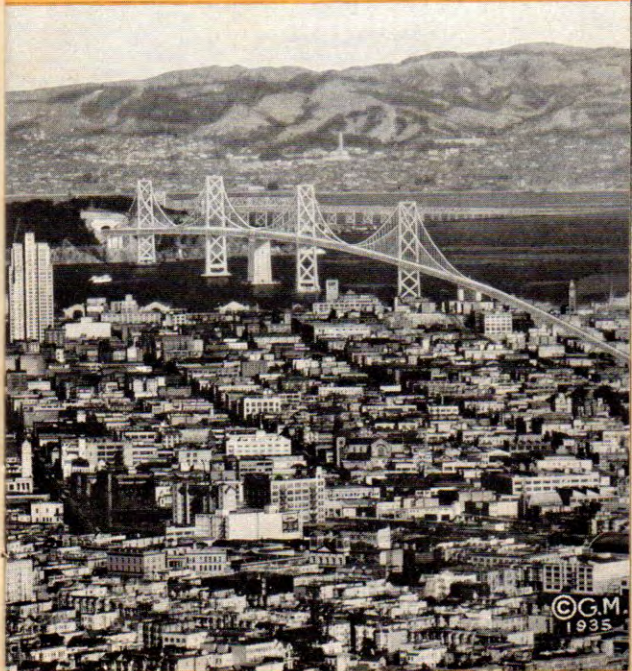


The  
Streamliner

CITY OF SAN FRANCISCO

*The Streamliner*  
CITY OF SAN FRANCISCO



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1935

CHICAGO & NORTH WESTERN  
UNION PACIFIC  
SOUTHERN PACIFIC





*Popular corner of the lounge for catching up on correspondence*

*I*N placing the Streamliner, "City of San Francisco," in service, North Western—Union Pacific—Southern Pacific have added a new chapter to the thrilling history of the Overland Route . . . short, direct, mid-continent route between San Francisco and the East.

These pioneer transcontinental railroads are still pioneering, and the "City of San Francisco" has set a new pace in speed with safety, supreme comfort at low travel cost, between Chicago and San Francisco.



*Tuning in on the "City of San Francisco"*

When you board the "City of San Francisco," you have before you a travel experience that should prove altogether delightful. The following pages of this little booklet tell why.

But perhaps your greatest thrill will come from the realization that for the first time in history a train, operating on regular schedule, covers the distance between Chicago and San Francisco in the amazing time of about  $39\frac{3}{4}$  hours, one day and two nights enroute . . . **and you save a full business day!**



*Bedrooms are a feature, too, and you may enjoy them single or ensuite*

## AN ELEVEN-CAR TRAIN

The "City of San Francisco" is 725 feet, 2 inches long, and consists of eleven cars—two power cars, mail and baggage car, baggage-dormitory car, diner-lounge car, four Pullman sleeping cars, one coach and a combination coach-buffet car. It is completely air-conditioned. The air in the cars is changed every four minutes, providing comfortable temperature and proper humidity without drafts. Windows are of double,



*Windows in upper berths are a popular feature*

shatterproof plate glass. Simplicity marks the attractive interior decorative treatment—blue in various shades being the dominant color. Aluminum panel effects heighten the beauty. Window shades are grey and rose, upholstery of frieze amber gold.

## THE SLEEPING CARS

There is nothing finer in sleeping car luxury and comfort than in the "City of San Francisco" Pullman sleepers. Three have





*In this ultra-modern washroom the home dressing table is never missed*

eleven sections each, two being the open section, permanent head-board type and one of semi-closed type. The fourth car is a bedroom car, with seven bedrooms of the most modern type, and two compartments.

In the semi-closed Pullman each section has, in addition to the customary curtain, an aluminum sliding panel closed during the night. Privacy may also be obtained during the day by closing the panels. Dressing in the berths is facilitated by protruding curtains. Steps to upper berths fold up automatically when not in use

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







*The newest type of open section Pullman*

and are removed in the daytime, or when the space is used for single occupancy. Windows in the upper berths are a new and popular feature.

Two sections have been designed especially for tall persons, these being 6 feet, 6¾ inches long, six inches more than standard berths.

## **THE LOUNGE CAR**

Here you will find ultra smartness and luxury. Travel hours in the "City of San Francisco" lounge car pass with all the pleasure and comfort that you would enjoy in your own home.

Chairs are deep and roomy and invite complete relaxation. With current magazines at hand, you may well feel you are in your own library.



*The lounge combines comfort with smart color harmony*

And a radio entertains and tells you what's going on in the world while you travel.

Thanks to air-conditioning and special insulation, all outside noises are reduced to a minimum. The atmosphere is ever cool, clean and delightfully comfortable.

