

New Streamliner For Union Pacific

Veritable hotels on wheels are the two new giant streamlined transcontinental trains, the "City of Los Angeles" and the "City of San Francisco," now being assembled in the Pullman shops in Chicago for operation between Chicago and the Pacific coast. The "City of Los Angeles" will be jointly owned and operated by the Chicago & North Western and Union Pacific, and the "City of San Francisco" will be owned and operated jointly by the Chicago & North Western, Union Pacific and Southern Pacific railways. Incorporated in these two new transportation comets—and comets they are, considering that the tail of each train is 1291 feet or nearly a quarter of a mile from its head—are the most modern improvements, plus several novel innovations designed to give the traveler the maximum of comfort and pleasure.

Outstanding in the consist of the trains are sleeping cars of a new design and interior arrangements suggested to the Pullman company by W. A. Harriman, chairman of the board of the Union Pacific. Mr. Harriman, after considerable research, submitted his suggestions to the Pullman company several months ago for development for use in these

new streamliners.

Featuring the sleeping cars on each train is one car of new design which is comprised of five double bedrooms and twelve single bedrooms. Four of the five double bedrooms. Four of the five double bedrooms while the twelve single bedrooms are of the so-called "upstairs" or duplex type. There is an "upstairs" and a "downstairs" bedroom and each has sufficient headroom for a passenger to stand erect. These are the first such cars ever put into transcontinental service and are the result of a long period of experimentation to obtain the most comfortable arrangement of the rooms. All the usual toilet facilities obtain in each bedroom. For daytime use these cars are suitably furnished for comfortable lounging and complete privacy.

Two of the sleeping cars are comprised of four compartments and three drawing rooms and are of the type suggested by Mr. Harriman and provide larger drawing rooms and compartments than any other similar cars in the country, although they will have the same berth capacity.

Each drawing room will contain an enclosed washroom, toilet facilities and apparel lockers. For night occupancy the drawing rooms will have both upper and lower berths and a folding bed, each of which is longer and wider than standard equipment. For day occupancy each drawing room is

equipped with two lounge chairs as well as a table, which may be used for business purposes or socially for meals and card playing.

The drawing rooms are interconnected with the compartments. Each of the compartments will have an upper and lower berth as well as modern toilet facilities, and for day occupancy will be provided with a lounge chair.

Articulated with the drawing room compartment car on the "City of Los Angeles" is another new type car known as the "Roomette." The Roomette car comprises 14 enclosed sections for single occupancy. Instead of the usual berth arrangement each roomette is equipped with a folding bed, that folds down from the wall for night occupancy. In the daytime the roomette is folded up and the section is equipped with a lounge chair in addition to the usual folding compartment seat. Novel baggage racks, exceptionally wide windows and the usual toilet facilities are provided in each roomette.

The second drawing room compartment car on the train will be immediately behind the Roomette car and articulated with the drawing room compartment car will be a 12 open-section car also of modern design throughout.

Each berth, upper and lower, will be 6 feet 5 inches long and will be wider than the conventional berth. These extra long berths are the result of successful experimentations made on previous streamliners where so-called tall men's sections were provided. These proved so popular that all berths throughout these new trains will be of extra length.

Two other of the sleeping cars on the "City of Los Angeles" will be of an 11 bedroom car and a 12 enclosed section car. The bedrooms may be used for single or double occupancy, each having upper and lower berths. Certain of the rooms are so arranged that they may be occupied en suite. The enclosed section car, originally designed for Chicago & North Western-Union Pacific streamliners and used on the streamliner "City of Portland" for the past three years, has proved exceedingly popular, particularly with women travelers.

The dining car equipment represents another departure in passenger train construction. This equipment is known as a diner-kitchen-diner and consists of two articulated cars with two dining rooms with a kitchen between them. The formal dining room will seat 72 persons while the second dining room, which will be of the coffee-shop type, will seat 32. These two cars will have the largest seating capacity of any dining cars in the United States.

The "City of Los Angeles" will have two chair cars and the "City of San Francisco" one. Those on the "City of Los Angeles" are 72 feet long and will each seat 52 persons. The chair car of the "City of San Francisco" will be 84½ feet long and seat 54 persons. Each is equipped with reclining revolving chairs. The revolving feature is a new development, enabling the passenger to turn the chair into any position, either facing the window or the seat next behind. Washrooms in the chair cars are larger than in previous streamliners.

Each train will have an observation lounge car. These are the longest passenger cars ever built in the United States, being 84 feet 6 inches long. The accommodations in this car consist of a cocktail bar, barber shop and office and quarters of the trained nurse-stewardess who is a

member of the train crew. Furniture in the car consists of bridge tables, writing desks, reading lamps, individual lounge chairs and settees. Double width windows afford full vision on either side and rounded end of the train.

Behind the dining cars will be the dormitory-club car. The dormitory will house the stewards, chef and mechanical road supervisors on duty. The club portion of the car is now in the process of development and promises to be another novel innovation.

