

Presenting

A new member of an illustrious family of trains

THE **FORTY NINER**

Chicago — San Francisco

PASSENGER travel to the West Coast has been constantly increasing but the lure of gold isn't the attraction, as it was in the days of '49; today it's the enjoyment of traveling on fast cool clean air-conditioned trains.

As a result of this present day "trek" westward, there has been an insistent demand for increased service to California — **fast** service to supplement the popular Streamliner "City of San Francisco"! The FORTY NINER is the answer — an 8-car all-Pullman full standard-width train. And what a train it is!

From powerful steam-driven locomotive to the beautiful Streamlined Observation-Lounge, it is a masterpiece of modern engineering skill.

Let's make a brief inspection of this supremely fine train, beginning at the rear. Here, indeed, is an innovation. A two-car articulated unit comprising bedroom car and observation-lounge with buffet.



Observation-Lounge—Sun Room at farther end

THE OBSERVATION-LOUNGE

The spacious Observation-Lounge occupies practically half the length of the second car in this unique unit. There's an observation "sun room," at the rounded end. Twenty more passengers can be seated in the main lounge.

You'll like the smart furnishings. The colorful chair upholstery with modern aluminum trim . . . ivory ceiling blending with gray-blue walls . . . concealed lighting and venetian blinds.



"Upstairs" rooms—reached by three short steps

Refreshing beverages are served with the deft touch of an experienced attendant.

Just forward of the lounge — in the same car — you'll find a compartment and three double bedrooms, two of which are ensuite.

THE BEDROOM CAR

Now step forward into the front car of the unit — the bedroom car — containing sixteen rooms. Two are double bedrooms with upper and lower berths . . . fourteen are single rooms with one bed. Seven of



Popular corner of the Observation-Lounge



A "downstairs" room—note its roominess



Open section Pullman—both smart and comfortable

these are on the floor level and seven are "up-stairs," reached by three steps.

Beds are the "transverse" type (cross-wise to the aisle) . . . spacious and comfortable. Day-time sofas are converted into beds at night. There are individual toilet facilities and air-conditioning controls . . . a folding aluminum table for writing or cards . . . a luggage locker in the upper rooms.

Six of the downstairs rooms are ensuite. Slide back a partition and two rooms become one large room. Four upper rooms have communicating doors.



Newest type of open section Pullmans

THE STANDARD SLEEPING CARS

Just forward of the two-car unit are three standard sleeping cars — all alike — with 12 sections and a drawing room. The next car ahead is an all-room car . . . four drawing rooms and three compartments, with barber-shop, bath and valet service.

Deep-pile rugs . . . indirect lighting . . . deep-cushioned seats . . . ventilation equipment in rooms and berths which permits directing the flow of conditioned air . . .



Women's washroom—as commodious as it is smart



Roomy, comfortable berths make night travel a pleasure



There's comfort here, and every travel convenience

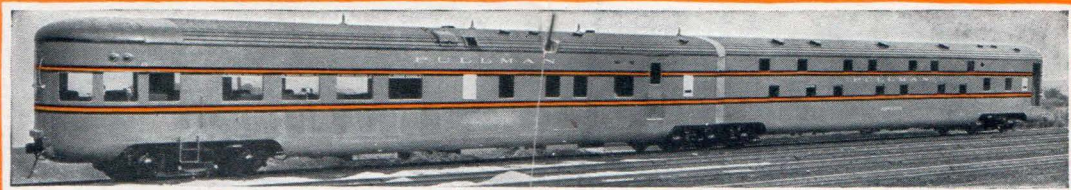
are all invaluable aids to passengers' comfort.

The interior finish of these cars is particularly pleasing. Warm grays and tans are embellished by satin-finished nickel trim.

THE DINING CAR AND KITCHEN

Ahead of the Sleeping Cars is another two-car unit of which one entire car is the diner. The other is for kitchen, baggage and dormitory.

Two-car Observation-Bedroom Unit



It's an unusually large diner . . . cheerful and attractive. Tables are round . . . there's more room to move about.

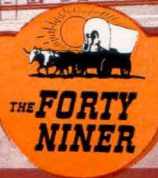
There's a lounge at one end of the car, separated from the diner by a decorative glass partition. It's a pleasant place to relax before or after dining.

The kitchen, in the car ahead, is exceptionally large and completely equipped. Here is where those delicious "meals that appeal" are prepared by a chef who delights in his art. Any why not? He has available the finest of fresh foods — the

products of those western states that lie along the Overland Route.

REGISTERED NURSE STEWARDESS SERVICE

The fame of these graduate nurses in their trim blue uniforms has spread far and wide. All passengers have been deeply appreciative of this service. It is just one of the many unusual features of FORTY NINER service.





A Drawing Room and Compartment ensuite

FACTS ABOUT FORTY NINER SERVICE

The FORTY NINER makes five round trips each month between Chicago and San Francisco. Its departure dates alternate with those of the Streamliner "City of San Francisco."

The addition of FORTY NINER service to the regular sailings of the Streamliner "City of San Francisco" assures —

high-speed service between Chicago and San Francisco every third day in the calendar month!



