

Date: 10/29/15 16:24Wx4 note: The following appeared at TRainOrders.com on 10-29-2015.

Chicago Union Station Files - U.P. City Trains come to CUS

Author: [Englewood](#)

On October, 30, 1955 the UP passenger trains began using the Milwaukee Road instead of the C&NW between Council Bluffs and Chicago.

Here are some items concerning the reroute.

1. A CUS Information Bureau notice. Employees of that office were required to initial the document to acknowledge receipt.
The notice references GM&O Circular Notice No. 822. At first glance it seems strange that CUS would distribute a GM&O document when the subject was UP trains on the Milwaukee Road. The CUS Information Bureau received notices from many railroads and the practice was to choose the one that most directly addressed the issue. In this case the actual Milwaukee Road notice may have contained other information not needed by CUS Information Bureau personnel.
- 2 and 3. GM&O Passenger Traffic Department Circular Notice No. 822.
4. The notice issued by the PRR –PRSL.
- 5 and 6. Brochure issued by the Milwaukee Road celebrating their position as the new link in the Overland Route.

CHICAGO UNION STATION COMPANY

INF-2

INFORMATION BUREAU

DATE OCT 13 1955

1	AP	9	EP	17	CK	25	
2	JAH	10	2	18	EH	26	
3	PO	11	MAK	19	EH	27	
4	MC	12	JH	20	JH	28	
5	E3	13	EG	21	WV	29	
6		14	CF	22	EJO	KC	CC
7		15	SP	23		MB	W.B.
8	MG	16	AT	24		BC	RC

GM&O	CB&Q	MILW.	P.R.R.	MISC.	FILES
<p><u>Circular Letter # 822</u></p> <p>Routing of Streamline Trains City of Denver, City of Los Angeles City of Portland City of San Francisco The Challenger</p> <p>Be sure you understand</p>					FILE CABINETS
					#1 C.M. & P.P. Inlets
					#2
					#3
					X-FILE
					DAILY FILE
					CONCOURSE
					OFFICE

GULF, MOBILE AND OHIO RAILROAD COMPANY

PASSENGER TRAFFIC DEPARTMENT

CIRCULAR LETTER NO. 822

St. Louis, Mo.
October 11, 1955

File: T-3-38-1

REROUTING OF STREAMLINED TRAINS --- CITY OF DENVER --- CITY OF
LOS ANGELES --- CITY OF SAN FRANCISCO --- CITY OF PORTLAND ---
THE CHALLENGER --- EFFECTIVE OCTOBER 30, 1955

TICKET AGENTS AND REPRESENTATIVES:

For your information there is quoted below advice received from the
OMST&P Railroad covering their new transcontinental operation of trains in
connection with the Union Pacific Railroad:

Effective October 30, 1955, the streamlined trains City of Denver,
City of Los Angeles, City of San Francisco, City of Portland and
The Challenger, now being handled by the C&NW Ry. between Chicago
and Council Bluffs-Omaha, will be operated by THE MILWAUKEE ROAD
between these points. Tickets for passengers desiring to use the
above through trains on and after this date should be routed via
THE MILWAUKEE ROAD between Chicago and Council Bluffs instead of the
C&NW Ry. Such tickets will be honored to or from Omaha.

To accommodate passengers on the aforementioned trains who desire through
service in either direction without making a stopover at Council Bluffs
or Omaha, tickets sold prior to October 30, 1955, will be honored by
MILWAUKEE ROAD train conductors, as follows:

WESTBOUND

Coupons of rail tickets reading from Chicago via the C&NW Ry. to Council
Bluffs or Omaha if they are part of through tickets routed via the
Union Pacific therefrom to any destination on that or any other line.

EASTBOUND

Coupons of rail tickets reading from Omaha or Council Bluffs via the C&NW Ry. to Chicago if they are part of through tickets routed via the Union Pacific into Omaha or Council Bluffs. This will apply to all through tickets routed via the Union Pacific even though the starting point is on another line.

