



*The Streamliner*

CITY OF SAN FRANCISCO

\* CHICAGO AND NORTH WESTERN LINE

\* UNION PACIFIC RAILROAD

\* SOUTHERN PACIFIC LINES



# THE "CITY OF SAN FRANCISCO" STREAMLINER



The "City of San Francisco" is jointly owned and operated by the Chicago and North Western Line, the Union Pacific Railroad and Southern Pacific Lines. It is seventeen cars in length, including three power cars equipped with gigantic Diesel engines that develop 5,400 horsepower. The train is strikingly beautiful . . . distinctive in design . . . and incorporates many novel features.

This booklet gives you a photographic and word picture of the thirteen cars which comprise the passenger equipment on the "City of San Francisco" beginning with the Coach which immediately follows the Diesel locomotive units and baggage car.



## T H E C O A C H



There is one Coach, accommodating fifty-four passengers. Coach seats are the individual type, comfortably cushioned, adjustable to a reclining position, and covered with soft rust-colored upholstery. Ceilings that are light cream in color harmonize with the two shades of blue in the inlaid linoleum floor covering. Walls have lacewood panels trimmed with satin-finish aluminum. There is a radio for entertainment of passengers.

Lighting fixtures are an integral part of the car design. Semi-indirect general illumination is supplemented by individual direct-lighting fixtures over each seat. These fixtures are equipped with small blue bulbs that provide dim illumination during sleeping hours.

Coach passengers will find that there is plenty of room to completely relax. Large pillows are furnished without charge when requested.





The "City of San Francisco" Coach bears the name "Market Street," a world-famous business street in San Francisco.





## REST ROOMS

All rest rooms in the Coach and Sleeping Cars were given careful study in planning the decorative details. A special effort was made to inject light and color . . . to provide



modern appointments for passengers' convenience . . . . and to allow sufficient space for their comfort.

In the Coach Rest Rooms, ceilings are painted in light tan and walls are finished in lacewood. In the Women's Rest Room a solid blue carpet matches the blue chair coverings and the blue and yellow striped window shades and draperies.

In the Men's Room, red seat coverings form a bright contrast to the blue floor. Window shades and portieres are striped in tan, red and rust. The over-all color treatment is very effective. Wash bowls are a light tan porcelain. There are diffused-lighting fixtures over the mirrors.

Rest rooms are provided with electric outlets for razors and curling irons.







The new Coffee Shop—Tavern Car, a popular innovation in Streamliner service for coach passengers. "Snacks" and light meals served quickly and at moderate prices.

Among the many delights of train travel is the pleasure of meals served in the Diner. North Western, Union Pacific and Southern Pacific have long been famed for their dining car meals. Only the highest quality of fresh foods are used in the preparation of delicious dishes.

## THE COFFEE SHOP - TAVERN CAR

The Coffee Shop-Tavern Car is one of the most distinctive railroad cars ever designed. It has two sections—a Coffee Shop and Tavern Bar. The Coffee Shop occupies half of the car. Its distinctive feature is a horseshoe-shaped counter, at which meals are served from a special kitchen. Sandwiches, "snacks," full course meals and beverages are served. Prices are moderate. The top of the counter is of gray marbled Pneu tile and the floor covering is linoleum of red and tan marbled design with wide borders of dark red. The stools are satin-finish aluminum, with cushions of orange-red leather. The Coffee Shop seats 24.

