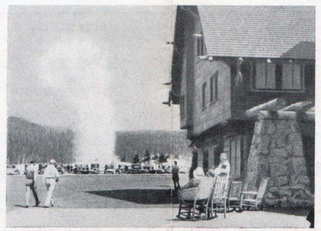
Union Pacific dining cars are famed for their popular priced "meals that appeal."

Air-conditioned observation cars and dining cars add to travel comfort on our principal trains

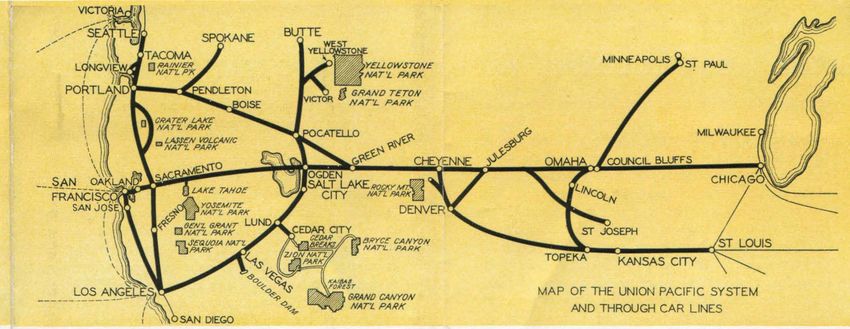
Coach travel is thrifty travel and Union Pacific's deluxe coaches are built for solid comfort.

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 "finest roadbed on earth," 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, this summer, 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. In brief, Union Pacific provides unexcelled through service in western states between Chicago-Omaha, St. Louis-Kansas City, St. Paul-Minneapolis on the East and Los Angeles, San Francisco, and Portland—Tacoma—Seattle on the West. ● On your next trip, travel by train. Go Union Pacific—swiftly comfortably, safely and at the lowest rail travel costs in many years.



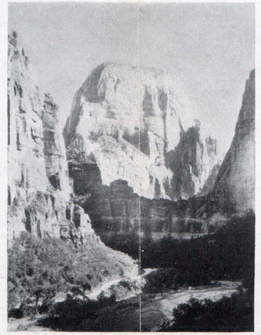
"Old Faithful Geyser from Veranda of Old Faithful Inn—Yellowstone National Park."

## SHIP AND TRAVEL VIA UNION PACIFIC




MAP OF THE UNION PACIFIC SYSTEM AND THROUGH CAR LINES

THIS map shows at a glance that ***Union Pacific serves more of the scenic West and its great National Parks*** than any other railroad; how thoroughly it serves the West—the principal cities, major markets, Pacific ports, as well as all vacation regions; and how directly it connects the West with the great cities and industrial centers of the East. Via Union Pacific, the traveler has a wide choice of destinations, for either business or pleasure trips. ● Union Pacific West is much in the spot-light just now because Secretary of the Interior Ickes has strongly urged a National Park Year. He says, "the prevailing rates of foreign exchange furnish a sound reason for Americans seeing America first . . . Our money will go much farther at home than abroad." Take his advice. Plan a Western vacation. Among the famous regions served by Union Pacific are:



Great White Throne, Zion National Park, Utah

ZION-BRYCE CANYON
GRAND CANYON
YELLOWSTONE-
GRAND TETON
ROCKY MOUNTAIN
NATIONAL PARKS
COLORADO-UTAH
CALIFORNIA AND HAWAII
YOSEMITE NATIONAL PARK
PACIFIC NORTHWEST
AND ALASKA
RAINIER NATIONAL PARK
WESTERN DUDE RANCHES
BOULDER DAM

● For complete information about a vacation trip to any of these regions write W. S. Basinger, Passenger Traffic Manager, Room 362, Union Pacific Railroad, Omaha, Nebraska.

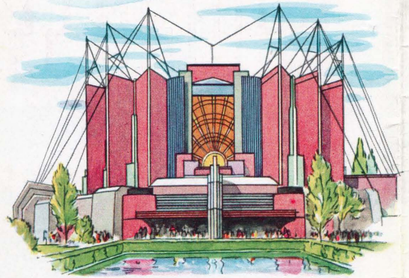
## VISIT THE NATIONAL PARKS THIS SUMMER


# PROGRESS

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

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

# UNION PACIFIC



SCIENCE is the fundamental keynote of Chicago's Century of Progress Exposition of 1934. And, among the acres of floor space and ground space devoted to the purpose of depicting vividly how science has served the needs of man, Union Pacific's new train is a most significant exhibit. ● Its ultra-modern design and tradition-smashing type of construction is a tribute to the inventive genius of the leaders in the automotive, aeronautical and railway engineering fields. ● Recognized authorities in the aeronautical industry directed the wind tunnel tests which developed the design for this first fully streamlined train. Scientific studies proved that the use of an aluminum alloy was practical. The Winton Motors Company, a subsidiary of General Motors, developed the engine to fit the need. ● The entire train as it stands today, offers a graphic view into the future of railroad transportation. Everything about it is new, novel, practical. Everything suggests flashing speed and solid safety. It is truly "Tomorrow's Train—Today," a pioneering development that has marked the dawn of a new era in transportation progress.

