

Schedule of the "CITY OF DENVER"

Beginning June 18, the twin trains of the "City of Denver" will provide the only 16-hour, streamline train service, between Chicago and Denver, with Pullman sleeping car accommodations—overnight, every night in both directions.

Westbound		Eastbound	
Lv. Chicago.....	6.20 p.m.	Lv. Denver.....	4.20 p.m.
Ar. Omaha.....	1.55 a.m.	Ar. Omaha.....	1.25 a.m.
Lv. Omaha.....	2.05 a.m.	Lv. Omaha.....	1.35 a.m.
Ar. Denver.....	9.20 a.m.	Ar. Chicago.....	9.20 a.m.

There is **no extra fare**. Usual low fares apply. Only \$20.71 one-way in coaches, Chicago to Denver—\$27.50 round trip on certain week-ends in July and August, with 16-day limit. And, only \$31.06 one-way in Pullmans—\$34.20 round trip, 16-day limit. (Berth extra.)

TWO POPULAR DAILY STEAM TRAINS BETWEEN CHICAGO AND DENVER THE COLUMBINE

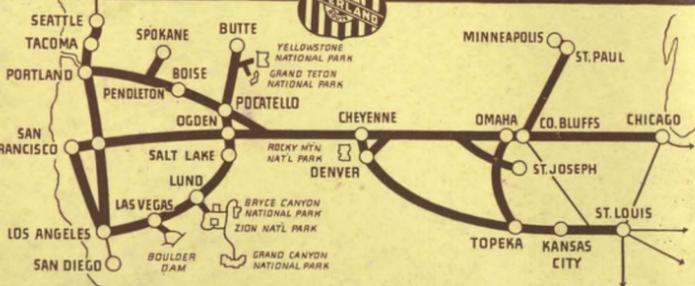
Club-observation car, valet, barber, soda fountain and radio. Delicious low-cost meals. Air-conditioned! Comfortable reclining-seat coach. Lv. Chicago.. 10.30 a.m. daily.

MOUNTAIN BLUEBIRD

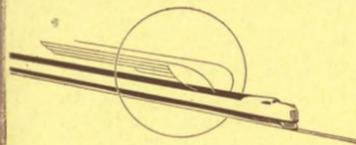
Delightful club-observation car, buffet, soda fountain. Roomy comfortable coaches; modern Pullman sleeping cars. And, the most delightful meals at all times at low cost. Lv. Chicago.. 11.59 p.m. daily.

R. THOMSON
Passenger Traffic Manager
Chicago & North Western Ry.
Chicago, Illinois

W. S. BASINGER
Passenger Traffic Manager
Union Pacific Railroad
Omaha, Nebraska



ABOUT THE



SPEED of the wind . . . the grace and smoothness of an arrow . . . 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 & North Western fleet. The "City of Denver" joins her companion trains, the "City of Los Angeles," the "City of San Francisco," and the "City of Portland," with the Chicago to Denver route her domain . . . traversing the run in the sparkling time of 16 hours, cutting 9½ hours off the former fastest train schedules.

"THE CITY OF DENVER"

The "City of Denver" is 864 feet long. 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 center 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 throughout—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.

● This beautiful car, the last in the "City of Denver," 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 Temo veneer on the side walls with panels framed in aluminized mouldings. A pigskin wainscoting adds a striking effect to the smart appearance of this car.