CAUTION! Coupons reading via the C&NW Ry. between Chicago and Council Bluffs or Omaha which are not part of through tickets routed via the Union Pacific from or to Council Bluffs or Omaha WILL NOT BE HONORED by Milwaukee Road conductors. Through tickets reading via the C&NW-UP which are held by passengers detraining or entraining at Council Bluffs or Omaha will likewise NOT be accepted by Milwaukee Road conductors.

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Circular Letter No. 822

All through tickets for the above streamlined trains which are issued for use on or after October 30, 1955, should be routed via THE MILWAUKEE ROAD between Chicago and Council Bluffs.

ISSUED BY
R. B. WEAVER
PASSENGER TRAFFIC MANAGER

cc: Mr. G. A. Rush



PENNSYLVANIA RAILROAD
PENNSYLVANIA-READING SEASHORE LINES
(Traffic Department)

Philadelphia, Pa.
October 17, 1955

SPECIAL NOTICE TO TICKET AGENTS

SUBJECT: REROUTING OF STREAMLINED TRAINS - CITY OF DENVER - CITY OF LOS ANGELES - CITY OF SAN FRANCISCO - CITY OF PORTLAND - THE CHALLENGER - EFFECTIVE OCTOBER 30, 1955.

Effective October 30, 1955, the above-named trains, now being operated by the C&NW Railway between Chicago and Council Bluffs-Omaha, will be handled by THE MILWAUKEE ROAD between Chicago (Union Station) and Council Bluffs-Omaha. Tickets for passengers desiring to use the above through trains on and after this date should be routed via THE MILWAUKEE ROAD between Chicago and Council Bluffs instead of the C&NW Railway. Such tickets will be honored to or from Omaha.

To accommodate passengers on the aforementioned trains who desire through service in either direction without making a stop-over at Council Bluffs or Omaha, tickets sold prior to October 30, 1955,

WILL BE HONORED BY MILWAUKEE ROAD TRAIN CONDUCTORS AS FOLLOWS:

WESTBOUND

Coupons of rail tickets reading from Chicago via the C&NW to Council Bluffs or Omaha if they are part of through tickets routed via the Union Pacific therefrom to any destination on that or any other line.

EASTBOUND

Coupons of rail tickets reading from Omaha or Council Bluffs via the C&NW to Chicago if they are part of through tickets routed via the Union Pacific into Omaha or Council Bluffs. This will apply to all through tickets routed via the Union Pacific even though the starting point is on another line.

CAUTION: Coupons reading via the C&NW between Chicago and Council Bluffs or Omaha which are not part of through tickets routed via the Union Pacific from or to Council Bluffs or Omaha WILL NOT BE HONORED by Milwaukee Road conductors. Through tickets reading via the C&NW-UP which are held by passengers detraining or entraining at Council Bluffs or Omaha will likewise NOT be accepted by Milwaukee Road conductors.

All through tickets for the above streamlined trains which are issued for use on or after October 30, 1955, should be routed via THE MILWAUKEE ROAD between Chicago and Council Bluffs. Your particular attention is directed to the fact that passengers using these trains on and after that date will not be required to transfer at Chicago as such trains will operate to and from the Union Station.

