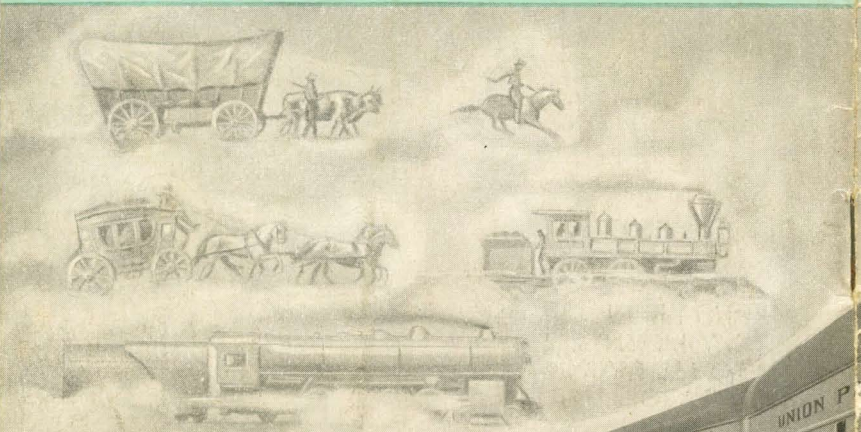
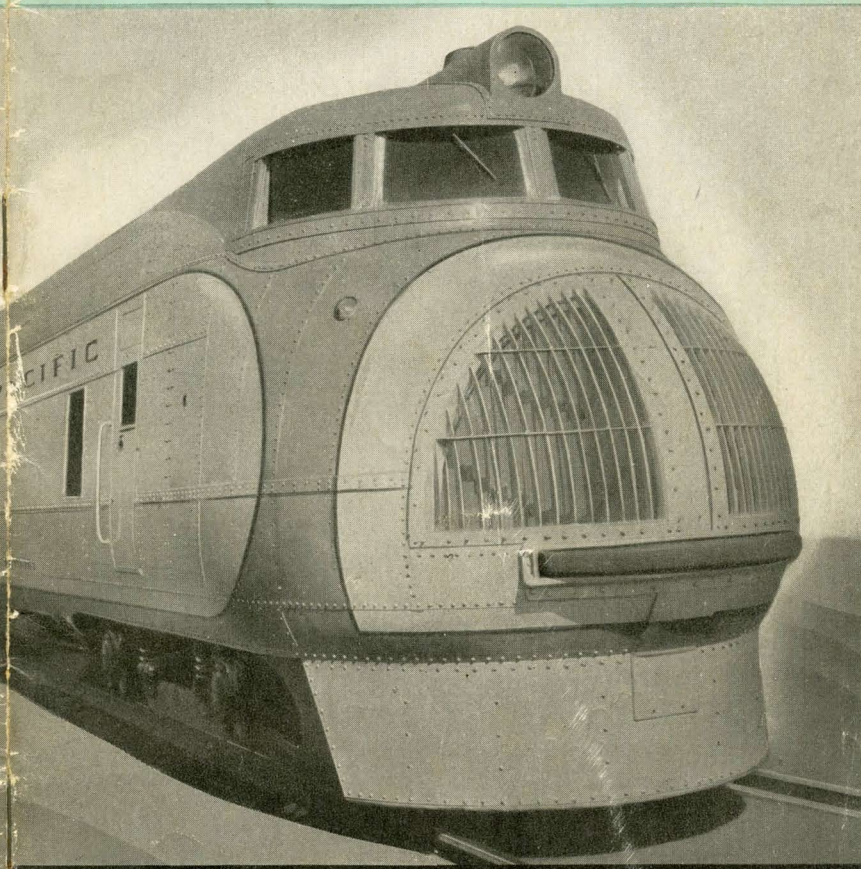
"THE LAUREL WREATH FOR TRANSPORTATION PROGRESS MUST GO TO THE UNION PACIFIC RAILROAD"