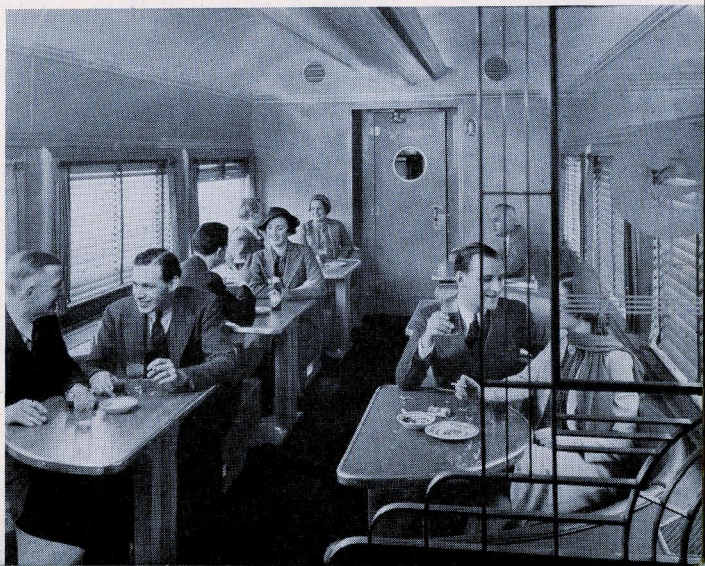






Every attention has been given to making the bar and its lounge section with semi-circular settees a delightful place for passengers to gather with friends. An effective feature of the bar is indirect spectrum lighting which gradually shades from yellow to red, to blue, and back to yellow. The semi-circular bar is backed by ceiling-high mirrors to give a full circle illusion. Semi-circular tables are one of the unusual features in the furnishing of this section of the car. The comfortable leather-backed wall seats or booths are semi-circular also and lend a note of friendly tete-a-tete. They may be occupied by two, three or four persons comfortably.

The two pictures on these pages show the arrangement of the Tavern portion of this car. The circular bar is illustrated to the left, the semi-circular settees to the right.





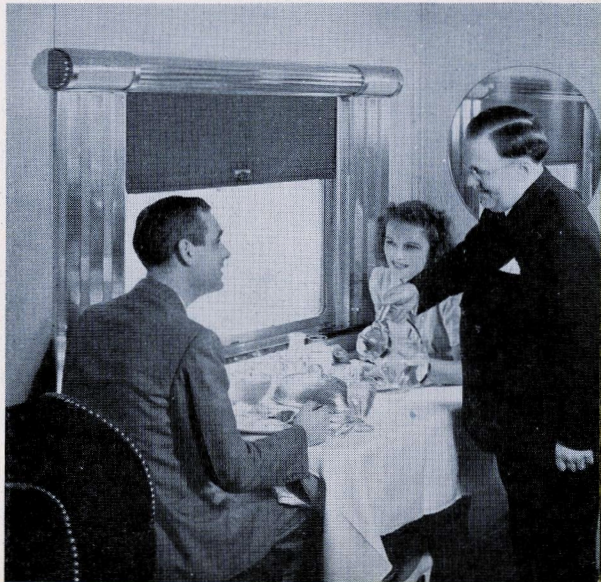


The main dining car on the "City of San Francisco." A charming modern cafe featuring delicious meals, expertly prepared and tastefully served.

## THE MAIN DINING CAR

It is the attractive color scheme, together with the distinctive furnishings that make this car so different . . . so smart in appearance. The walls and ceiling are in delicately tinted shades of ivory. The chairs are a special round-backed design, upholstered either in a deep green or dark burgundy with chair back covers in coral or sea green. The rich carpeting and the window shades are in dark green. The window trim is of chromium of smart modern design. The two circular, flesh-tinted mirrors on the wall at the forward end of the car add another note of smartness.

The imported Irish table linens are a lively yellow, revealing the sunny exterior color of the train. Sparkling white china carries a streamline design in gold. The soft lighting brings out the decorative beauty of the car in addition to providing efficient illumination.







Open-section Sleepers are named "Golden Gate Park" and "Union Square"—both points of interest in San Francisco. Union Square is a small attractive park in the heart of the city's smart shopping district.

## OPEN-SECTION PULLMANS

The two open-section Sleepers differ in color treatment. One has a raisin colored carpet, gray walls and ceiling, seat coverings of a rich rust shade. In another, the floor covering is deep blue, walls and ceilings are yellow and the upholstery is brown. Each berth light has a two-way switch, providing illumination for reading as well as a soft blue light. There are windows in upper berths.

## REST ROOMS

In the Pullmans, the Women's Rest Rooms have coral marbled rubber floor tiling, coral window shades, light blue walls and henna chair coverings. In the Men's Rooms the floor covering is red and black, walls are blue and the leather upholstery is orange-red.







