





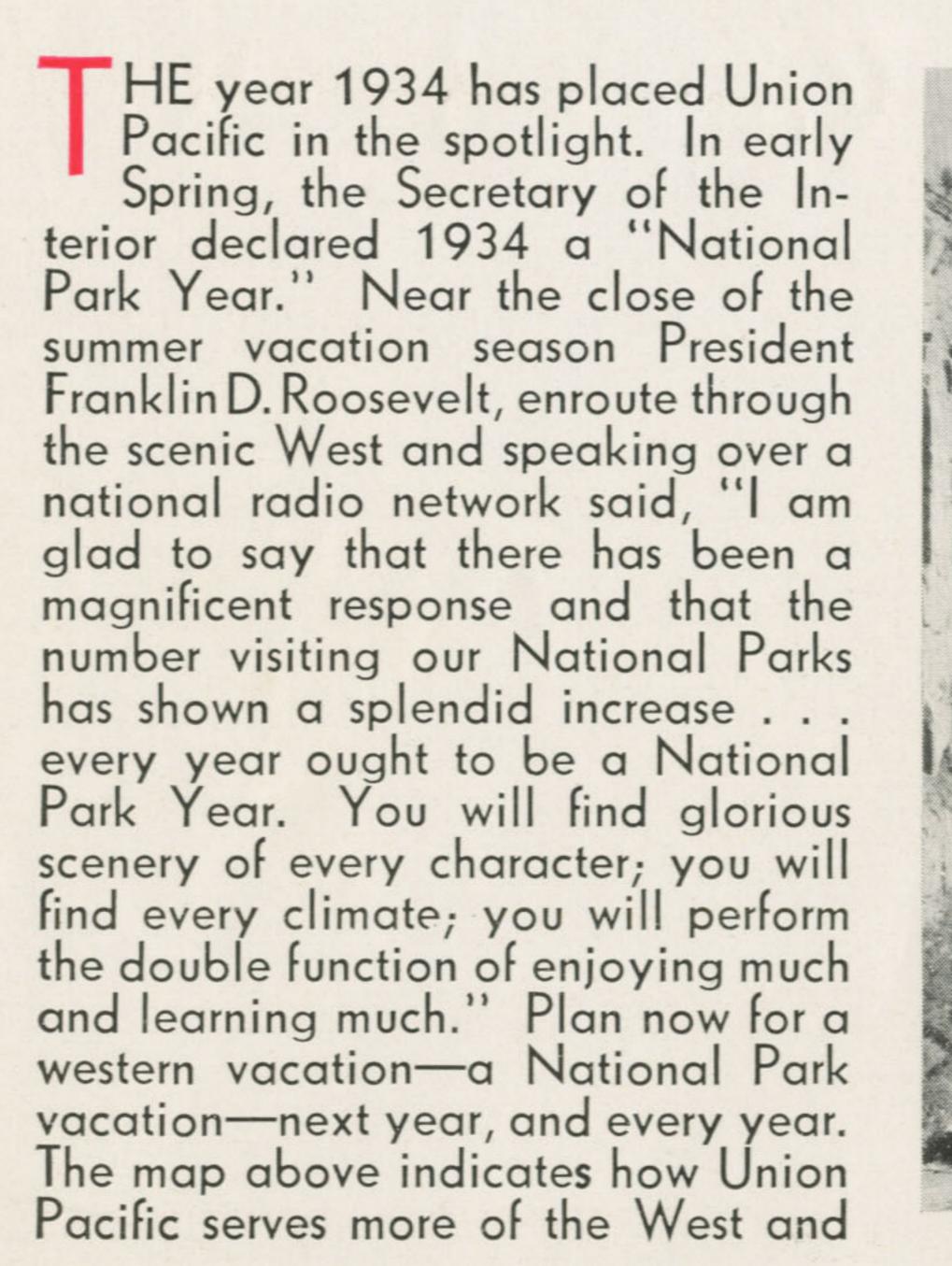
N its pioneering development of new streamlined trains, Union Pacific has launched for tomorrow a new era in transportation progress. But what of its service today? To its host of traveling patrons today, it is famed for its "finest roadbed on earth," its "dining car

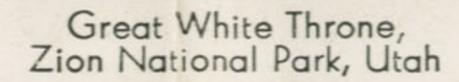
meals that appeal," its "courteous, attentive service of a highly trained personnel," and innumerable other recognized features of its travel supremacy. Its present trains are equipped with the utmost in modern facilities for travel comfort. Led by such established trains as the Los Angeles Limited, 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