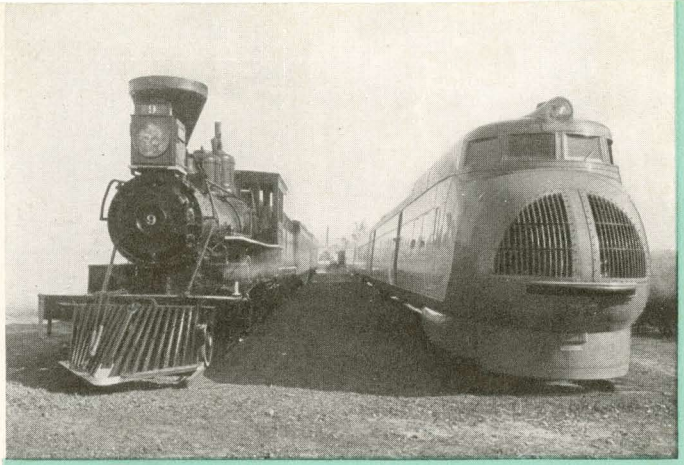
—George Creel in Collier's, August 5, 1933

PROGRESS





UNION PACIFIC



YESTERDAY—Replica of Union Pacific's "Old No. 9," built in 1870.

TODAY—Union Pacific's first high-speed, streamlined train built in 1934.

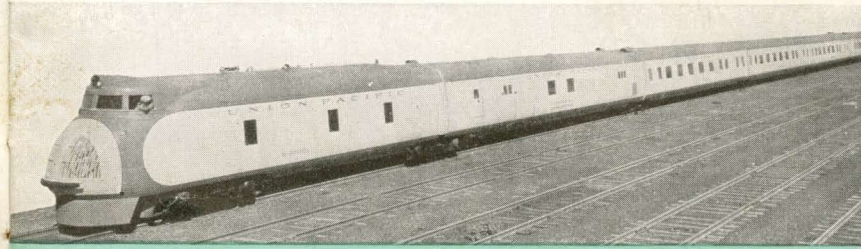
TWO-THIRDS of a century has passed since Union Pacific, at the Driving of the Golden Spike, leaped into prominence as a railway pioneer. This was at Promontory, Utah, on May 10, 1869, and linked the Atlantic with the Pacific Coast by rail. Today Union Pacific is still pioneering.

"The executive officers of the Union Pacific," said W. A. Harriman, chairman of the board of directors in his official statement on May 23, 1933, "several months ago reached the conclusion that to save and restore passenger business to the rails would necessitate the development of a radically different type of passenger equipment."

As a result of this decision, Union Pacific launched, in February, 1934, the first fully streamlined train, which after its successful 13,000 mile tour of the United States, was placed on exhibition at Chicago's Century of Progress Exposition, where it became one of the principal attractions. On its 13,000 mile tour, 1,200,000 people walked through it to inspect its every detail. At Chicago, over 2 millions of visitors to the Exposition went through the train.

Union Pacific's first streamline train, supplemented by its second, delivered in October, 1934, and by its third and fourth streamline trains, which are now under construction, represents a pioneering development that has marked the beginning of a new era in transportation progress.

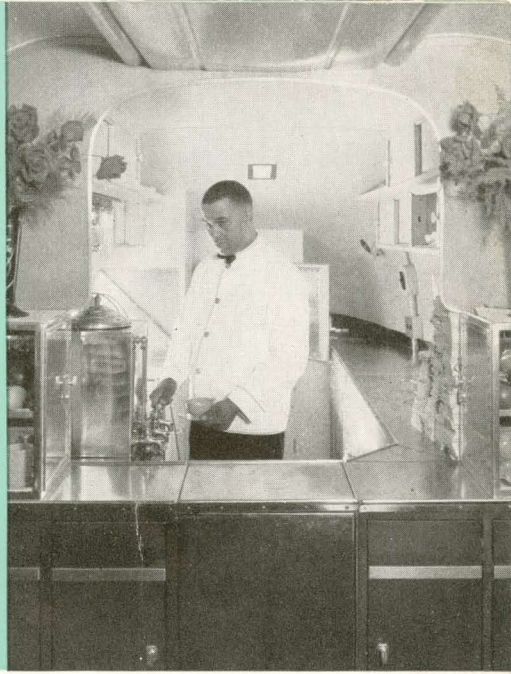
This completely new type of railway train, graceful in form, highly pleasing in color harmonies, and preeminent in utility, convenience and comfort, is the Union Pacific's latest contribution to modern transportation development.



