

The
Streamliner


CITY OF DENVER

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CITY OF DENVER



UNION PACIFIC RAILROAD
CHICAGO & NORTH WESTERN RY.



SPEED of the wind
. . . the grace and
smoothness of an ar-
row . . . luxury and comfort of a smart
club . . . in brief, that is the "City of
Denver" . . . newest and finest Diesel-
powered streamline train in the great
Union Pacific-Chicago and North West-
ern fleet. The "City of Denver" joins her
companion trains, the "City of Los An-
geles," the "City of San Francisco," and
the "City of Portland," with Chicago to
Denver route her domain . . . traversing
the run in 16 hours, cutting 9¼ hours
off the former fastest train schedule.

The "City of Denver" is 864 feet long
—864 feet of speed, power and luxuri-
ous riding comfort. It has 12 cars: two
power cars, baggage car, baggage-mail
car, baggage-tavern car, two coaches,
diner-cocktail lounge, three sleeping
cars and observation-bedroom car.

The moment you enter this superb
train, you feel its roominess—cars are
9 feet 6 inches wide between side walls,



while the inside clear height in the cen-
ter is 7 feet 10¾ inches. Aisles are
wider than in standard, present-day
trains, and afford more than ample
room for moving about comfortably.

The train is air-conditioned through-
out—clean, fresh air is yours at all
times. Windows are sealed tight—no
dust or grime. In the hottest weather,
cool and comfortable—in the coldest,
warm and cozy.

The strikingly-beautiful observation-lounge



OBSERVATION-BEDROOM CAR

This beautiful car, the last in the train, contains five bedrooms, one compartment, two card sections and a very spacious observation room. Here you encounter one of the many exquisite wood finishes on the train, figured Tamo veneer on the side walls, with panels framed in aluminited mouldings. A pigskin wainscoting adds a striking effect to the smart appearance of this car.

Two round mirrors are in the forward bulkhead, set with peach-colored glass, lending a brilliant effect to the entire interior.

Card section seats are upholstered in chamois-colored mohair. There are eight chairs and four

settees, of very attractive design and most comfortable.

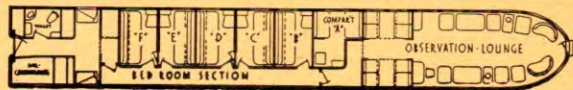
Magazine tables with the latest periodicals and newspapers give this delightful car the smart air of the finest club. Neat writing desks with distinctive engraved stationery are conveniently at hand.

For your entertainment, or the latest news while en route, there is a beautiful radio in the forward end of the lounge.

Four of the five bedrooms in this car are arranged with sliding partitions between each pair of rooms, permitting them to be thrown open into one large room. Each bedroom provides both lower and upper berths, if desired.

All the conveniences of a smart club

Comfortable and home-like accommodations





All compartments and bedrooms are beautifully finished in varied colors with attractive trimmings. Among their many features are: Drop tables, portable ash trays, watch, magazine and eye-glass holders.

OPEN SECTION PULLMAN

Sleeping cars on the "City of Denver" afford you the ultimate in modern train sleeping accommodations. There are three cars, two with 12 open sections each, and the third with eight private sections, two bedrooms and one compartment—these in addition to the observation car, with its five bedrooms and one compartment.

Section seats are adjustable from a sitting to lounging position. Upper berths have windows and are easily accessible from side-folding stairways.

A thick, sponge-rubber padding is used under all carpets, providing the maximum of silence during the sleeping hours.

Removable tables are provided for use at section seats.

Names reminiscent of old mining and Indian days in the West grace the sides of the Pullman cars. They are: Cache la Poudre, St. Vrain, Silver Dollar, Big Piney, Squaw Bonnet, Snowy Range, Ogallala, and Colores.

Bedrooms singly or ensuite meet popular approval

Berth seats are extra wide and roomy





PRIVATE SECTION PULLMAN

The eight sections in this car each have, in addition to the customary curtain, an aluminum sliding panel which is closed during night-time occupancy. Open during the day, they give semi-privacy, or may be closed, permitting the privacy of the present-day compartments. New style curtains greatly facilitate dressing in upper as well as lower berths. Individual steps for upper berths automatically fold up when not in use and are entirely removed in the day-time or when the space is used as a section for single occupancy.

The bedrooms and compartment of this Pull-

man have the same appointments as those of the observation-bedroom car. The two bedrooms may be occupied individually or en suite.

The lighting fixtures in all the Pullmans are newly developed. In the bodies are semi-direct ceiling fixtures with blue night lights. Ceiling type and tubular type lamps are in the bedrooms and compartments; in the observation room, tubular continuous type of concealed lights. Berth reading lights of the ball type, are also a new development.