OBSERVATION BEDROOM CAR

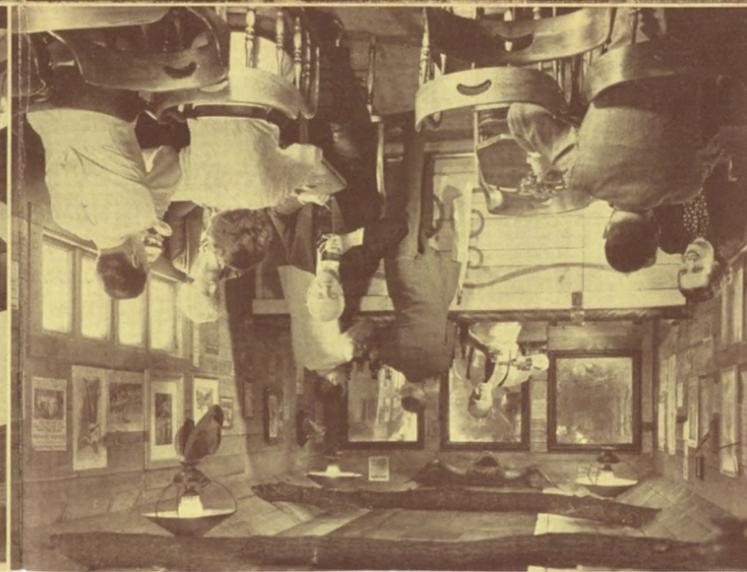
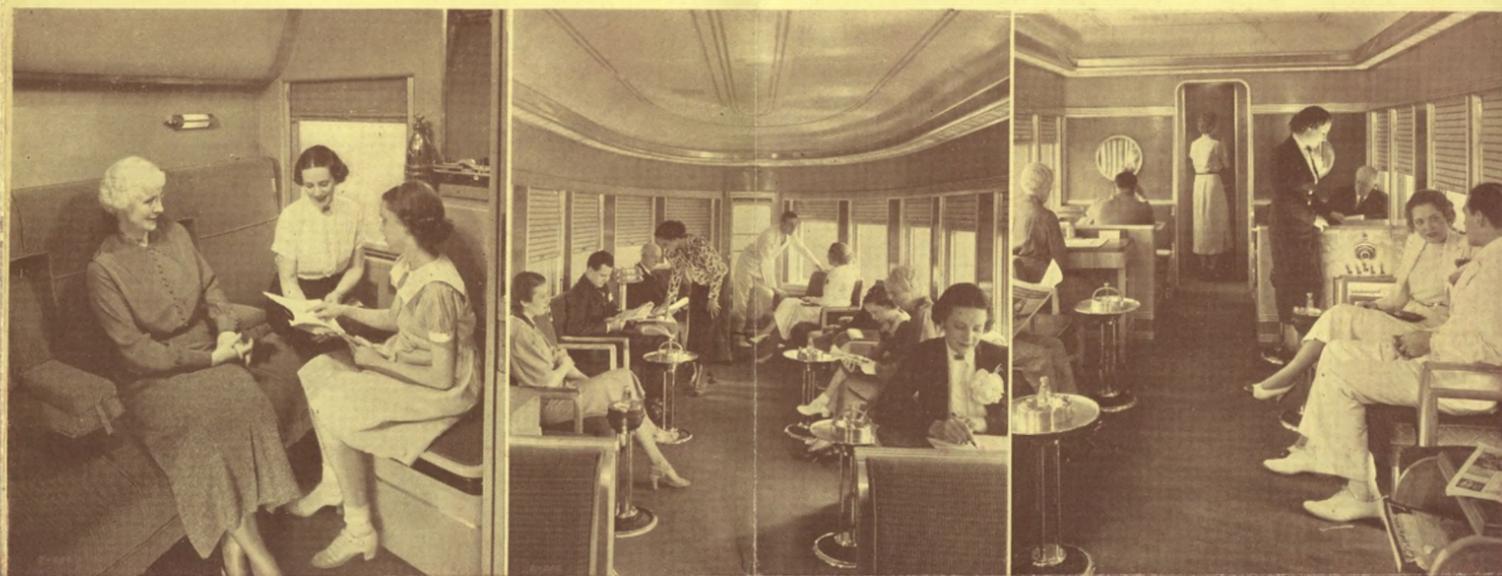
Two round mirrors are in the forward bulkhead, set with peach-colored glass, lending a brilliant effect to the entire interior.

Card section seats are upholstered in chamois colored mohair. The deep-cushioned chairs and settees of very attractive design are most comfortable.

The radio and magazine tables with the latest periodicals and newspapers give this delightful car the air of the finest club. Neat writing desks with stationery distinctively engraved are conveniently at hand.

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 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 PULLMANS

● Sleeping cars on the "City of Denver" afford you the ultimate in modern train sleeping accommodations.

There are three cars—two with twelve 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.

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 present-day compartments. Protruding curtains greatly facilitate dressing. Individual steps for upper berths automatically fold up when not in use and are entirely removed in the daytime or when the space is used as a section for single occupancy. There are windows in the upper berths.

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

THE DINING CAR

● Dining on the "City of Denver" is a delightful treat. Finished in redwood burl veneer, with aluminum trimmings, and seat cushions covered with genuine pigskin, the dining section is separated

from the cocktail-lounge by an etched glass partition. The bench-type seats of the cocktail-lounge are upholstered in attractive red leather. A 15-tube radio adds to the pleasure of "meals that appeal," in the dining car.

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. 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. No charge is made.