## DRAWING ROOMS — COMPARTMENTS

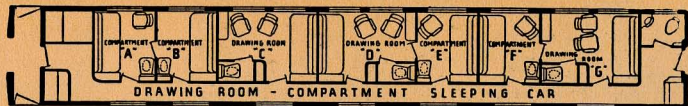
There are two Pullmans with drawing rooms and compartments. Footsteps are hushed in heavy twist-weave carpeting of green and brown. The same colors are carried out in upholstery. Ceiling and walls are finished in tan and apricot.

Compartments have a lounge chair in addition to the usual sofa. Drawing rooms are of the latest type, equipped with folding lounge chairs. These rooms were designed to provide a living-room atmosphere and introduce a new feeling in color treatment.





The Drawing Room-Compartment sleepers are named "Imperial Fountain" and "Fishermen's Wharf." The diagram at the right shows the floor plan of "Fishermen's Wharf," a 4-Compartment, 3-Drawing Room Car. "Imperial Fountain" is a 4-Compartment, 4-Double Bedroom, 2-Drawing Room Car.





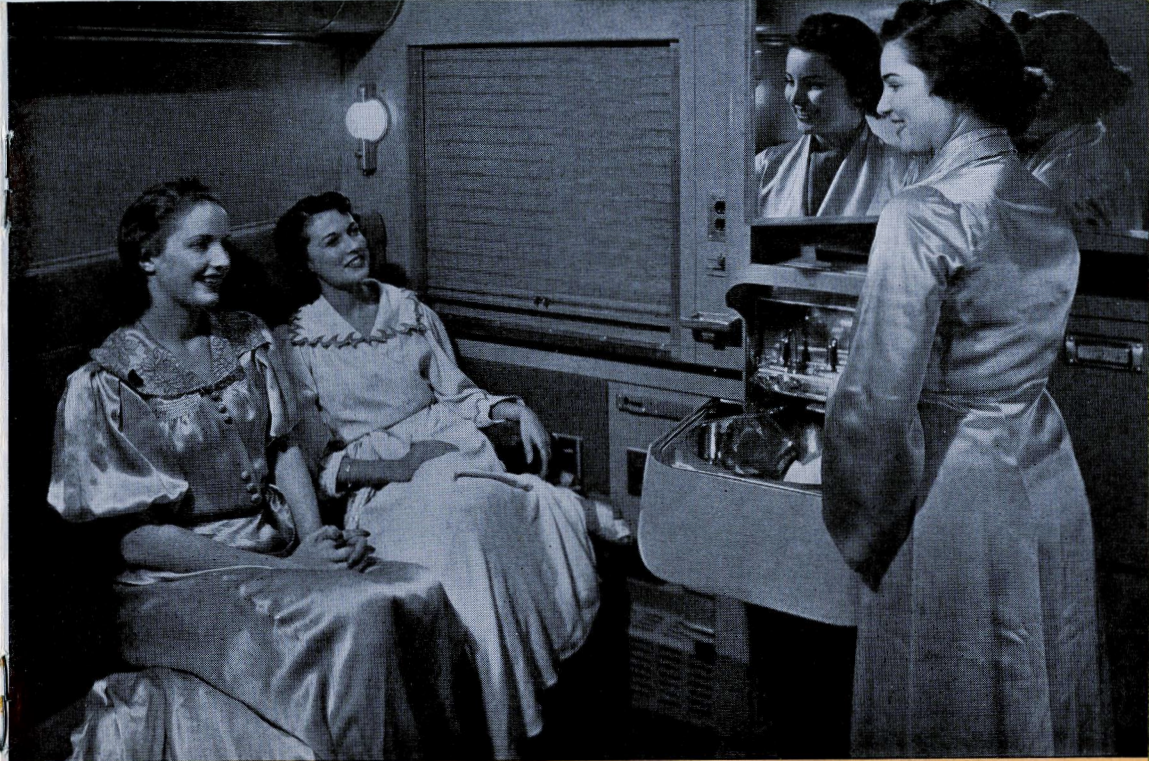


## THE BEDROOM CARS

There are two bedroom cars. One car contains eleven double bedrooms . . . the other features "downstairs" and "upstairs" bedrooms, including both double and single rooms. The upstairs bedrooms are reached by a convenient stairway. All rooms provide complete toilet facilities.