The latest contribution to modern transportation—Union Pacific's high-speed, light weight, streamlined, 6-car train.

THE adjustable chairs, upholstered in a golden brown patterned tapestry, may be reclined at the angle desired by the passenger, independent of the adjoining seat.

THE unique buffet-kitchen triangular in shape and of necessity small, is replete with compact, space-saving devices for preparation of light meals and lunches.



The new second or six-car train is very similar in design to the first three-car streamline passenger train. Like its predecessor, it is constructed of aluminum alloy and is of the same exterior and interior design. It consists of a power car, a combination mail-baggage car, three Pullman sleeping cars and a coach-buffet car.

Union Pacific's second streamline train is 375 feet, 11 inches long, weighs about 200 tons. A conventional six-car steam train, comprising engine and tender, steel mail-baggage car, three standard steel Pullmans and a steel coach-buffet weighs about 700 tons, over three times the weight of its modern aluminum alloy counterpart.

The 900 horsepower, 12-cylinder, V-type Diesel engine, in the application of which to light-weight, high-speed passenger equipment the Union Pacific is pioneering, represents the latest developments in this character of power designed and built by the Winton Engine Corporation, subsidiary of General Motors. It is the largest light-weight Diesel engine yet constructed, the previous maximum being 600 H.P. with eight cylinders.

The engine proper is 20 feet in overall length and weighs 18,000 pounds. It is directly connected to a generator, weighing 11,700 pounds, providing electric energy with which the four traction motors are driven. These motors have a

MEALS are served on demountable individual trays to passengers in coach seats and on removable tables to passengers in Pullman sections.

SECTIONS can be opened during the day, as shown, or may be completely closed, giving privacy similar to present-day compartments.

combined weight of 26,400 pounds. The total weight of the entire power plant, including engine, generator, motors, auxiliary engine generator set, pumps, radiator, air compressors, is approximately 79,000 pounds. The weight of the power car, with all its machinery and trucks, is 80 tons.

The train is completely air-conditioned. Windows, of shatter proof glass, are permanently sealed for exclusion of dust or dirt. The air of the cars is changed every four minutes and is always at a comfortable temperature, without draughts.

The coach-buffet has seats for 56 passengers. The buffet-kitchen is located in the fin-like tail of this rear car, and from here meals are served to passengers at their seats. Individual removable trays in the coach and removable tables in the Pullman sections for meal service may also be utilized for writing purposes or for cards.

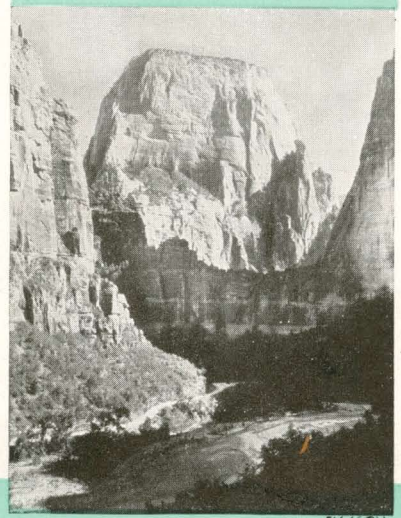
The interior of the train is in simple but striking design. Blue is the predominant motif, starting with a nearly white color at the top of the vaulted ceiling and shading down through darker blue shades to a very dark blue beneath the window sills. The various shades of blue are separated by an aluminum panel effect. The seats are trimmed with aluminum and covered with a golden brown tapestry.