Windows in the upper berths are another new feature of the unique design and construction of the Pullmans on the "City of Denver."

Upper berths are easily accessible

For those who wish privacy—the closed section





THE DINING CAR

Exquisite pleasure is yours when you dine on the "City of Denver." The diner-cocktail lounge is another brilliant unit in this most attractive train. Here you are again greeted with an unusual wood finish, Avodire being employed, with trimmings and mouldings in aluminum. Off the cocktail lounge is the lobby in a service bar. The front and sides are of Redwood Burl veneer. Window shades are of beige colored silk-faced fabric, and drapes are light green in color, lined with ivory colored sateen. Seat cushions in the luxurious dining section are covered with genuine pigskin. Special cushions for children are also provided.

COCKTAIL LOUNGE

The cocktail lounge has accommodations for 16, with seats of bench type, built up in pairs, upholstered in attractive red leather.

The lighting fixtures are of special design, and from them emanates a restful, soft, diffused light.

A partition with etched plate glass separates the cocktail lounge from the diner section. Opposite the serving bar on the bulkheads are round mirrors of green tinted glass. A beautiful triple mirror sets off the display part of the lounge and derives a glow light effect from crystal glass columns.

A 15-tube radio set adds to the pleasures of dining on the "City of Denver"—a spot where the most delicious of meals and refreshments are served.

Semi-private sections are in great demand

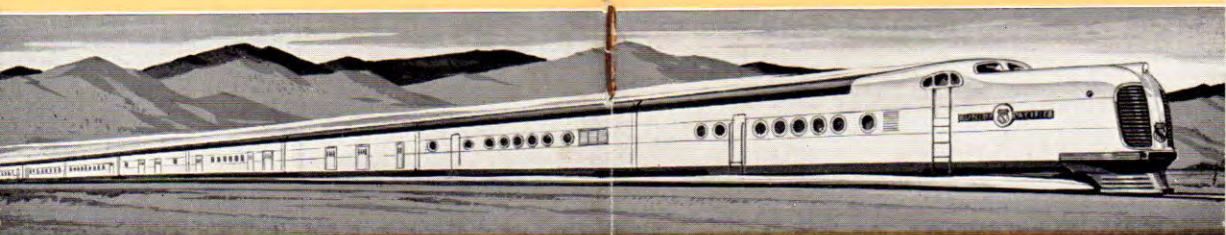




Meal time passes all too quickly in this colorful setting



The cocktail lounge—a popular rendezvous





THE STEWARDESS

The Registered Nurse-Stewardess on the "City of Denver" is a most welcome innovation, especially to elderly women and mothers with small children. Dressed in a natty blue-grey uniform and jaunty cap, she typifies the modern mode in transportation. Trained to expert efficiency, this young woman gives especial attention to the feminine passenger, but also takes an interest in the general welfare of all passengers, their wants and comfort. Overland Route patrons were the first to enjoy this delightful, new feature of modern railroad travel. No charge is made for this service.

The beauty of the dining room wins instant approval



MODERN COACH COMFORT

Unusually large and beautifully appointed, the two coaches afford the ultimate in riding comfort. The walls are finished in a natural wood, Prima Vera veneer with a horizontal grain, end and side matched.

Ceiling colors are light cream and ivory. Trimmings are of aluminum. Floor coverings are of linoleum, the aisle portion being an inlaid brown and black pattern. Window shades are of a grey-green fabric on noiseless fixtures.

The seats, of the twin rotating type, are upholstered in red mohair and are exceptionally

Passengers appreciate the services of the stewardess



A radio entertains in the coaches

Coach passengers enjoy low-cost meals without leaving their seats



comfortable. They recline to several positions individually. Each seat back has a concealed serving tray and an ash receptacle. From the individual trays, coach travelers enjoy those celebrated "Meals that Appeal," at economy prices.

The lighting system of the coaches is novel, the fixtures being part of the luggage racks, beautifully finished in aluminite. Over each seat is a fixture, equipped with three bulbs, one for dim lighting. Passengers may regulate the light to suit their convenience. A 15-tube radio set provides entertainment in both coaches.





The men's room in the first coach is finished in Rift Oak, contains a built-in seat of red leather, has floors of rubber tiling and portiere of jade mohair. The finish in the women's room is of English Harewood, contains three comfortable chairs in grey-green fabric, while floors are covered with a taupe carpet. Modern dressing tables are located beneath large mirrors.

Each coach has seating accommodations for 50 passengers.

Porter service is provided, without charge, in the coaches. Pillows are furnished free, and lights are softly dimmed at night to insure restful sleep.

The home dressing table is never missed on the "City of Denver"

FRONTIER SHACK

Here is a most unique and delightful feature of the "City of Denver." It is located just ahead of the coaches, and is a faithful reproduction of an old-fashioned frontier tavern. Although it is air-conditioned, and has concealed lighting, it is fitted up in the style that takes you back to the mining camp days of '49.