The kind of washroom men like



Round Tables are a feature of the Dining Car



*Diner-Lounge—for relaxation before or after meals
Afternoon cocktail and appetizer service*

SCHEDULE OF THE FORTY NINER

WESTBOUND		EASTBOUND	
Lv. 9:30 a.m.	Chicago C&NW	Ar. 1:35 p.m.	2nd day
Lv. 7:35 p.m.	Omaha UP	Ar. 3:35 a.m.	
Ar. 9:32 a.m.	San Francisco SP	Lv. 11:40 a.m.	2nd morning

DEPARTURE DATES:

From Chicago—2nd, 8th, 14th, 20th and 26th day of each month.

From San Francisco—5th, 11th, 17th, 23rd and 29th day of each month.

You will note that the departures and arrivals at Chicago are timed so as to make convenient connections with fast trains to



Another view of the Dining Car Lounge

and from the East. The **FORTY NINER** covers the distance between San Francisco and Eastern cities hours faster than any other steam train.

The **FORTY NINER** follows the historic Overland Trail, route of the "49ers" on their westward trek. Today, as in the early, adventurous days, it is the shortest and most direct route between the Middle West and Northern California.

The extra fare charge is \$10.00 — a small sum for the superlative comforts and exceptional service that The **FORTY NINER** provides.



Overland Route meals are always delicious



Note the unusual size of this kitchen

BARBER SHOP AND VALET SERVICE

MEN

Hair Cut.....	.50	Facial Massage.....	.50
Shave.....	.25	Plain Shampoo.....	.50
Beard Trimmed.....	.35	Shampoo, Egg, Oil or	
Hair Singe.....	.25	Tonic.....	.75
Facial Massage		Hair Tonics.....	.25
(Boncilla).....	1.00	Bath.....	.50

WOMEN

Hair Bob.....	.75	Shampoo, Egg, Oil or	
Hair Bob—Trim.....	.50	Tonic.....	1.25
Neck Clip.....	.25	Hair Tonics.....	.25
Plain Shampoo.....	1.00	Bath.....	.50

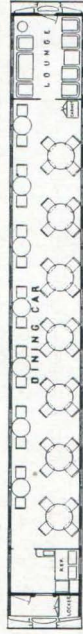
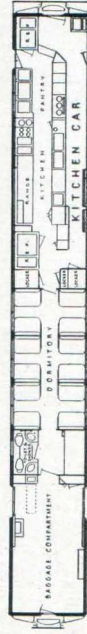
VALET SERVICE

Trousers (Pressing).....	.35	Woman's Coat.....	1.00
Vest.....	.25	Woman's Suit.....	1.25
Coat.....	.65	Woman's Skirt.....	.75
Suit.....	1.00	Woman's One Piece	
Overcoat.....	1.00	Dress.....	1.00

The following Toilet Articles may be purchased at the Barber Shop:

Tooth Brushes.....	.50	Listerine.....	.25
Tooth Pastes and		Witch Hazel.....	.15
Powders.....	.30-.50	New Skin.....	.15
Shaving Creams and		Styptic Stick.....	.10
Powders.....	.35-.40	Pocket Combs.....	.25
Talcum Powders.....	.25	Gillette Razor Blades	
Peroxide of Hydrogen.....	.25	(5).....	.25

Valet service from 6:30 in the morning to midnight. The porter in your sleeping car will arrange for this service.



In addition to The FORTY NINER, North Western-Union Pacific-Southern Pacific's famous fleet of air-conditioned trains between Chicago and San Francisco, includes:

THE STREAMLINER — CITY OF SAN FRANCISCO

Operates on 39 $\frac{3}{4}$ hour schedule between Chicago and San Francisco, saving a business day. An 11-car, extra fare train—5 "sailings" each month.

SAN FRANCISCO OVERLAND LIMITED

One of America's outstanding transcontinental trains, featuring barber, bath, and valet service. Registered Nurse-Stewardess. In daily service. No extra fare.

PACIFIC LIMITED

Another fine, fast train, with convenient morning departure from both terminals. In daily service. No extra fare.

C. & N. W. RY.
R. THOMSON

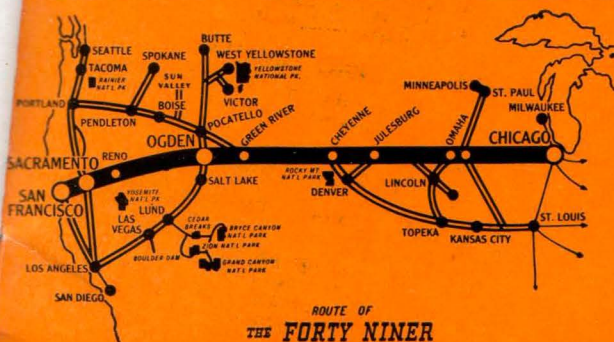
Passenger Traffic Mgr.
Chicago, Ill.

UNION PACIFIC R. R.
W. S. BASINGER

Passenger Traffic Mgr.
Omaha, Neb.

SOUTHERN PACIFIC CO.

F. S. McGINNIS
Vice-President, System Passenger Traffic
San Francisco, Calif.



ROUTE OF
THE FORTY NINER

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RAND McNALLY, CHICAGO