

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."

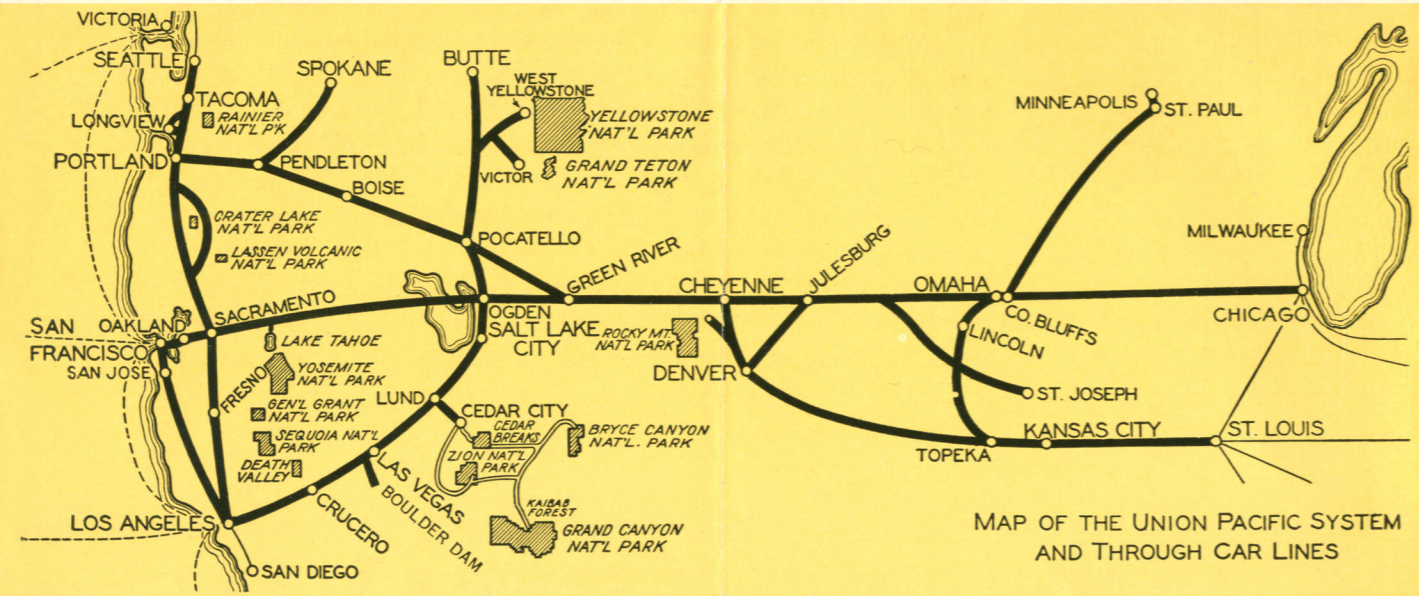
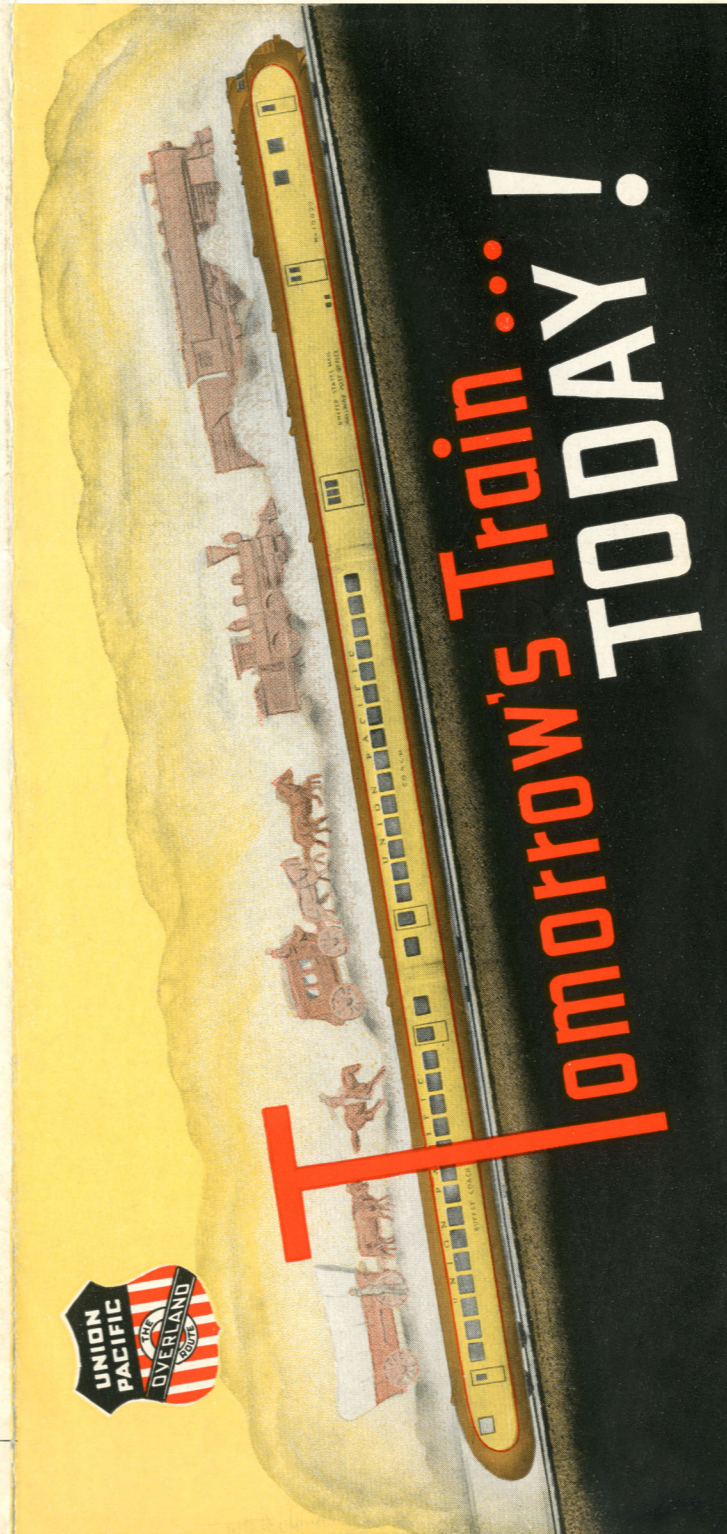
Here is a completely new type of railway train, graceful in form, highly pleasing in color harmonies, and preeminent in utility, convenience and comfort.