Some rooms are finished in blue with raisin colored carpeting, rust upholstery, blue and tan window shades. The others are done in tan with rust colored carpeting, jade green seat coverings, brown and tan window shades.





The Double Bedroom Cars carry the names "Allegheny County" and "Seal Rocks." Bedrooms also on the Cars "Portsmouth Square" and "Imperial Fountain."







"Portsmouth Square" — a Sleeper with 5 Double and 12 Single Bedrooms—was named after a park which was the center of San Francisco during the exciting days of '49.



# THE "ROOMETTE" CAR

The car contains eighteen "roomettes"; a modern type of individual bedroom. Equipment consists of a folding bed, converted into a spacious lounge seat when not in use . . . convenient toilet facilities . . . and large baggage rack. There is ample space for lounging, or undressing, before the bed is lowered.

The colorscheme varies in these "roomettes". Green is the color-note in some rooms, blue in others. Carpeting is dark brown and chair coverings are in rust.



"Telegraph Hill" is lettered on the side of the Roomette Car. From this famous hill, the Fortyniners signaled the approach of sailing vessels. It provides an excellent view of the city and water front.







The Observation-Lounge is appropriately called "Nob Hill," an exclusive hotel and apartment house district where the famous Bonanza Kings built their mansions in former days.



# T H E O B S E R V A T I O N - L O U N G E C A R

When you enter this unusually beautiful car you are immediately impressed with its resemblance to a finely appointed living room. The architectural design is simple but effective. Furnishings, color and lighting have been relied on for the decorative effect.

Walls are finished in light blue with a horizontal band of oriental wood running entirely around the car at window height. Ceilings are done in light cream. A center ceiling structure of the semi-indirect type provides general illumination.

The floor is covered with twist-weave brown carpeting. Draperies are striped in blue, tan and rust. Tan colored Venetian blinds match seat coverings. The lounge chairs are built of satin finish alu-







## THE OBSERVATION- LOUNGE CAR

minum, covered with solid colored upholstery.

In the forward end of this car is a modern barber shop with a skilled attendant in charge. Radio entertainment helps to enliven the passing hours. Writing desks and current periodicals are other features in this car that add to the pleasure of traveling on this superb Streamliner.



The Observation-Lounge Car is for the use of passengers who have Sleeping Car accommodations.