The walls are decorated in five shades of French grey. The carpeting is of burgundy, while the upholstery fabric is in beige, green and red. Etched glass partitions between the lounge and dining section depict a conventionalized form of the dahlia, San Francisco's official flower.

Writing desks and permanent card tables are other pleasant conveniences on the "City of

San Francisco" that go to make travel in its lounge car a never-to-be-forgotten pleasure.

## THE DINER

Dining on this modern speed marvel, you'll find, is a pleasure to delight the most epicurean taste. Here are the "Meals that Appeal" prepared by expert chefs from the finest of foods. The menu is most varied, with the best of all that's in season at your call. You could want nothing finer in its service, while prices are always moderate.

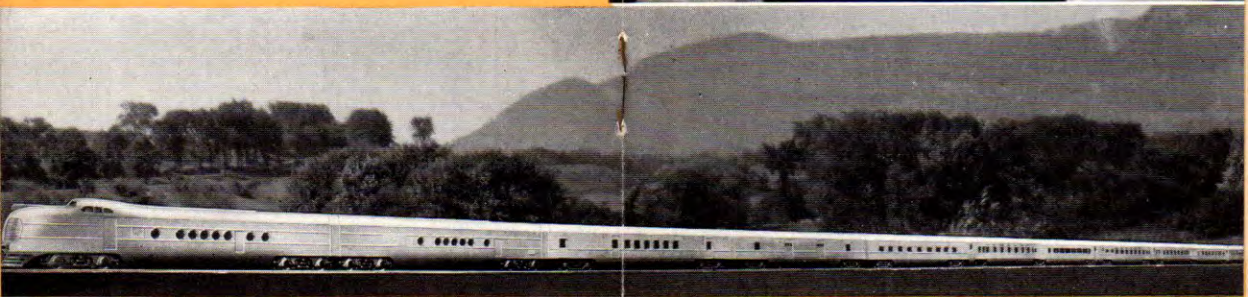
The diner is in the forward end of the lounge car and will accommodate forty people.

The decorative treatment of the dining section adds exceedingly to the enjoyment of your meal. Dignity and refinement permeate the entire surroundings, giving you that feeling again, of dining in your home or club.

The walls of the dining section, as in the rest of the car, are in various shades of French grey,



*Appetizing meals are served in a regal setting*



*With its low center of gravity, articulated construction, and resilient trucks, The Streamliner "City of San Francisco" provides unusually comfortable riding quality at all speeds*





*An air of friendliness pervades the coaches*

while the upholstery is done in a rose fabric.

Truly an inviting place to eat.

## **THE COACH**

Here is a roomy, comfortable, air-conditioned unit of travel pleasure, in whose cozy, attractive interior you ride mile upon mile, smoothly and easily, as though you were sitting in your big easy chair at home. This spacious coach is next to the last car on the train and accommodates forty-eight passengers.

In the forward end of the car are two large luggage compartments, and overhead are wide



*Coach passengers dine in comfort at low cost*

racks, providing you with most ample space for storing of bags, suitcases and whatever other luggage you may be carrying.

The deep-cushioned seats in this coach, as in the others of the train, were designed to provide you with the ultimate in comfort in long distance travel. They can be adjusted to several reclining positions, independent of the adjoining seats. You can enjoy complete relaxation, and be your journey long or short, you will find it comfortable and delightful all the way.

Fresh, soft pillows are furnished free to passengers, and porter service is also provided without





*Meal time in the coach is  
a happy occasion*

extra cost. Radio loud speakers are also installed in the coach for your enjoyment.

## **THE COACH- BUFFET**

The last car in this superb train is the coach-buffet and seats thirty-eight people, making a total seating capacity in the two coaches of eighty-six.

The unique feature of this coach is the buffet-kitchen, which is built into the fin-like tail of this last car of the train. Compact to the last degree, it is filled with space-saving devices for the preparation of "Meals that Appeal" at very moderate prices.

Individual trays, that fold into the backs of the seats, are provided, on which passengers in both coaches are served meals at their seats. These trays are of attractive design and may be used for other purposes during the intervals between meal times.

Floors in this coach, as in the other, are of cork tile, with the aisle covered with burgundy colored carpeting.

Snowy white pillows are yours for the asking and at night lights are dimmed to insure restful sleep. All seats in the coaches are numbered and reserved in advance to insure individual seats for each passenger and prevent crowding.

## **THE STEWARDESS**

Elderly women and mothers with small children will find a most welcome service in this innovation on the "City of San Francisco"—the Registered Nurse-Stewardess. No charge is made for this service. In addition to her duties as train Stewardess, she takes an interest in the general welfare of all the passengers, seeing to it that they are comfortable and that all their train wants are provided.



