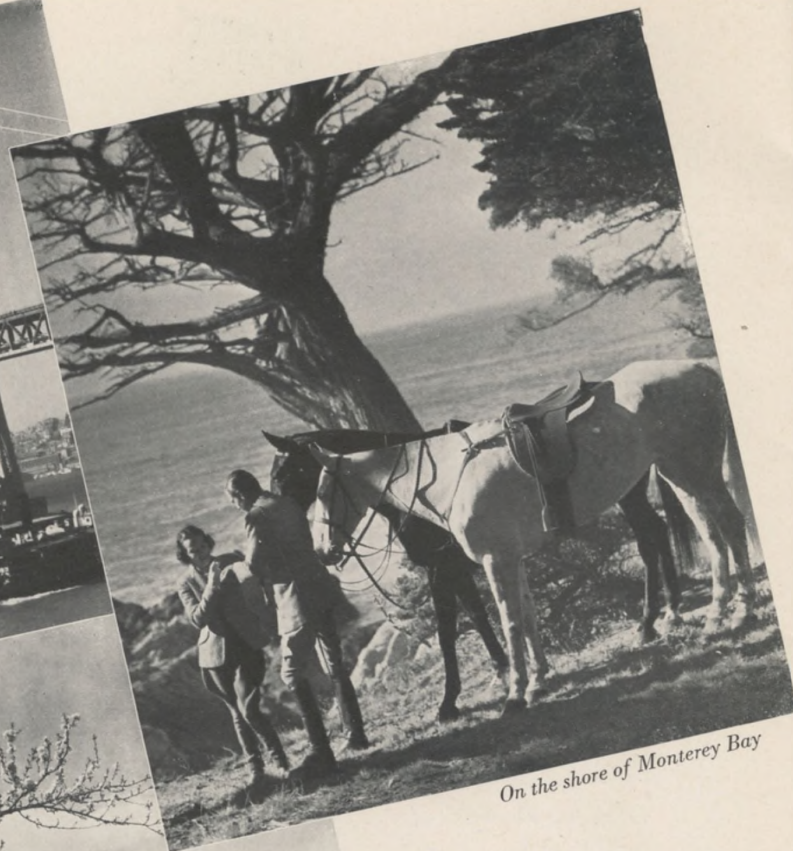
**Southern Pacific**







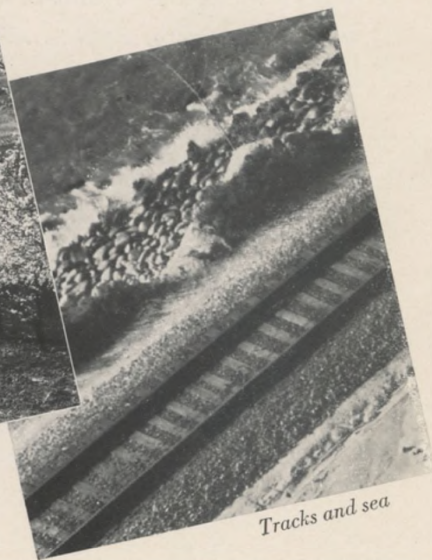
*San Francisco and the great Bay Bridge*



*On the shore of Monterey Bay*



*Blossom time, Santa Clara Valley*



*Tracks and sea*

# ALONG THE WAY





*Mission Santa Barbara*



*A hundred miles of this*



*The towering city hall dominates Los Angeles*



*Oil wells drilled in the sea*





The new *Daylight* adds a new thrill to Southern Pacific's famous Four Scenic Routes (see map).

Countless thousands of travelers use these routes to GO ONE WAY, RETURN ANOTHER and thus see twice as much of the United States.

For example, if you live in the East or Middle West, you can come to Los Angeles on our SUNSET ROUTE through New Orleans and the picturesque Old South or our GOLDEN STATE ROUTE through the Mexican border country and Southern Arizona. See the lovely California coast between Los

Angeles and San Francisco through the wide windows of the new *Daylight*. Then, from San Francisco, return home on our direct OVERLAND ROUTE across the High Sierra, Great Salt Lake and the Rockies; or take our SHASTA ROUTE up through the magnificent evergreen Pacific Northwest and return home on a northern U. S. or Canadian line.

If you live in the West, you can also use these routes to GO ONE WAY, RETURN ANOTHER and see twice as much of the United States. The twelve fine trains on these Four Scenic Routes are all completely air-conditioned.

*F. S. McGinnis, Vice-President, System Passenger Traffic, Southern Pacific, San Francisco, California*



  
*Daylight*  
SOUTHERN PACIFIC





SOUTHERN PACIFIC