## THE POWER CARS

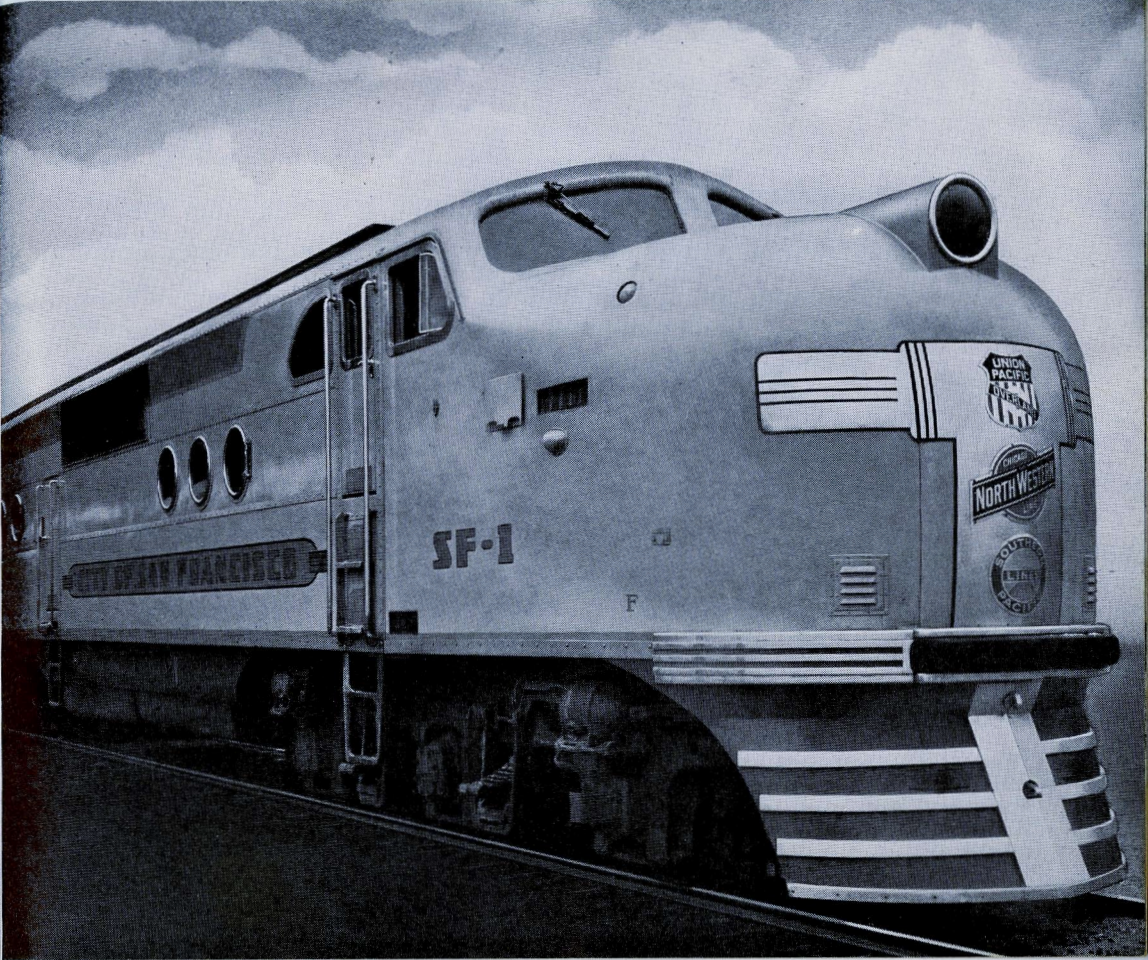
The 5,400-horsepower Diesel locomotive that supplies the motive energy for the "City of San Francisco" is 210 feet long, the longest and most powerful type of Diesel locomotive in the world.

The locomotive consists of three cars or units. Each unit carries two 900-horsepower, 12-cylinder Diesel-Winton engines . . . 1,100 gallons of water and 1,200 gallons of fuel oil.

Although this Diesel locomotive is capable of attaining exceptionally high speed, there has been no compromise with essential safety. In addition to the usual gauges, the control cab is equipped with a foot pedal which stops the train if pressure is withdrawn . . . alarm gong and lights that warn of any possible engine trouble . . . windshield wipers, defrosters and sun visors.











## TRAIN CONVENIENCES

The air-conditioning system in the "City of San Francisco" delivers 1,800 to 2,500 cubic feet of purified air per minute through overhead air ducts. Each sleeping room and Pullman berth is equipped with an air circulating system which can be regulated by the occupant.

Modern in every detail, the rest rooms, individual bedrooms and "roomettes" on the "City of San Francisco" are equipped with special outlets for electric razors and curling



irons. Drawing rooms and compartments have radio receptacles with aerial, ground and A.C. connections. Portable radios are available without charge.

In the Observation Lounge Car, barber and valet-service is obtainable at standard prices. A shower bath with hot and cold running water is located just off the Barber Shop. The charge is nominal. Your porter will make arrangements for its use at any time.