W. H. Mapp
General Manager and Traffic Manager
Pennsylvania-Reading Seashore Lines
Camden, N.J.

E. R. Comer
Passenger Traffic Manager
Pennsylvania Railroad
Philadelphia, Pa.

THE MILWAUKEE ROAD

becomes **new link** in

OVERLAND ROUTE



CHICAGO

OMAHA

COLORADO

CALIFORNIA

PACIFIC

NORTHWEST

**Beginning October 30, 1955*

THE MILWAUKEE ROAD

will be the **NEW ROUTE** of the

CITY OF SAN FRANCISCO

*The Milwaukee Road
Union Pacific Railroad
Southern Pacific Lines

CITY OF LOS ANGELES

*The Milwaukee Road
Union Pacific Railroad

CITY OF PORTLAND

*The Milwaukee Road
Union Pacific Railroad

CITY OF DENVER

*The Milwaukee Road
Union Pacific Railroad

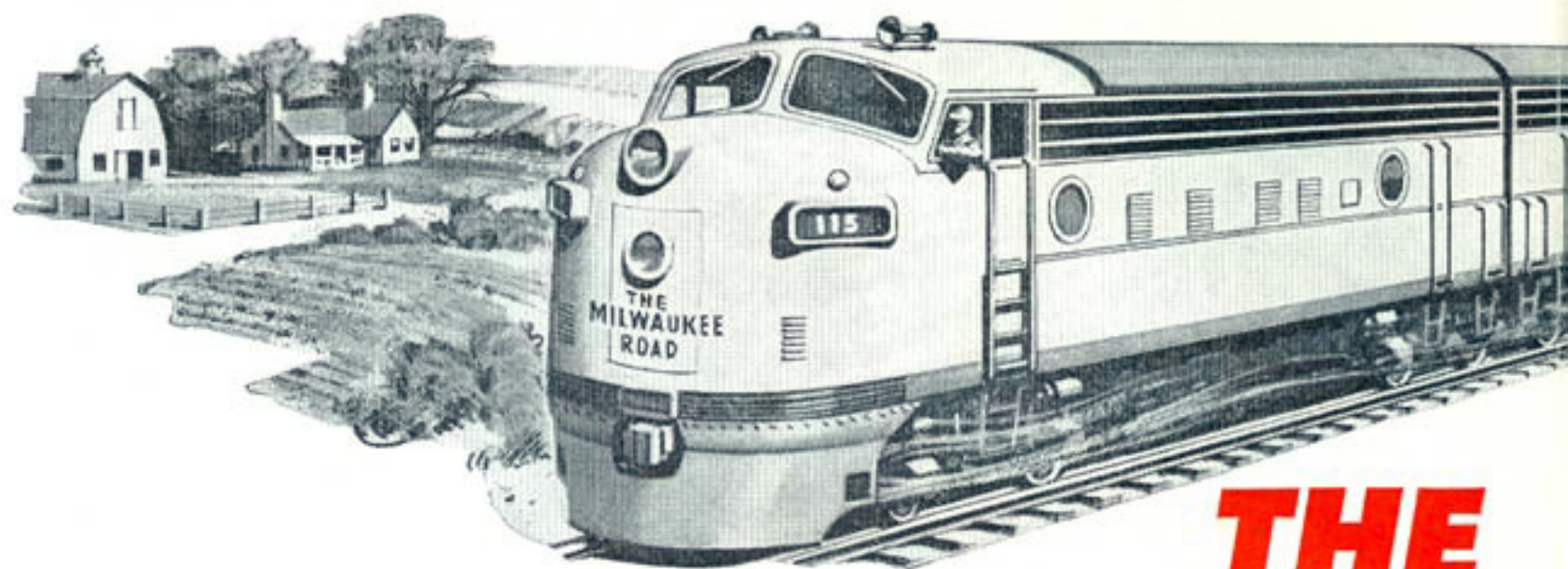
THE CHALLENGER

*The Milwaukee Road
Union Pacific Railroad

