

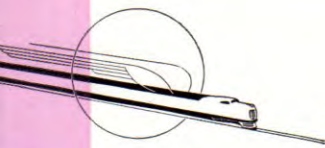
The
Streamliner

CITY OF LOS ANGELES



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CHICAGO & NORTH WESTERN RY-UNION PACIFIC RAILROAD



HAVING pioneered in the introduction of high-speed, light-weight, streamlined trains, Union Pacific, in connection with the Chicago & North Western Railway, has incorporated in the Streamliner "City of Los Angeles" the newest and finest in transcontinental travel facilities.

In building the new streamline trains, comfort was considered equally important as fast train schedules. The Streamliner "City of Los Angeles" is a splendid example. It carries you with amazing speed, in the cool, clean, satisfying comfort of air-conditioned, light-weight equipment regarded as best suited to distance travel. All cars are standard width, of new, modern construction. Resilient, specially designed trucks insure exceptionally smooth and comfortable riding at all speeds. You arrive at your destination rested and refreshed.

This unique train, which cuts one full business day from the regular train schedules between Chicago and Los Angeles, embodies comforts and conveniences not provided by any other form of transportation. Speed with safety is the watchword; economy of time and of travel cost, a reality.



Tuning in on the "City of Los Angeles"

AN ELEVEN-CAR TRAIN

The Streamliner "City of Los Angeles" is an eleven-car train, consisting of two power cars, mail and baggage car, baggage-dormitory-kitchen car, diner-lounge car, four Pullman sleeping cars, a coach and a combination coach-buffet car. The train is constructed of aluminum alloy, which was selected because of its lightness. It is 713 feet 11 inches in length and is about one-half the weight of a conventional train of similar size.

The train is completely air-conditioned. Windows of double shatter-proof plate glass are permanently sealed for exclusion of dust or dirt. The air of the cars is changed every four minutes, maintaining a comfortable temperature at the proper humidity without drafts.

The interior of the train is in simple but striking design. Blue is the predominant motif, starting with an oyster-white color at the top of the vaulted ceiling, shading down through darker blues to a very dark blue beneath the window sills. The various hues are separated by an aluminum panel effect.

The window shades are horizontally striped in grey and rose, and the upholstery is a small modern pattern of frieze amber gold.

The sliding panels or doors of semi-closed sections provide complete privacy.



Indirect lighting throughout the train provides soft light, without glare or shadow.

THE SLEEPING CARS

Pullman cars first came into use years ago when it was realized that restful sleep on an overnight journey was as important as reaching a destination. Since then improvement has followed improvement.

The four sleeping cars in the "City of Los Angeles" represent the last word in sleeping car design and luxury.

Three of the Pullman cars have eleven sections each; two of these cars being the open section type; the third car of a semi-closed type. The fourth Pullman is a bedroom car with seven bedrooms of the latest type, and two compartments.

In the semi-closed type Pullman each section has, 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. Protruding curtains greatly facilitate dressing in upper as well as lower berths. Individual steps for upper berths automatically fold up when not in use and



Windows in upper berths are a popular feature

are entirely removed in the daytime or when the space is used as a section for single occupancy.

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

Two sections in each of the eleven-section cars, designed for tall persons, are 6 feet, 6¾ inches long—six inches longer than standard berths. The rest are of standard length.

THE DINER LOUNGE

The lounge on the Streamliner "City of Los Angeles" is unusually smart and comfortable. When you sink into one of its easy chairs you sense the fact that comfort was the thing sought for . . . and attained. Current magazines help to make travel hours pass pleasantly as you speed on to your destination.

The lounge is radio equipped, of course, and with outside noises reduced to a whisper . . . thanks to air-conditioning and special insulation . . . you are apt to forget that you are on a speeding train, and imagine instead you are in your own home or club.

Forward of the lounge is the diner, accommodating forty people. "Meals that appeal" is an inflexible rule.

*The only transcontinental train with bedrooms
(individual or ensuite)*

The newest type of open section Pullman



Only the finest of foods, prepared by expert chefs, are served, and a glance at the menu will tell you that the prices are moderate.

The walls of the diner-lounge car on the "City of Los Angeles" are decorated in five shades of French grey. The carpeting is burgundy throughout. The upholstery fabric for the dining section is in rose, and for the lounge section in beige, green and red. In addition, there are the etched glass partitions depicting a conventionalized form of the orange blossom.

MODERN COACH COMFORT

The spacious coach which is next to the last car on the train, accommodates forty-eight passengers. It provides ample luggage space in overhead racks and in

Appetizing meals are served in a regal setting



With its low center of gravity, articulated construction, and resilient trucks, The Streamliner — "City of Los Angeles" provides unusually comfortable riding quality at all speeds.

the two luggage compartments at the forward end of the car.

The deep-cushioned seats of the coaches were designed for utmost comfort in distance travel, and may be reclined to several positions, independent of the adjoining seat. Complete relaxation is possible, and whether a journey is short or long it becomes altogether a delightful experience.

THE COACH BUFFET

The coach-buffet seats thirty-eight persons, making a total capacity of eighty-six persons in the two coaches. A unique buffet-kitchen is built into the fin-like tail of this last car of the train. It is replete with compact, space-saving devices for the preparation of low-cost meals.