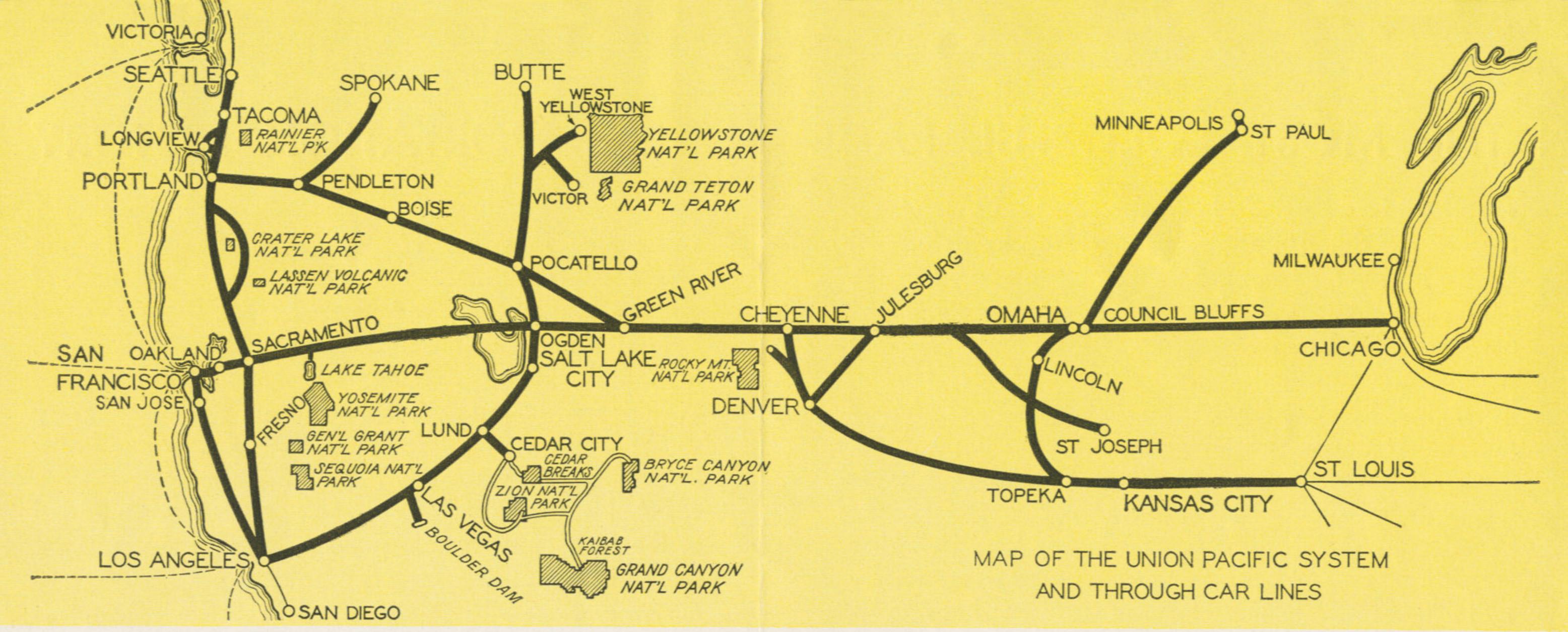




its National Parks than any other railroad. Let us help you plan to make the most of your vacation days in such glorious western wonderlands as:

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.