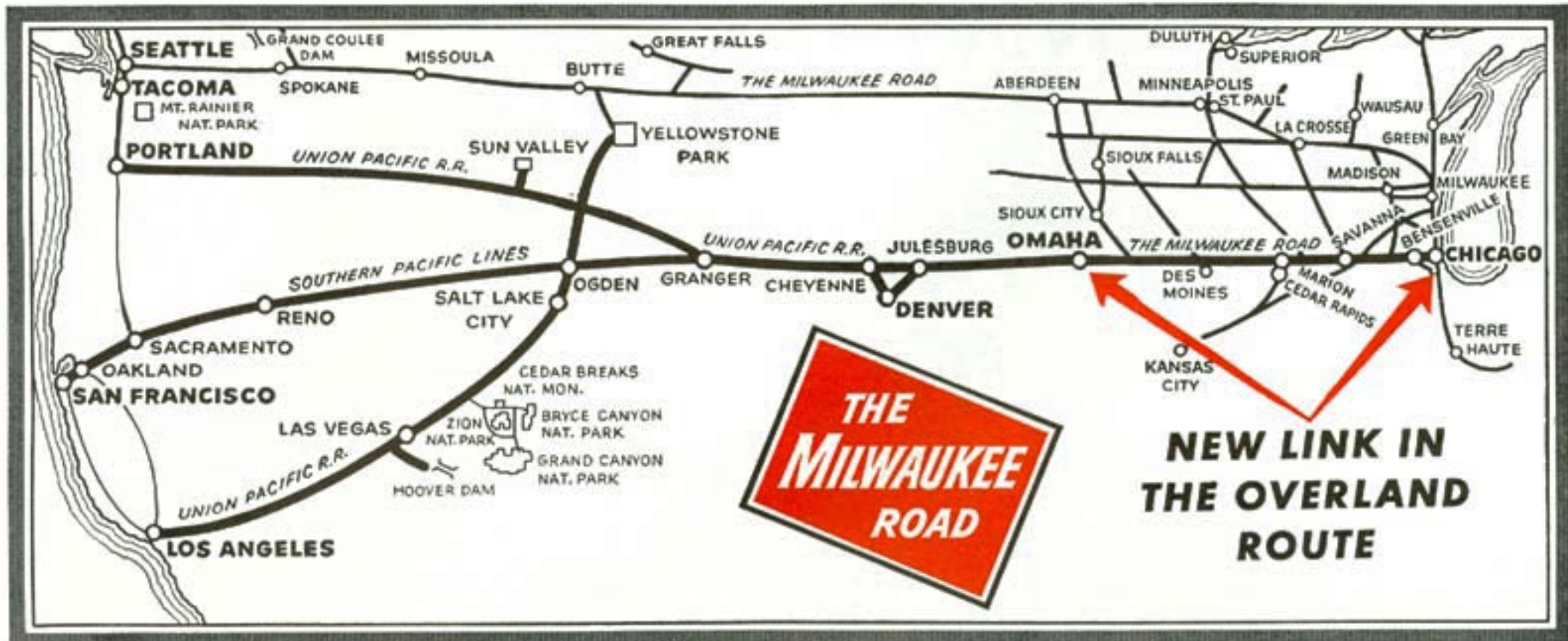
between

CHICAGO AND OMAHA

on their daily through runs between
Chicago • Colorado • California • Pacific Northwest



THE



**No change in destinations
on the Union Pacific
and Southern Pacific**

No change in fares

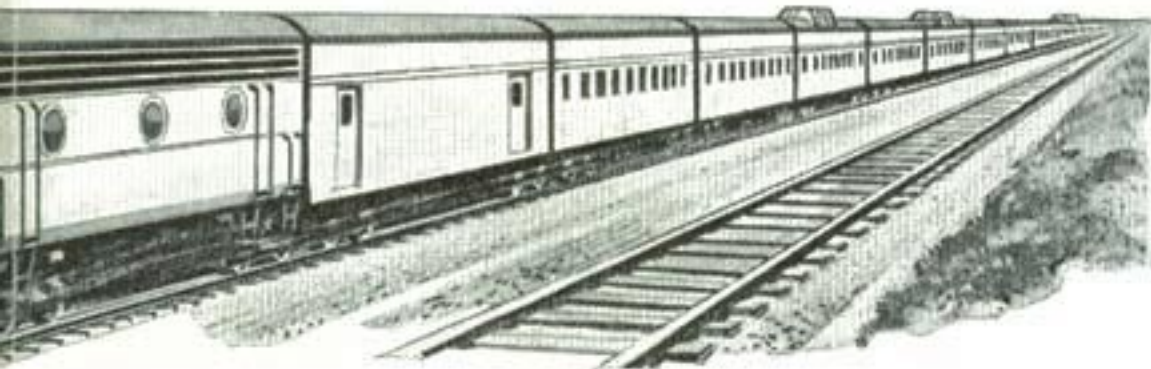
Some change in schedules



For better service to you

THESSE five world-famed trains will leave from and arrive at Union Station, Chicago's newest and largest passenger terminal, via The Milwaukee Road. This Railroad has been selected as a link in the historic Overland Route because its modern facilities and improved trackway assure you a smooth ride and on-time arrival. West of Omaha, no changes in routes or destinations. Look at the map!