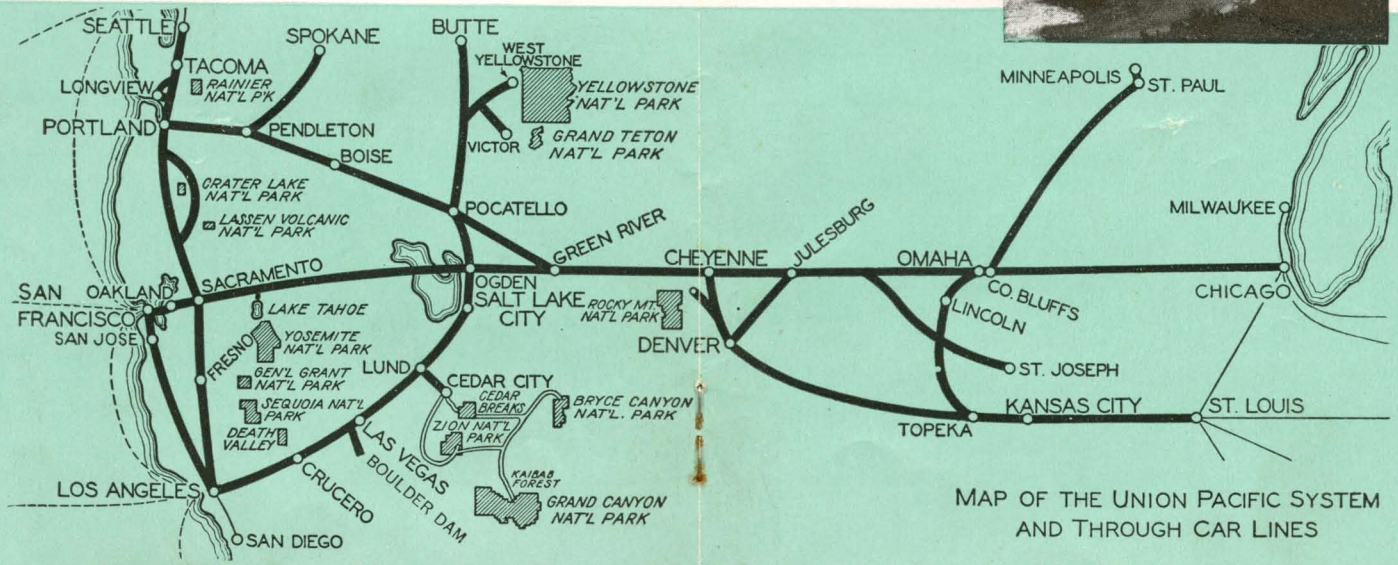
Externally the train is painted a golden brown on its roof and bottom and the sides are canary yellow. A narrow red

(Continued on page following map)

THE year 1934 has placed Union Pacific in the spotlight. In early Spring, the Secretary of the Interior declared 1934 a "National Park Year." Near the close of the summer vacation season President Franklin D. Roosevelt, en route through the scenic West and speaking over a national radio network said, "I am glad to say that there has been a magnificent response and that the number visiting our National Parks has shown a splendid increase . . . every year ought to be a National Park Year. You will find glorious scenery of every character; you will find every climate; you will perform the double function of enjoying much and learning much." Plan now for a western vacation—a National Park vacation—next year, and every year. The map below indicates how Union Pacific serves more of the West and its National Parks than any other railroad. Let us help you plan to make the most of your vacation days in the glorious wonderlands of the Union Pacific West.

The Great White Throne.
Zion National Park.





MAP OF THE UNION PACIFIC SYSTEM AND THROUGH CAR LINES

PROTRUDING curtains greatly facilitate dressing in upper as well as lower berths in the new Pullman sleeping cars. Individual steps for upper berths automatically fold up when not in use and are entirely removed in the daytime or when the space is used as a section for single occupancy.

WHEN sections are prepared for single occupancy, in addition to the customary curtains, sliding aluminum panels may be closed, thereby providing the traveler with all the privacy of an individual bedroom.

stripe separates these colors and runs the entire length of the train, accentuating the streamlined design. Canary yellow was chosen because it is visible for a greater distance than any other color. This is an especially important factor when it is remembered that the train is designed for a maximum speed of 110 miles an hour and a cruising speed of 90 miles per hour.