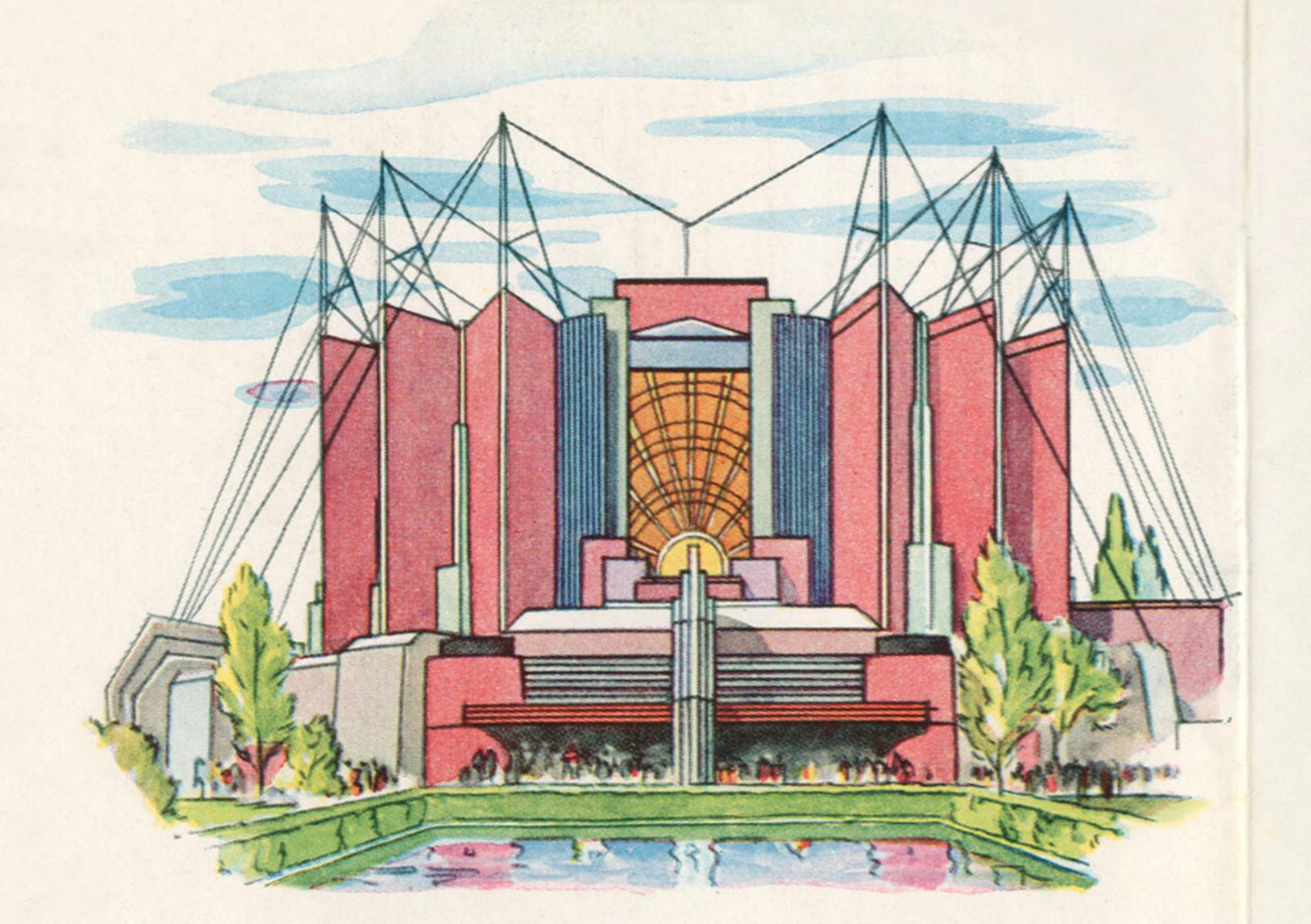


UNION PACIFIC "THE LAUREL WREATH FOR TRANSPORTATION PROGRESS MUST GO TO THE UNION PACIFIC RAILROAD"

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

SHIP AND TRAVEL VIA UNION PACIFIC

VISIT THE NATIONAL PARKS THIS SUMMER



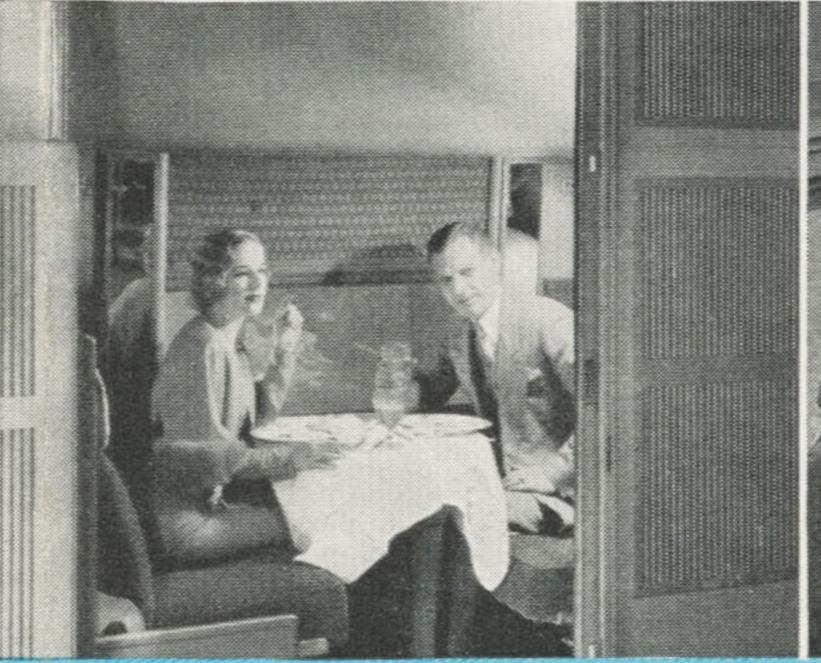
CIENCE is the fundamental keynote of Chicago's Century of Progress Exposition of 1934. And, among the acres of floor space and ground space devoted to the purpose of depicting vividly how science has served the needs of man, Union Pacific's new train is a most significant exhibit. • Its ultra-modern 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.