So The Milwaukee Road, itself a transcontinental system of over 10,000 miles, becomes associated with two other outstanding Railroads to form a strong combination serving all the West.



Through sleeping cars will be continued between New York, Philadelphia, other eastern cities and Los Angeles and San Francisco.

The trains are the last word in passenger comfort, each one especially designed for the service it performs. Three are Domeliners. The Milwaukee Road is proud to be partners with the Union Pacific and Southern Pacific in operating this great fleet.

We look forward to welcoming you aboard. We know you'll find our service worthy of your confidence. Harry Sengstacken, Passenger Traffic Manager, 708 Union Station, Chicago 6.

★ ★ ★

SHIPPERS!

Route your freight via Omaha over the high speed routes of these famous streamliners. Look into the further advantages of using The Milwaukee Road's Terre Haute division and the Bensenville automatic yards just west of Chicago. This unique combination is saving time on shipments between the East-Southeast and the West-Northwest. J. M. Cunningham, Freight Traffic Manager, 780 Union Station, Chicago 6.

MILWAUKEE ROAD

Route of the Super Dome HIAWATHAS
Route of the Overland STREAMLINERS

NEW OVERLAND ROUTE

SCHEDULES

These new schedules have been carefully planned for the convenience of passengers at principal stations along the routes.

A smooth, silent ride, the finest modern equipment and friendly service will add to the enjoyment of business or pleasure travel.

Streamliner CITY OF SAN FRANCISCO

WESTBOUND

Example			
6:30 pm Sun	.....	Lv. Chicago	Ar.
10:16 pm "	.....	Lv. Marion (Cedar Rapids)	Ar.
2:55 am Mon	.....	Lv. Omaha	Ar.
5:50 pm "	.....	Lv. Ogden	Ar.
7:30 am Tues	.....	Ar. Sacramento	Lv.
9:45 am "	.....	Ar. Oakland Pier	Lv.
10:20 am "	.....	Ar. San Francisco	Lv.

EASTBOUND

Example	
Tues 11:15 am	.....
" 7:14 am	.....
" 2:50 am	.....
Mon 8:20 am	.....
Sun 6:35 pm	.....
" 4:30 pm	.....
" 4:00 pm	.....

EQUIPMENT
 Between Chicago and San Francisco
 Club Lounge Car for sleeping car passengers
 Sleeping Cars—Drawing Rms, Compartments, Double Bedrooms, Roomettes, Sections
 Dining Car
 Reclining Seat Leg Rest Coaches—All seats reserved
 Cafe Lounge for coach passengers
 Between New York, other eastern cities and San Francisco
 Sleeping Cars—Double Bedrooms, Roomettes

Domeliner CITY OF LOS ANGELES

THE CHALLENGER Domeliner

WESTBOUND

City of Los Angeles Example	The Challenger Example			
6:45 pm Sun	9:00 am Sun	.....	Lv. Chicago	Ar.
10:31 pm "	12:42 pm "	.....	Lv. Marion (Cedar Rapids)	Ar.
3:10 am Mon	5:20 pm "	.....	Lv. Omaha	Lv.
9:40 am "	11:30 pm "	.....	Lv. Cheyenne	Lv.
7:50 pm "	9:05 am Mon	.....	Lv. Salt Lake City	Lv.
9:30 am Tues	10:30 pm "	.....	Ar. Los Angeles	Lv.