Two of the Pullman cars are of the ten-section type and include a compartment and a bedroom. The third Pullman is of eight sections and has one compartment and one bedroom. The three cars have accommodations for 68 passengers, assigning one person to each upper and lower berth. In a number of respects these new Pullmans are different from any other such cars in use in the United States. They represent the last word in Pullman design.

Two sections in each of the three Pullmans are designed for tall men. The length of the berths are the same as in standard sleeping cars—6 feet and 3/4 inches in length. The "tall man's berth" on the new streamline train is 6 feet, 6 3/4 inches long—six inches longer than usual.

Speed with comfort, safety and economy in operating costs, were the aims of the Union Pacific in the construction of

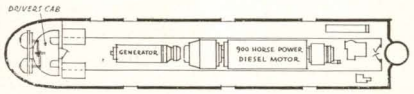
these new trains. Because of their radical departure from the conventional type of car and train construction, exhaustive tests were conducted during the development of every feature of the trains to insure their perfection.

Articulated construction—the cars hinged together with only one truck between each two cars—provides smooth riding at high speeds.

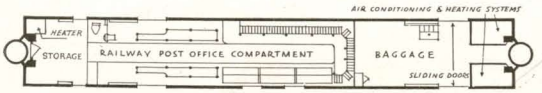
The elevated cab with its dual controls, the dual fog-penetrating headlights, the increased visibility of the motor-engineer, the long-range siren, the super braking system, the shatter proof glass windows, the long-range visibility of the exterior colors—all of these are safety features that insure dependability, comfort and convenience.

With its original 3-car train, its new 6-car Pullman train, and its two 9-car Pullman trains now under construction, Union Pacific is upholding a tradition as old as itself—that it shall lead in providing the finest in transportation service and facilities.

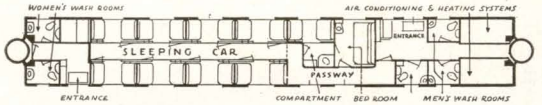
The individual, collapsible wash-bowls and cabinet with lighted mirror in every berth, upper and lower, is an innovation which adds greatly to the convenience of the passenger.



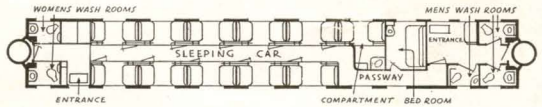
Almost one half the weight of the entire train is in the Power Car.



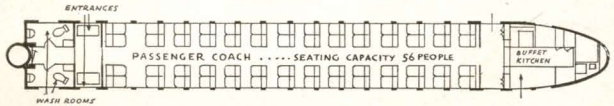
Space in the second car is devoted to mail and baggage compartment.



One Pullman sleeping car is an 8-section, 1 compartment, 1 bedroom design.



Two Pullmans are identical, with 10-sections, 1 compartment, 1 bedroom.



The buffet-kitchen is in the end of the sixth car, which also has coach seats for 56 passengers.

Yellowstone National Park.

A trail in colorful Zion Canyon, Utah.

Colorado — where the West is nearest.

IN its pioneering development of new streamlined trains, Union Pacific has launched for tomorrow a new era in transportation progress. But what of its service today? To its host of traveling patrons today, it is famed for its "fine roadbed," its "dining car meals that appeal," its "courteous, attentive service of a highly trained personnel," and innumerable other recognized features of its travel supremacy. Its present trains are equipped with the utmost in modern facilities for travel comfort. Led by such established trains as the Los Angeles Limited, the San Francisco Overland Limited, the Portland Rose, and the Columbine, its great fleet of fine, fast trains has gained an enviable reputation in the company of the nation's finest. And, today, to add to the comforts and conveniences of transcontinental travel, Union Pacific is providing air-conditioned observation cars, dining cars and all-room cars (compartments and drawing-rooms) on its principal through trains.

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