The floors are of cork tile with the aisle in burgundy colored carpeting.

Passengers in the two coaches are served at their seats on individual trays, which, except at mealtime, may be used for other purposes. Radio loud speakers are in each coach.

Fresh, soft pillows are furnished free to passengers in the coaches, and porter service is provided without charge.

Lights are dimmed at night to insure restful sleep.

*The lounge combines comfort with smart
color harmony*

An air of friendliness pervades the coaches



To prevent crowding and insure individual seats for each passenger, all seats in the coaches are numbered and reserved in advance.

THE STEWARDESS

Another innovation on the Streamliner "City of Los Angeles" is the Stewardess - Registered Nurse service. In addition to her duties as Stewardess she looks after the welfare of all passengers. Elderly women and mothers with small children will find her services most welcome. No charge is made.



THE MOTOR

The 1,200-horsepower and 900-horsepower, V-type Diesel engines housed in the two power cars and connected in tandem, represent the latest development in this type of power. They are directly connected to a generator which provides electric energy with which the trac-

Coach passengers dine in comfort at low cost

tion motors on the trucks of the power cars are driven.

SAFETY FEATURES

The exterior of the Streamliner "City of Los Angeles" is painted an autumn brown, top and bottom, with sides and rounded nose of armour yellow—a color selected because it can easily be seen at great distances.

The low center of gravity, a distinctive feature of Streamliner construction, assures safety and greater riding comfort at high speeds. The elevated cab with its dual controls, the dual fog-penetrating headlights, the increased visibility of the motor-engineer, the long-range siren, the double shatter-proof plate glass windows and the long-range visibility of the exterior colors; a braking system, especially designed to insure utmost safety at high speeds, are other outstanding features of the train.

The Streamliner "City of Los Angeles" offers modern travel at its best—economical, safe transportation at high speed, and in delightfully restful air-conditioned comfort.

The small additional fare for passage is more than compensated by the many distinct travel advantages provided.

Wash rooms are large-facilities convenient

SAILINGS

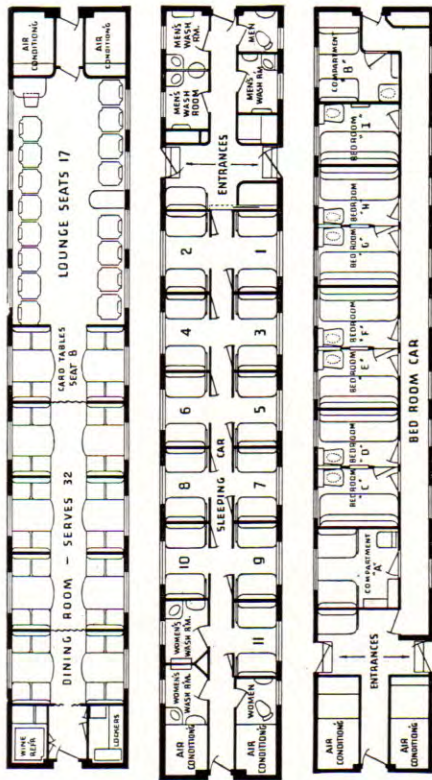
The Streamliner "City of Los Angeles" will make five "sailings" every month from the "port" of Chicago and the "port" of Los Angeles.

Westward		Eastward	
*6.15 pm. Lv.	Chicago	Ar. 9.30 am.	
(Via C. & N. W. Ry.)			
1.55 am. Ar.	Omaha	Lv. 1.50 am.	
2.05 am. Lv.	Omaha	Ar. 1.40 am.	
(Via U. P.)			
8.00 am. Ar.	Los Angeles	Lv. 3.45 pm. †	

* 6th, 12th, 18th, 24th, and last day each month.

† 3rd, 9th, 15th, 21st, 27th, day each month.





These diagrams show the floor plans of the seven passenger cars on The Streamliner—"City of Los Angeles" from the diner-lounge, which is located directly behind the baggage-dormitory-kitchen car, to the trailer-coach-buffet—the last car on the train—



with its buffet-kitchen in the tapering end of the car. There are two Pullmans of the open-section type shown next to the diner-lounge floor plan above.

North Western-Union Pacific's famous fleet of air-conditioned trains between Chicago and all the West will include, among others, this Summer:

Los Angeles Limited—famous all-Pullman train and

The Challenger—coach-tourist car train on same fast schedule as the Los Angeles Limited, between Chicago, Omaha, Salt Lake City, Los Angeles.

Pacific Limited—Chicago, Omaha, Los Angeles, San Francisco, Portland, Tacoma, Seattle.

Overland Limited—Chicago, San Francisco.

Portland Rose—Chicago, Omaha, Portland, Tacoma, Seattle.

The Columbine—Chicago, Omaha, Denver.

The Streamliners:

City of Los Angeles,

39¾ hours, Chicago—Los Angeles.

City of San Francisco,

39¾ hours, Chicago—San Francisco.

City of Portland,

39¾ hours, Chicago—Portland.

City of Denver,

overnight service between Chicago and Denver on daily schedule.

UNION PACIFIC R. R.

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