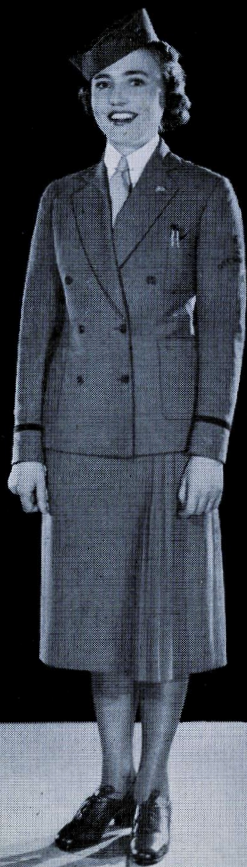


## REGISTERED NURSE-STEWARDESS SERVICE

You will be pleased to know that Registered Nurse-Stewardess service is available on the "City of San Francisco" without charge.

Every Stewardess is a graduate of a leading hospital. She must have an excellent record . . . her appearance and personality must be pleasing.

One of the chief duties of the Stewardess is to pay particular attention to the welfare of elderly people and mothers traveling with babies or small children. The Stewardess assists in the preparation of food formulas . . . sees that milk is warmed to the proper temperature . . . takes charge of the infants while the mothers are in the Dining Car.





# TRAIN GUIDE



In order that you may be thoroughly familiar with the location of each of the cars in this train, the following is the order of the cars, starting at the forward end of the train:

NAME	TYPE OF CAR
"MARKET STREET" . . . . .	Coach
. . . . .	Coffee Shop Tavern Car
. . . . .	Dining Car
"FISHERMEN'S WHARF" . . . . .	4 Compartment 3-Drawing Room Sleeping Car
"GOLDEN GATE PARK" . . . . .	12 Open Section Sleeping Car
"SEAL ROCKS" . . . . .	11 Double Bedroom Sleeping Car
"UNION SQUARE" . . . . .	12 Open Section Sleeping Car
"TELEGRAPH HILL" . . . . .	18 Roomette Sleeping Car
"PORTSMOUTH SQUARE" . . . . .	5 Double Bedroom 12 Duplex Single Bedroom Sleeping Car
"ALLEGHENY COUNTY" . . . . .	13 Double Bedroom Sleeping Car
"IMPERIAL FOUNTAIN" . . . . .	4 Compartment, 4 Double Bedroom, 2 Drawing Room Sleeping Car
"NOB HILL" . . . . .	Observation-Lounge Car (Periodicals, Radio, Refreshments, Barber and Shower Bath)

# OVERLAND ROUTE TRAIN SERVICE

The five splendid trains, listed below, provide fast dependable service over the historic and scenic Overland Route between Chicago and San Francisco.

The *STREAMLINER* "City of San Francisco"\*  
The "FORTY NINER" (an all-Pullman train)\*

\*These extra-fare trains make five trips, each way, each month.  
Alternating schedules provide high-speed service every three days.

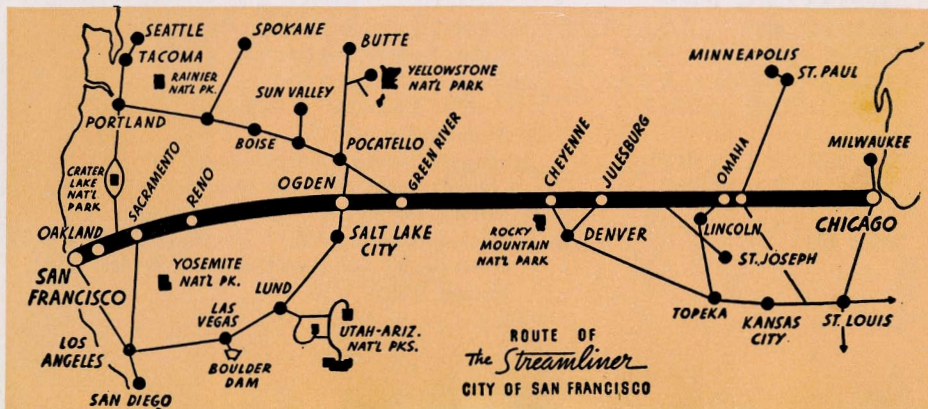
## IN DAILY SERVICE

The *OVERLAND LIMITED* (an all-Pullman train)