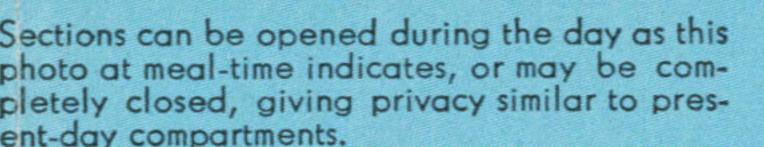
THE TRAIN THAT HAS WRITTEN THE MOST COLORFUL PAGE IN TRANSPORTATION HISTORY

PEED 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 carsprovides 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

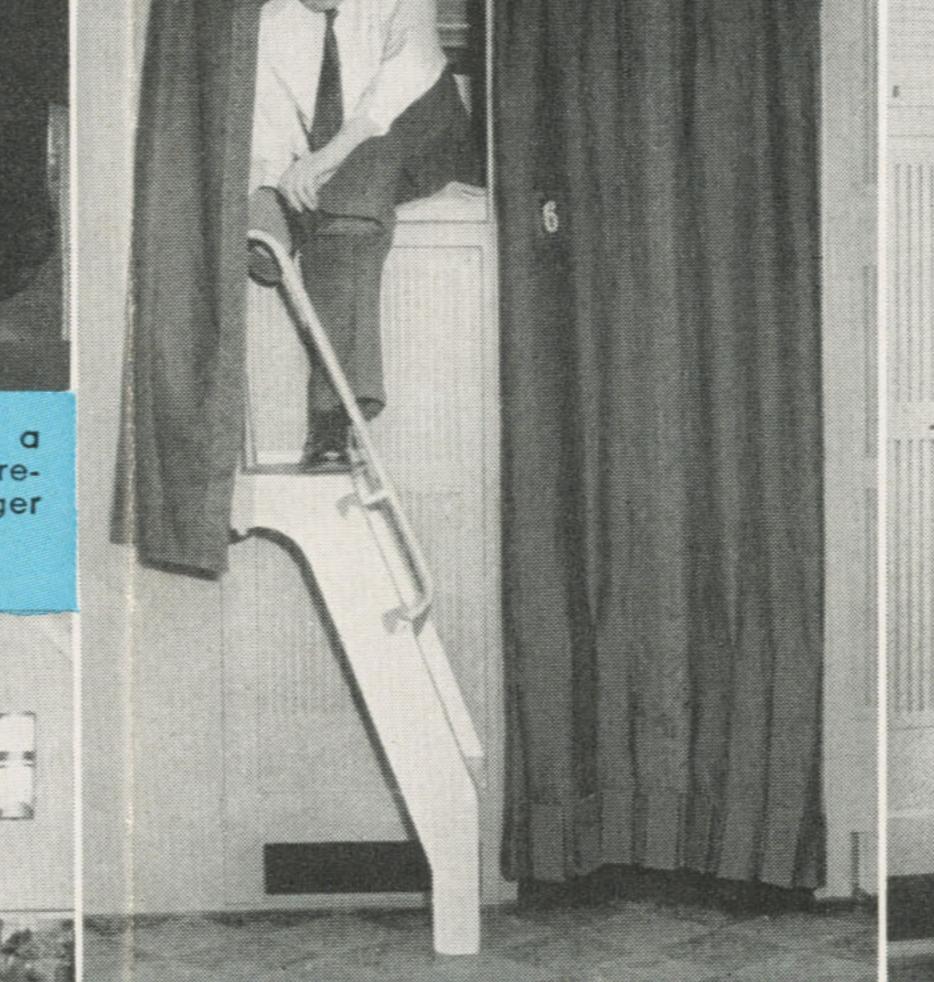
seats for 116 passengers in the two coaches assure utmost comfort. Individual trays are provided for each seat for meal service or writing purposes. Meals are prepared in the unique buffet-kitchen built into the rear of last car. The new type Pullman sleeping car is even more radically different in construction. 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-con-