TRAVEL COMFORT has been given a NEW SIGNIFICANCE

WESTERN travelers of tomorrow will enjoy comforts and conveniences heretofore unknown—the result of innovations in design and construction introduced by Union Pacific in its new high-speed, light-weight, stream-lined train. The train is fully air-conditioned, eliminating all draught and dirt, and insuring a comfortable and uniform temperature during the heat of summer and the chill of winter. ● The seats for 116 passengers in the two coaches of the train were especially designed for this equipment, and their scientific construction assures perfect seat comfort. A novel device makes it possible to install individual tables at each seat for service of meals from the buffet or for use as a writing desk. Meals, prepared in the unique buffet kitchen, will be served from a special combination tea-cart steam table by waiters who pass through the aisles. ● Windows, all of shatter-proof glass, were manufactured under a special formula to take the glare out of sunlight. An indirect lighting system insures uniform light without shadows. This also enhances the restfulness and beauty of the decorative scheme during night travel, producing a soft, pleasing illumination that eliminates eye-strain and makes for pleasant reading. ● Comfort, convenience and beauty of design are apparent in every feature of the entire train. In its building every effort has been made to provide travel comfort and pleasure. We believe you will agree with us that this has been attained. We have tried to give you the best—and in applying principles not heretofore used in train construction, feel that we have succeeded. Union Pacific's new train is deserving of the appellation, "Tomorrow's Train—TODAY."

