



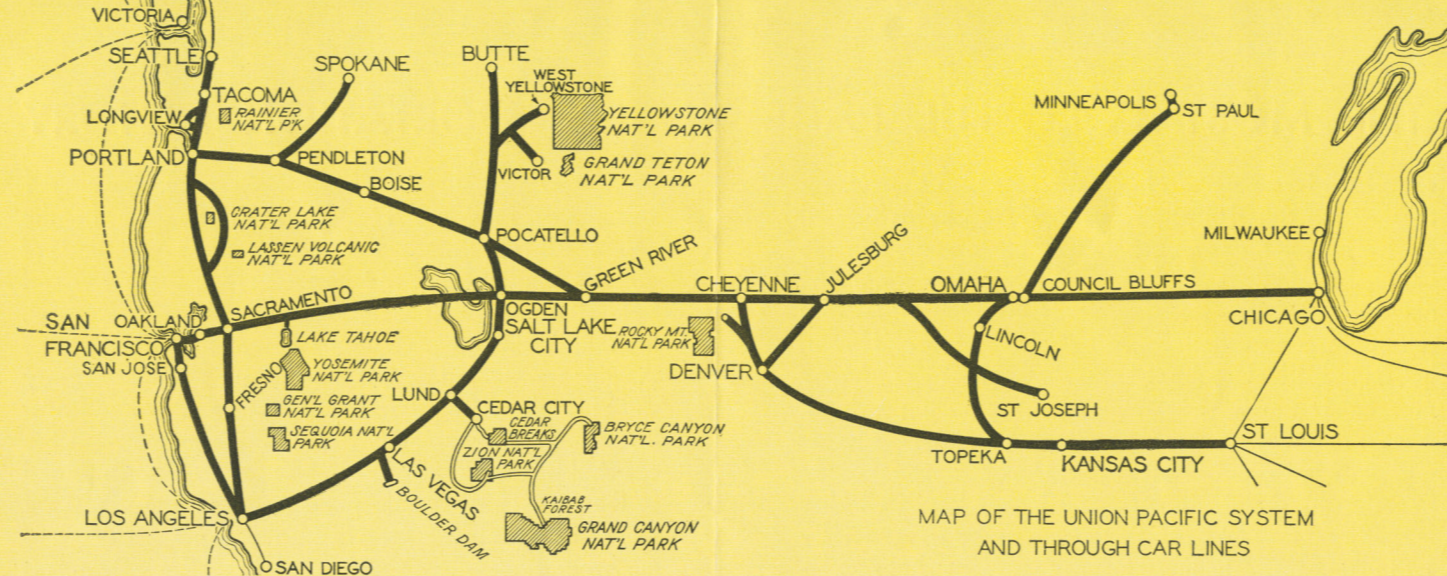
Union Pacific dining cars are famed for their popular priced "meals that appeal."



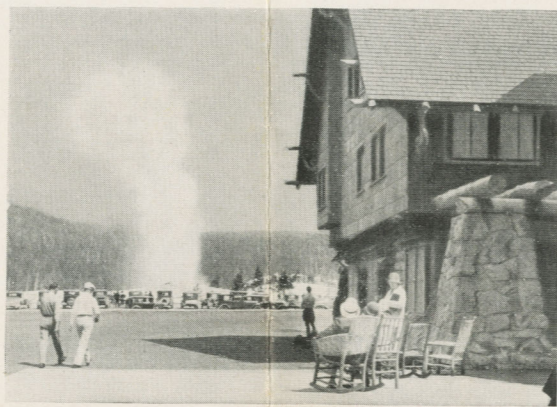
Air-conditioned observation cars and dining cars add to travel comfort on our principal trains



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



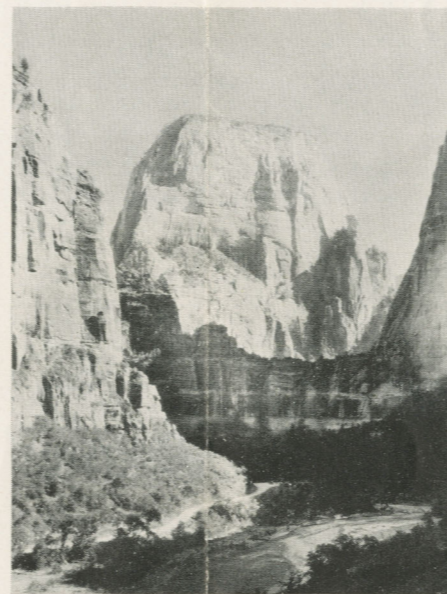
IN its pioneering development of new streamlined trains, Union Pacific has launched for tomorrow a new era in transportation progress. But what of its service today? • To its host of traveling patrons today, it is famed for its "finest roadbed on earth," its "dining car meals that appeal," its "courteous, 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



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

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.

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, enroute 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 above indicates how Union Pacific serves more of the West and



Great White Throne, Zion National Park, Utah

its National Parks than any other railroad. Let us help you plan to make the most of your vacation days in such glorious western wonderlands as:

- 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.

PROGRESS



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

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

UNION PACIFIC

SHIP AND TRAVEL VIA UNION PACIFIC

VISIT THE NATIONAL PARKS EVERY YEAR

UNION PACIFIC PIONEERS AGAIN

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."

Union Pacific's first fully streamlined train, completed in February, 1934, supplemented by the second, third and fourth streamlined trains constructed along similar lines, represents a pioneering development that has marked the dawn of a new era in transportation progress.

Here is a completely new type of railway train, graceful in form, highly pleasing in color harmonies, and preëminent in utility, convenience and comfort.

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 thou-

sands 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.



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.



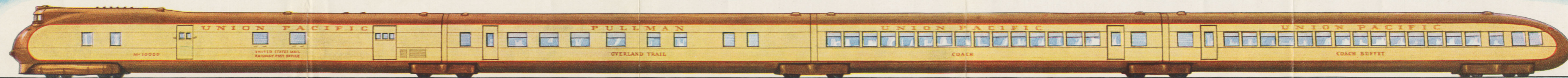
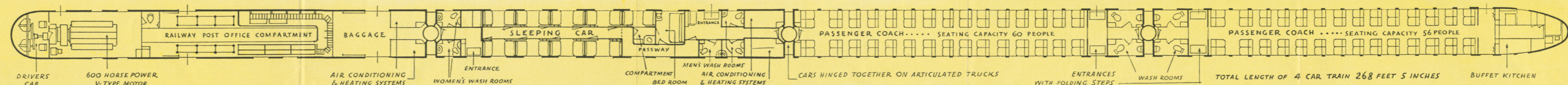
When a section is prepared for single occupancy, the upper berth is not used. A sliding louvre-door, for proper ventilation, makes the section completely private. When the door is closed by occupant of berth the protruding curtain folds down flush with the exterior of the section.



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 necessarily small is replete with compact, space saving devices for preparation of light meals and lunches.



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.