The walls and ceiling are of unfinished and unmatched white pine boards, face nailed and of uneven lengths and widths. Natural log ceiling beams complete the picture of typical frontier construction. The flooring is of old-fashioned scrub oak, also unmatched, face nailed and of uneven widths and lengths. From the walls protrude long, square iron spikes for coats and hats.

Delightful old-time brass lamps with smoked chimneys hang from the ceiling, and on shelves are replicas of the old-time oil burners. Windows at the sides, smoked and stained, mirrors, glassware, decorations, ornaments, rifles, horns, and reward posters provide additional frontier day atmosphere.

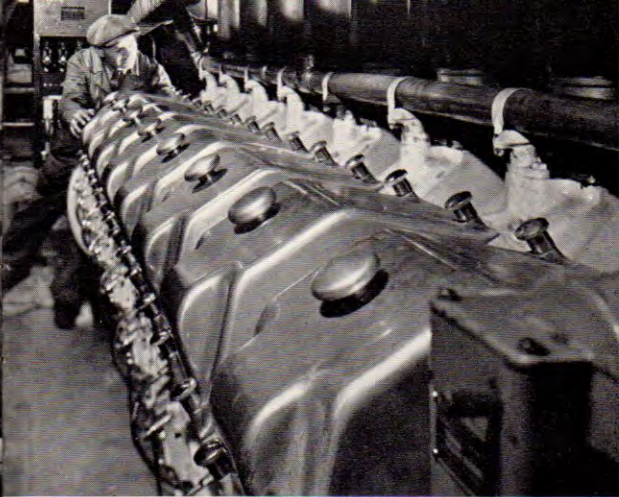
Eight side tables are hinged to the walls and are of rough board cleated type, while chairs are made to match.

The facilities of the Frontier Shack are available to all passengers on the train, whether coach or Pullman travelers.





The unique and colorful Frontier Shack



THE MOTORS

The "City of Denver" is driven by two 1200 horsepower 16 cylinder Diesel engines, one in the first power car and one in the second. In addition, there is a 100 horsepower auxiliary unit for operation of the lighting system and air-conditioning apparatus. The forward power car departs from the design of former streamline trains, in that the cab is farther to the rear. The nose is enclosed in a chromium plated grill. There are four traction motors on the trucks of each power car.

One of the powerful motors which drive the "City of Denver"

SAFETY FEATURES

Every modern device conducive to safety while you ride the "City of Denver" is incorporated in this splendid train.

The power cars are built of Cor-Ten steel, with arc welding a major feature. The other cars in the train are of fabricated aluminum alloy. The principal castings are of steel.

The most modern and sensitive braking system is employed throughout. All windows have shatter-proof glass. All the doors are of aluminum. A horizontal headlight and vertical beamlight are provided over the engine cab.

Automatic train and cab signal controls are provided, and a telephone system is installed for conversation between trainmen and operator from any one of three locations on the train. Warning devices consist of a 50-pound bell and long-distance horns.

Supreme riding comfort is obtained through an ingenious new method of spring suspension, which provides the steadiest of riding with utmost comfort at high speeds.

The body of the train is painted an attractive armour yellow (a color selected because it can be seen at great distances) with a roof of autumn brown and red trimming.

The Streamliner "City of Denver"—latest achievement of a great tradition of leadership—provides high-speed with safety and economy in delightfully restful air-conditioned comfort.



SAILINGS

The Streamliner "City of Denver" will provide fast, safe, economical, and luxuriously comfortable service daily in each direction between the "port" of Chicago and the "port" of Denver—at NO EXTRA FARE!

WESTWARD

6:20 P.M.Lv.
2:01 A.M.Ar.
2:10 A.M.Lv.
9:20 A.M.Ar.

Chicago
Omaha
Omaha
Denver

EASTWARD

Ar.9:35 A.M.
Lv.1:50 A.M.
Ar.1:40 A.M.
Lv.4:45 P.M.

Always "the first with the finest"—the Overland Route provides fast, safe, comfortable, economical train service on these popular steam trains between Chicago and Denver.

THE COLUMBINE

Still "Colorado's own train" between Denver and Chicago! Club-observation car, valet, barber, soda fountain and radio. Delicious low-cost meals. Air-conditioned! Modern Pullmans and comfortable reclining-seat coaches. Fast daily train.

MOUNTAIN BLUEBIRD

Another of the splendid Union Pacific-Chicago & North Western fleet operating daily between Chicago and Denver. Delightful club-observation car, buffet, soda fountain. Roomy, comfortable coaches; modern Pullman sleeping cars. And the most delightful meals at all times at low cost.

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