A second train, incorporating sleeping cars, is under construction.

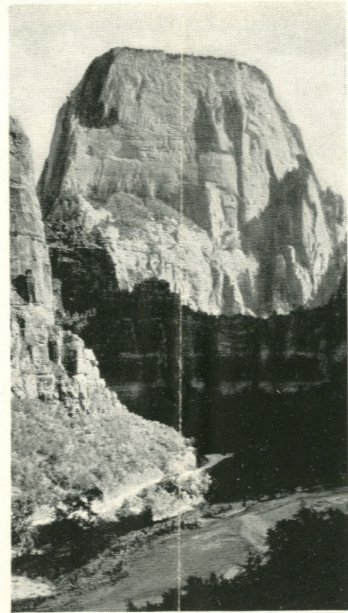
Tomorrow's Train... TODAY!



his advice. Plan a Western vacation. Among the famous regions served by Union Pacific are:

- ZION-BRYCE CANYON—GRAND CANYON
- YELLOWSTONE-GRAND TETON
- ROCKY MOUNTAIN NATIONAL PARKS
- COLORADO-UTAH
- CALIFORNIA AND HAWAII
- PACIFIC NORTHWEST AND ALASKA
- 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 62, Union Pacific Railroad, Omaha, Nebraska.



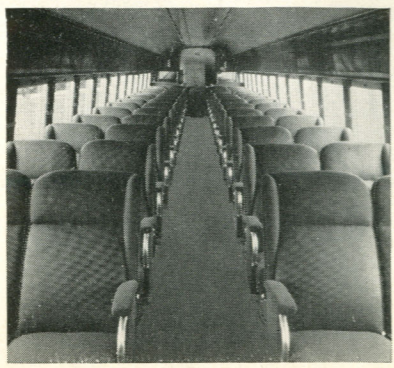
Great White Throne, Zion National Park, Utah

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

VISIT THE NATIONAL PARKS THIS SUMMER

TOMORROW'S TRAIN... TODAY

Looking Toward Rear of Last Car



Unique Kitchen Buffet in Rear of Last Car

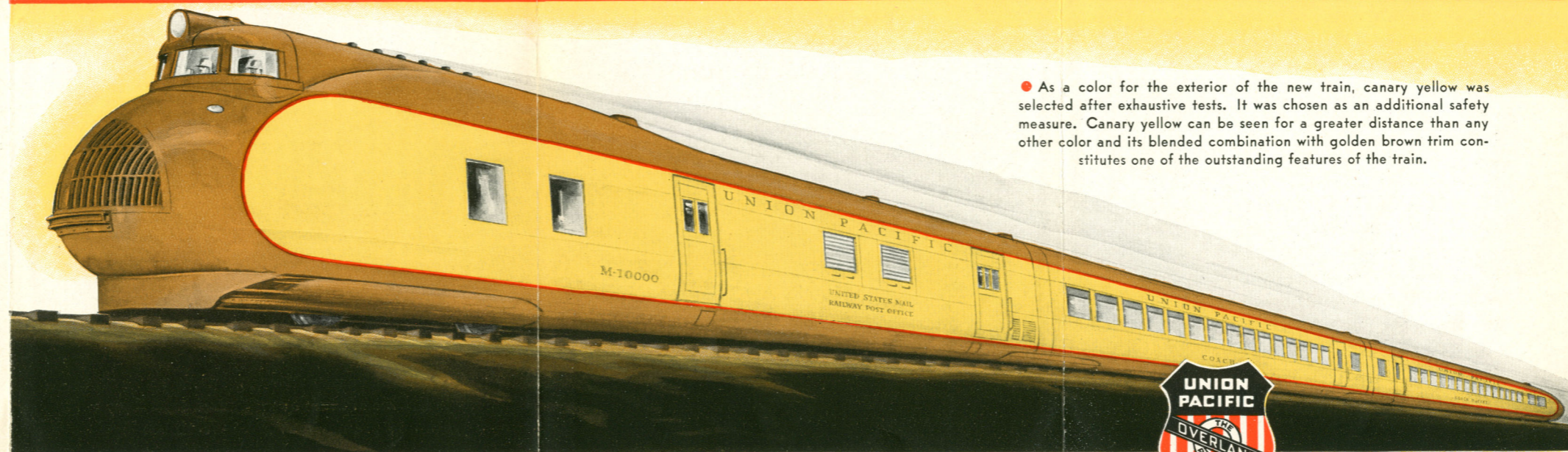
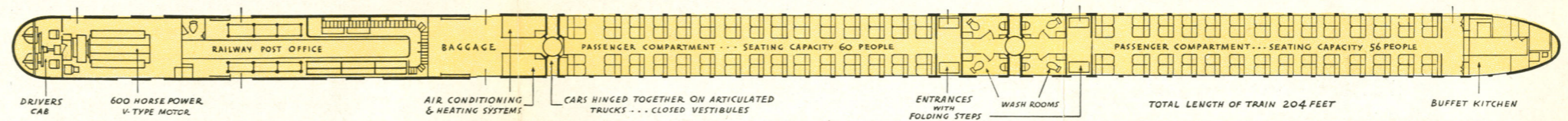