EASTBOUND

City of Los Angeles Example	The Challenger Example
Tues 11:00 am	Tues 4:30 pm
" 6:59 am	" 12:26 pm
" 2:45 am	" 8:10 am
Mon 6:25 pm	Mon 11:45 pm
" 8:20 am	" 1:55 pm
Sun 4:30 pm	Sun 10:00 pm

EQUIPMENT (City of Los Angeles)
 Between Chicago and Los Angeles
 Dome Observation Lounge Car for sleeping car passengers
 Sleeping Cars—Drawing Rms, Compartments, Bedrooms, Roomettes
 Dome Dining Car
 Reclining Seat Leg Rest Coaches—All seats reserved
 Cafe Lounge Car
 Between New York, other eastern cities and Los Angeles
 Sleeping Cars—Double Bedrooms, Roomettes

EQUIPMENT (Challenger)
 Between Chicago and Los Angeles
 Club Lounge Car for coach passengers
 Dome Coach
 Reclining Seat Leg Rest Coaches—All seats reserved
 Dining Car—Challenger Meals—also club and a la carte service
 Sleeping Cars—Double Bedrooms, Roomettes, Sections

Domeliner CITY OF PORTLAND

WESTBOUND

Example			
4:45 pm Sun	.....	Lv. Chicago	Ar.
8:31 pm "	.....	Lv. Marion (Cedar Rapids)	Ar.
1:10 am Mon	.....	Lv. Omaha	Lv.
7:35 am "	.....	Ar. Cheyenne	Lv.
7:30 am Tues	.....	Ar. Portland	Lv.
12:01 pm "	.....	Ar. Tacoma	Lv.
1:00 pm "	.....	Ar. Seattle	Lv.

EASTBOUND

Example	
Tues 11:30 am	.....
" 7:32 am	.....
" 3:15 am	.....
Mon 6:45 pm	.....
Sun 5:00 pm	.....
" 1:26 pm	.....
" 12:30 pm	.....

EQUIPMENT
 Between Chicago and Portland
 Dome Observation Lounge Car for sleeping car passengers
 Sleeping Cars—Drawing Rms, Compartments, Double Bedrooms, Roomettes, Sections
 Dome Dining Car
 Dome Coach
 Reclining Seat Leg Rest Coaches—All seats reserved
 Cafe Lounge Car for coach passengers
 Between Chicago and Seattle
 Sleeping Car —Double Bedrooms, Roomettes

Streamliner CITY OF DENVER

WESTBOUND

Example			
4:30 pm Sun	.....	Lv. Chicago	Ar.
8:16 pm "	.....	Lv. Marion (Cedar Rapids)	Ar.
12:55 am Mon	.....	Lv. Omaha	Lv.
8:30 am "	.....	Ar. Denver	Lv.

EASTBOUND

Example	
Mon 10:30 am	.....
" 6:29 am	.....
" 2:15 am	.....
Sun 5:00 pm	.....

EQUIPMENT
 Between Chicago and Denver
 Club Lounge Car for sleeping car passengers
 Sleeping Cars—Drawing Rms, Compartments, Bedrooms, Roomettes, Sections
 The Pub
 Reclining Seat Leg Rest Coaches—All seats reserved
 Dining Car

Through sleeping cars to New York and other eastern cities will continue to be operated via the Pennsylvania Railroad and the New York Central on the CITY OF SAN FRANCISCO and the CITY OF LOS ANGELES.

Family fares on The Milwaukee Road save from one-fifth to one-third depending upon the ages and number of riders in the family.

Rail-Auto service enables travelers to make the long jumps by rail and then enjoy the convenience of having a car to use at their destination.

Rail Travel Credit cards are honored on all Milwaukee Road trains.

No extra fare is charged on any Milwaukee Road train including the Super Dome Hiawathas and the five Streamliners of the Overland Route.

WM. WALLACE
 Ass't. Passenger Traffic Manager

HARRY SENGSTACKEN
 Passenger Traffic Manager

UNION STATION BUILDING
 Chicago, Illinois