

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.



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 bleached combination with golden brown trim constitutes one of the outstanding features of the train.



SUPER SPEED—WITH SAFETY—AND COMFORT



Looking Toward Rear of Last Car.

MODERN ART entered the field of rail car construction on Union Pacific's new train. The exterior is an unusual blending of golden brown and canary yellow separated by a narrow red stripe which extends the entire length of the train and accentuates the stream-lined effect. The interior 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. There are horizontal bands of polished aluminum showing between the different shades of blue. Window sills are black bakelite. The chairs are trimmed in aluminum and the seats are upholstered in a golden brown tapestry. The floor has a harmoniously colored aisle strip. Window shades are a Venetian blind design and curtain rollers are entirely concealed. The simplicity of the entire decorative scheme creates a pleasing atmosphere of restful beauty.

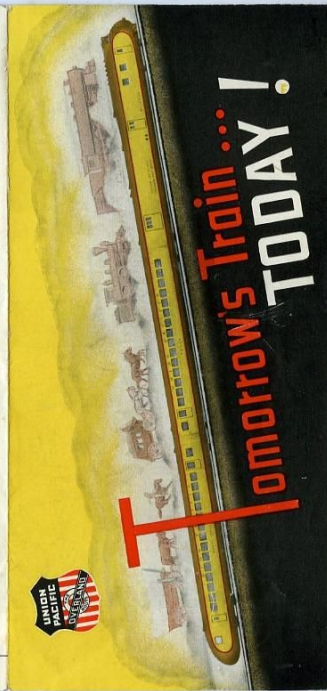
A second train, incorporating sleeping cars, is under construction.

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, thus eliminating all draught and dirt. The seats for 116 passengers in the two coaches of the train were especially designed for this equipment. 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 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. Comfort, convenience and beauty of design are apparent in every feature of the entire train. Every effort has been made in its building to provide travel pleasure in Union Pacific's new train.



The Buffet—in Rear of Last Car.



TOMORROW'S TRAIN... TODAY

TOMORROW'S TRAIN... TODAY