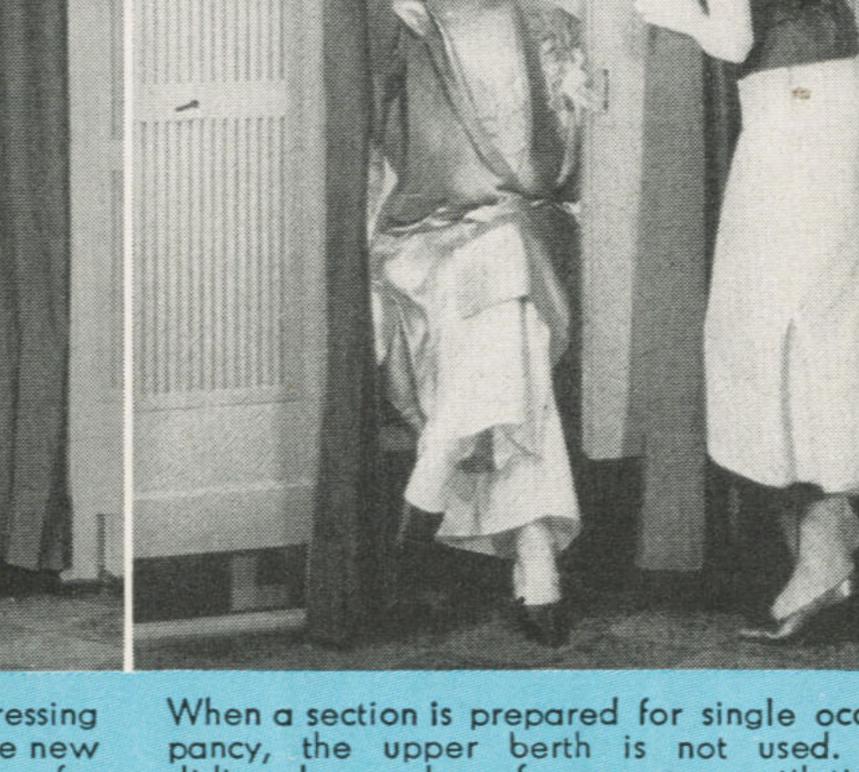
sands saw the exterior of the train only. Number 1 visitor was President Franklin D. Roosevelt. In the course of this historic trip, practically every kind of climatic condition was encountered. Temperatures varied from 10 degrees below zero to 92 degrees above. Snow, high winds, rain and dust storms 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. itself—first with the finest in transportation facilities.

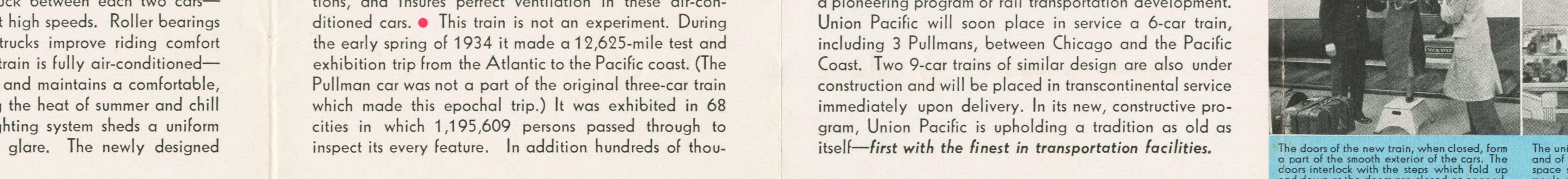


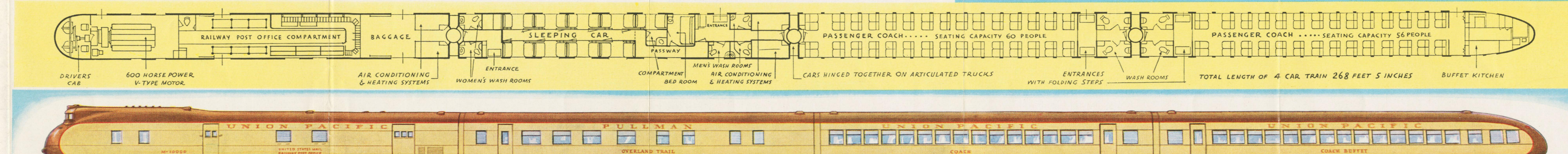












AMERICA'S FIRST FULLY STREAMLINED LIGHTWEIGHT HIGH SPEED TRAIN

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 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 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.

The train has two headlights—one horizontal, fog-piercing light,