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, primavera 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 exceptionally comfortable, upholstered in red mohair, and 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, being part of the luggage racks, beautifully finished in alumi-lite. Over each seat is a fixture, equipped with three bulbs. Passengers may regulate the light to suit their pleasure. A 15-tube radio provides entertainment.

Each coach has seating accommodations for fifty passengers. Porter service is provided without charge. Free pillows and lights softly dimmed at night, insure restful sleep.

COCKTAIL LOUNGE

● Here is a 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 days of '49.

THE MOTOR

● The "City of Denver" is driven by two 1,200-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 streamliner trains, in that the cab is farther to the rear. The nose is enclosed in a chromium plated grill. There are four traction motors in each power car.

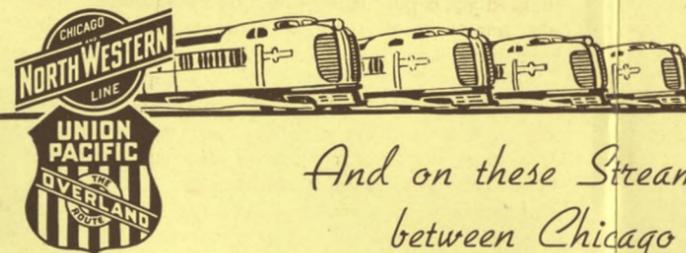
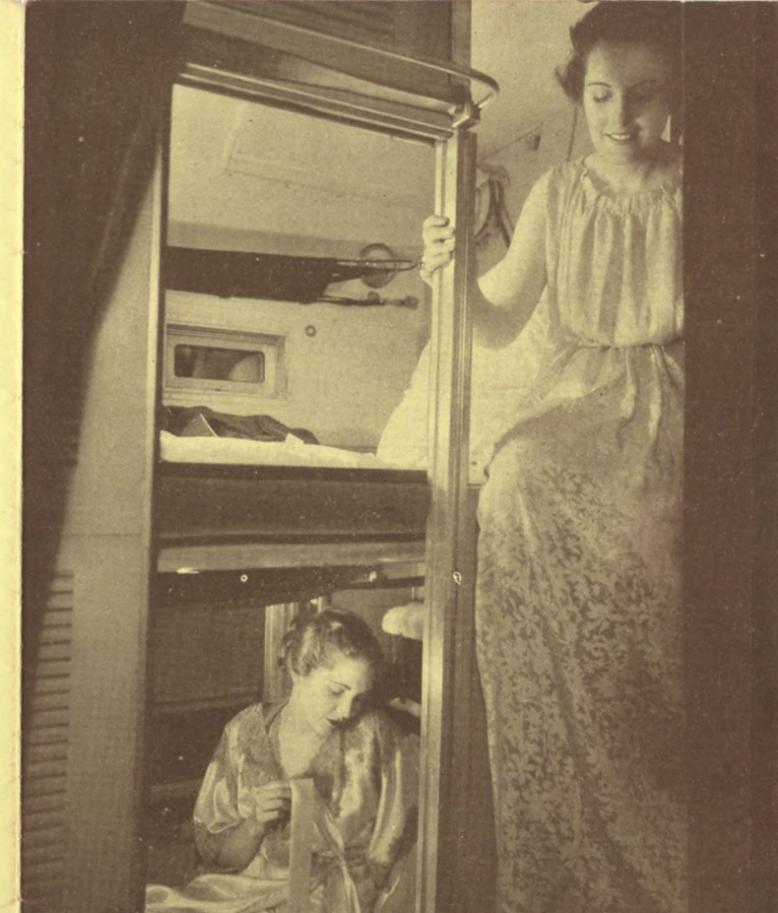
SAFETY FEATURES

● Every modern device conducive to safety is incorporated in this splendid train. The most modern and sensitive braking system is employed. All windows have shatter-proof glass. All 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 extreme 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 roof of autumn brown and red trimming.



And on these Streamliners — Only 39 3/4 hours between Chicago and the Pacific Coast

Just one day, two nights en route on these famous Overland Route Streamliners.

"CITY OF LOS ANGELES"

Pullman and coach equipped, making five round trips every month between Chicago and Los Angeles. Extra fare.

"CITY OF SAN FRANCISCO"

Companion train of the "City of Los Angeles." Pullman and coach equipped. Five round trips each month between Chicago and San Francisco. Extra fare.

"CITY OF PORTLAND"

Pullman and coach equipped, making five round trips every month between Chicago and Portland, Ore. No extra fare.