## THE MOTOR

The "City of San Francisco" motive power is provided by two V-type Diesel engines, 1,200 horse-power each. They are housed in the two power cars, are connected in tandem and represent the latest development in this type of oil-electric power. The two engines are directly connected to the generator, which provides the electric energy with which the traction motors on the trucks of the power cars are driven.

## SAFETY FEATURES

The low center of gravity, a distinctive feature of "Streamliner" construction, assures safety and utmost riding comfort at high speed. Other outstanding safety features are: Elevated cab, dual control, vertical and horizontal beam, fog-penetrating headlights, long-range siren, shatterproof plate glass, and a most modern braking system. The colors of the train, autumn brown and armour yellow, make for long range visibility, an added safety feature.

The extra fare for travel on the "City of San Francisco" is small—more than off-set by the many travel advantages it provides.

## VALET SERVICE

Trousers (Pressing)	.35
Vest	.25
Coat	.65
Suit	1.00
Overcoat	1.00
Woman's Skirt	.75
Woman's Coat	1.00
Woman's One Piece Dress	1.00
Woman's Suit	1.25
The following Toilet Articles may be purchased on the City of San Francisco:	
Tooth Brushes	.50
Tooth Pastes and Powders	.30-.50
Shaving Creams and Powders	.35-.40
Talcum Powders	.25
Peroxide of Hydrogen	.25
Listerine	.25
Witch Hazel	.15
New Skin	.25
Styptic Stick	.10
Pocket Combs	.25
Gillette Razor Blades (5)	.25

## SAILINGS

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

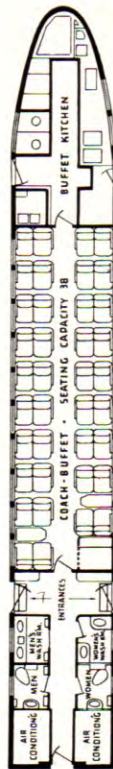
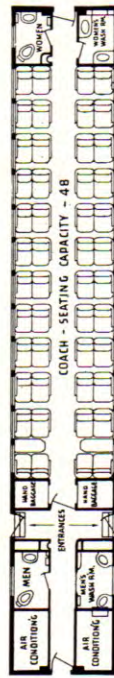
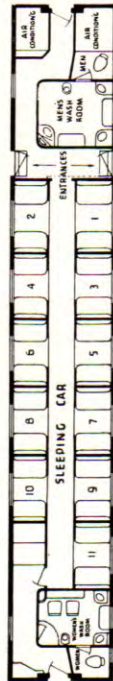
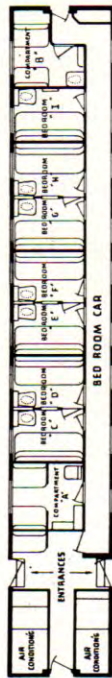
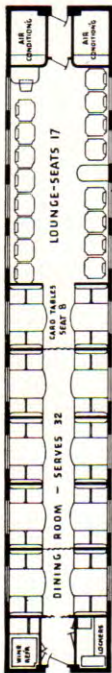
**Westward** **Chicago** **Eastward**  
\*6.15 p.m. Lv. . . . . Ar. 9.00 a.m.  
(Via C. & N. W. Ry.)

1.45 a.m. Ar. . . . . **Omaha** . . . . . Lv. 1.45 a.m.  
(Via U. P.)

1.55 a.m. Lv. . . . . **Omaha** . . . . . Ar. 1.35 a.m.  
7.52 a.m. Ar. . . . . **San Francisco** . . . . . Lv. 3.40 pm.†  
(Via S. P.)

\*From Chicago—5th—11th—17th—23rd—29th  
†From San Francisco—2nd—8th—14th—20th—26th





These diagrams show the floor plans of the seven passenger cars on the Streamliner "City of San Francisco" from the diner-lounge which is located directly behind the baggage-dormitory-kitchen car, to the coach-buffet with its buffet-kitchen

in the tapering end of this last car on the train. Two Pullmans of the open-section type are shown next to the diner-lounge on the floor plan.

North Western-Union Pacific-Southern Pacific's famous fleet of air-conditioned trains between Chicago and San Francisco, via the direct, scenic Overland Route, in addition to the Streamliner, City of San Francisco, includes,

**Overland Limited**—one of America's great transcontinental trains, including among its features barber, bath, maid and valet service.

**Pacific Limited**—another popular 'cross continent train, operating on a schedule that necessitates only two nights en route between Chicago and San Francisco.

C. & N. W. RY.  
R. THOMSON  
Passenger Traffic Mgr.  
Chicago, Ill.

UNION PACIFIC R. R.  
W. S. BASINGER  
Passenger Traffic Mgr.  
Omaha, Neb.

SOUTHERN PACIFIC CO.  
F. S. MCGINNIS  
Vice-President, System Passenger Traffic  
San Francisco, Calif.