**AMERICA'S FIRST FULLY STREAMLINED LIGHTWEIGHT HIGH SPEED TRAIN**

# THE TRAIN THAT HAS WRITTEN THE MOST COLORFUL PAGE IN TRANSPORTATION HISTORY

SPEED with comfort, safety and economy of operating costs were the aims in the construction of Union Pacific's new train. Because of its radical departure from the conventional type of car and train construction, exhaustive tests were conducted during the development of every feature of the train to insure its perfection. The train is built entirely of aluminum alloys, one-third the weight of steel with the same strength. ● Its 600 horsepower, distillate-burning, 12 cylinder, V-type motor, directly connected to a generator provides the power to drive two 300 horsepower electric motors which propel the train. A dual system of super brakes and a number of other especially designed appliances insure perfect safety. ● Articulated construction—the cars hinged together with only one truck between each two cars—provides smoother riding at high speeds. Roller bearings and especially designed trucks improve riding comfort and eliminate noise. The train is fully air-conditioned—no dust, no dirt, no drafts, and maintains a comfortable, uniform temperature during the heat of summer and chill of winter. An indirect lighting system sheds a uniform light, without shadows or glare. The newly designed seats for 116 passengers in the two coaches assure utmost comfort. Individual trays are provided for each seat for meal service or writing purposes. Meals are prepared in the unique buffet-kitchen built into the rear of last car. ● The new type Pullman sleeping car is even more radically different in construction. Every berth, both upper and lower, has an individual washbowl and mirrored cabinet. Many new comforts and conveniences have been provided. Each seat has an adjustable arm rest. Windows are larger and provide an unobstructed view. Upper and lower berths in sections 1 and 2 are 6 feet, 9 inches long (6 inches longer than present berths) and were designed especially for tall persons. Aluminum louvre construction has supplemented the present-day curtains for sleeping car sections, and insures perfect ventilation in these air-conditioned cars. ● This train is not an experiment. During the early spring of 1934 it made a 12,625-mile test and exhibition trip from the Atlantic to the Pacific coast. (The Pullman car was not a part of the original three-car train which made this epochal trip.) It was exhibited in 68 cities in which 1,195,609 persons passed through to inspect its every feature. In addition hundreds of thousands saw the exterior of the train only. Number 1 visitor was President Franklin D. Roosevelt. In the course of this historic trip, practically every kind of climatic condition was encountered. Temperatures varied from 10 degrees below zero to 92 degrees above. Snow, high winds, rain and dust storms provided unusual tests for the air-conditioning equipment. The train negotiated every sort of grade and curve from sea-level to altitudes of over 8000 feet. In special tests immediately following the epochal tour, a speed of 111 miles per hour was attained in the face of a 32-mile per hour head wind. At all times, under all circumstances, the super brakes and numerous other safety devices, in fact all the mechanical features functioned perfectly. ● This train is the first step in a pioneering program of rail transportation development. Union Pacific will soon place in service a 6-car train, including 3 Pullmans, between Chicago and the Pacific Coast. Two 9-car trains of similar design are also under construction and will be placed in transcontinental service immediately upon delivery. In its new, constructive program, Union Pacific is upholding a tradition as old as itself—***first with the finest in transportation facilities.***

Sections can be opened during the day as this photo at meal-time indicates, or may be completely closed, giving privacy similar to present-day compartments.

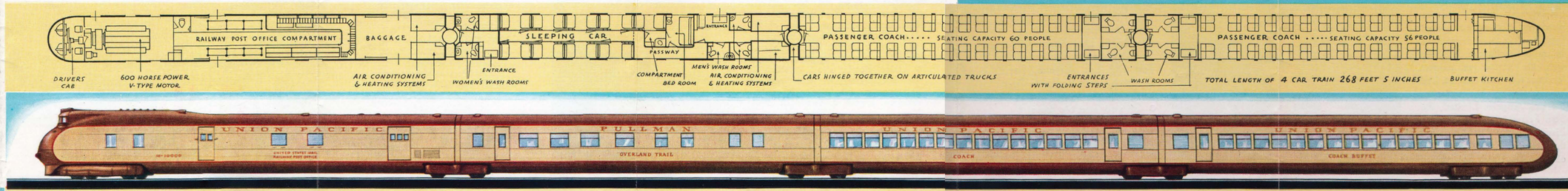
The adjustable chairs, upholstered in a golden brown pattern tapestry, may be reclined at the angle desired by the passenger independently of the adjoining seat.

The doors of the new train, when closed, form a part of the smooth exterior of the cars. The doors interlock with the steps which fold up and down as the doors are closed or opened.

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.

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 space is used as a section for single occupancy.

When a section is prepared for single occupancy, the upper berth is not used. A sliding louvre-door, for proper ventilation makes the section completely private. When the door is closed by occupant of berth the protruding curtain folds down flush with the exterior of the section.




Builder: Pullman Car & Manufacturing Corporation.
Dining car service is made of beetleware and aluminum. Its total weight is only 189 pounds, compared with the 530-pound weight of present dining car service.

The products of 66 manufacturing concerns were used and are a part of the construction of the new train.
Width is 10 inches narrower, roof is 3 feet lower, floor is 16 inches nearer rails, than on ordinary train.

Low center of gravity of cars insures safety and comfortable riding at high speeds.
Front truck has 36-inch wheels, now standard for passenger trains. Remaining trucks have 33-inch wheels.

Engine burns distillate, a non-explosive fuel. Storage capacity enables train to travel 1200 miles without refueling.
Time required for station stops and inspection is materially reduced; switching entirely eliminated.

The train has two headlights—one horizontal, fog-piercing light, the other a vertical light to identify the train at long distance.
Buffet-kitchen has oil-fired range and electric refrigerator.
The train has oil-fired heaters, with thermostatic control.