Meal Service on Convenient Demountable Tables



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. Slightly more than 204 feet in length, from rounded nose to its fin-like tail, the total weight of the three-car unit is equal only to that of a single modern steel Pullman car. ● The light weight was obtained by the use of aluminum alloy which has one-third the weight of steel, with the same strength. The tubular structural design was perfected to give additional strength. ● The smooth, stream-lined exterior of the train, with even the vestibule steps drawn up into the cars while the train is in motion, provides sufficient power economy to enable a 600 horse power distillate-burning motor, directly connected to a generator, to provide power to propel the train at a maximum speed of 110 miles per hour. ● The super-brakes are of a new design—a dual system, each coordinated part of which is capable of safe operation in event of failure of the other. A duplicate device is installed to require the engineer to keep both foot and hand constantly on a control. Releasing pressure of hand or foot automatically closes the throttle and applies the brakes. A newly developed appliance called a "decelerometer" has been perfected and is installed on the train.

Its function is to equalize brake pressure on every wheel, admit maximum pressure but prevent locked wheels. The braking system is such that the train cannot be started unless the brakes are in perfect working condition. ● Articulation between the cars of the train was adopted as best suited for smooth riding at high speeds. In articulation, the cars are hinged together with only one truck between each two cars. ● The train is fully equipped with roller bearings and trucks are designed to incorporate the use of rubber to the fullest extent for the elimination of noise and to improve riding quality. The train is operated from a cab situated above and in front of the engine compartment. An instrument board before the engineer shows conditions of every part of his power plant at all times. There are air, oil, water, fuel, electric gauges and a speedometer. He has an unobstructed view ahead and on both sides of him. Electric signals afford communication between him and the train crew. ● A powerful fog-piercing headlight is supplemented by a light which throws a ten-inch vertical beam, for added safety. Warning signals are given by a powerful siren and an electric gong. The diagram below shows the plan of the new 3-car train, the location of its various features from engine room, mail and baggage compartments of the first car to buffet kitchen in the end car. ● The new train is Union Pacific's answer to the desire of today for greater speed, with safety, and comfort.



● As a color for the exterior of the new train, canary yellow was selected after exhaustive tests. It was chosen as an additional safety measure. Canary yellow can be seen for a greater distance than any other color and its blended combination with golden brown trim constitutes one of the outstanding features of the train.



SUPER SPEED • WITH SAFETY • AND COMFORT

MODERN ART finds expression in the interior of Union Pacific's new train, yet it is striking in its simplicity. The color scheme is blue, shading down from a nearly white ceiling, through the lighter shades of blue to a dark blue below the window sills. Horizontal bands of polished aluminum show between the different shades of blue. Window sills of black bakelite—aluminum chairs upholstered in golden brown tapestry—window shades of Venetian blind design with concealed rollers... all these blend in an atmosphere of restful beauty.