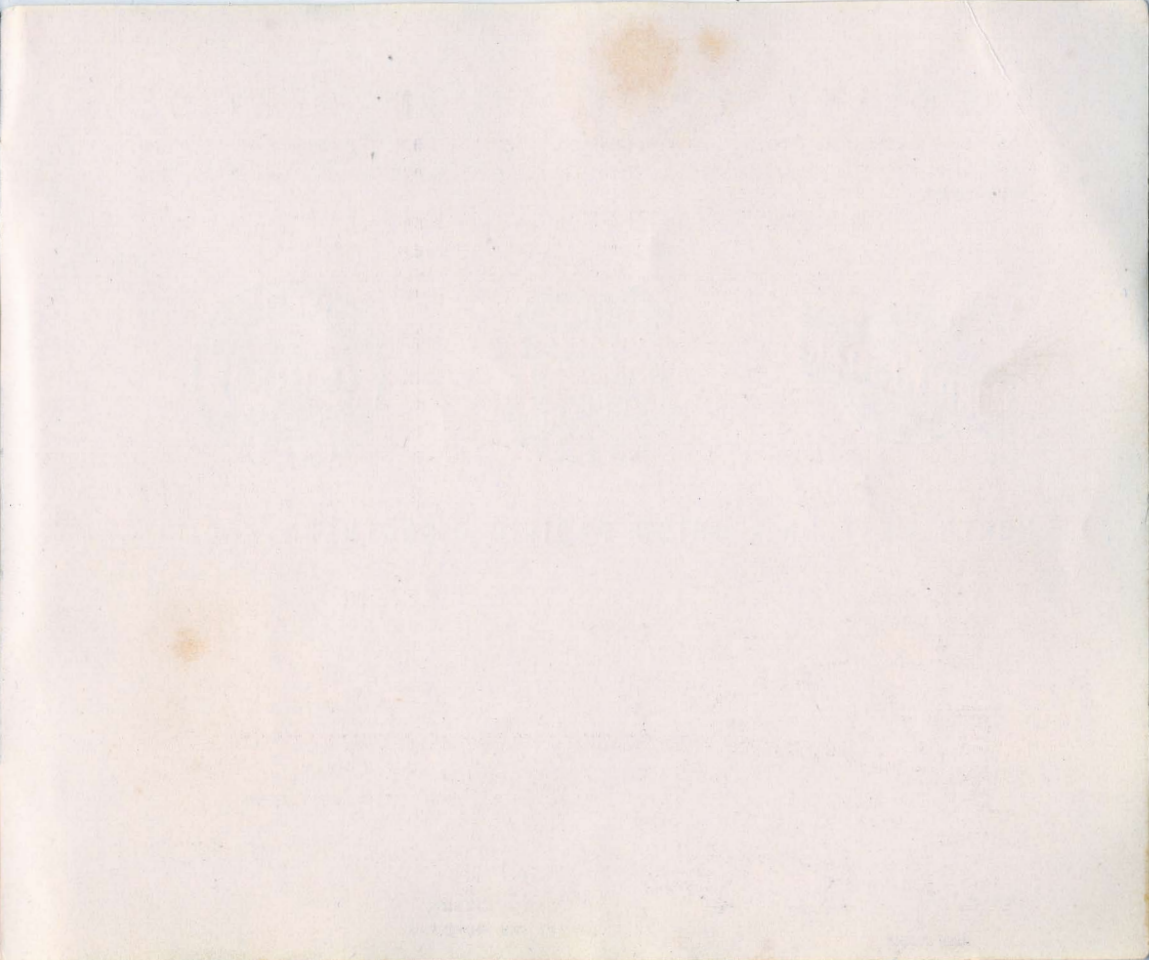
The *PACIFIC LIMITED* (Standard and Pullman  
Tourist Sleeping Cars; Coaches)

The *CHALLENGER* (Coaches and Challenger Sleeping Cars)

NOTE: Reservations for space on the "CITY OF SAN FRANCISCO" or the "FORTY NINER" should be made as early as possible. For dates of departure, consult your nearest railroad representative.









NORTH WESTERN - UNION PACIFIC - SOUTHERN PACIFIC