Among many unique features are fog-proof, clear-view car windows, never before used on streamlined trains. Another innovation is a dental lavatory with foot pedal, enabling passengers with bridge work to use both hands. Sanitary pillow storage lockers, hand baggage lockers, new air conditioning system, new lighting system, and electrical outlets for razors, curling irons, etc., are other features. Every room in the entire train will be equipped with radio outlets. There also will be radios in the club, observation, lounge and dining cars. Every upper berth will have a large double window.

Throughout the train there will be two inter-communicating telephone systems, one for the use of the engineer and train crew and the other for use between the dining car, club, lounge and observation cars.

Both trains will be equipped with a combination steam and electrical heating system, an entirely new train heating development and used for the first time in this country. These are so arranged that either or both may be used. The heating is controllable in each room.

The interior decorations and design of every car on each train will be individual, thus preventing any monotony and adding further to passenger pleasure.

The total passenger capacity is 244 on the "City of Los Angeles" and 232 on the "City of San Francisco," an increase of approximately 50 per cent in each case over the present streamliners of those names.

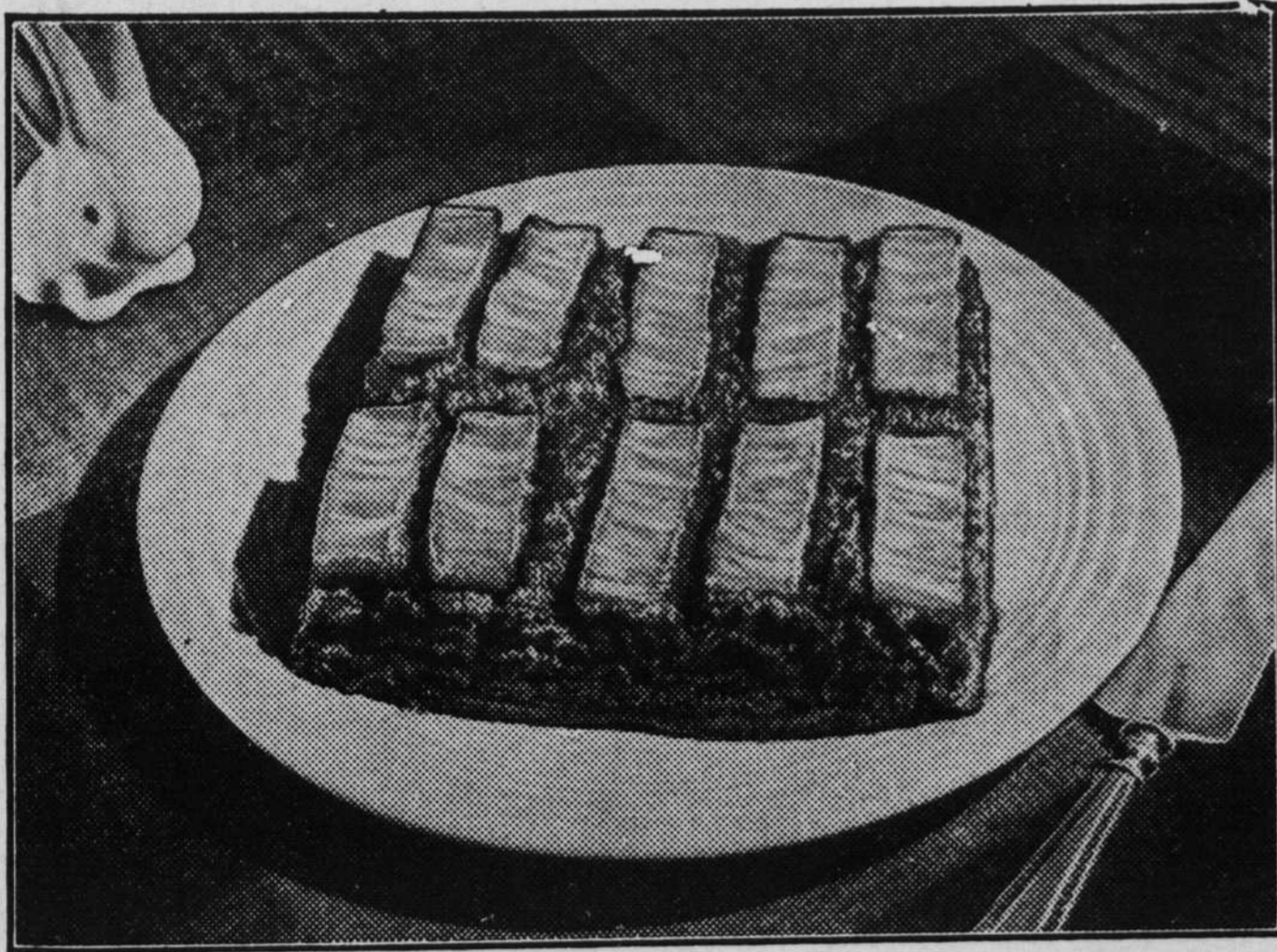
The Diesel locomotives on each train will consist of three units, each housing two 900 horsepower Diesel engines directly connected to electric generators, giving each train a total of 5,400 horsepower.

Exteriors of trains will be in canary yellow trimmed in autumn brown.

One of our friends burned five gallons of gasoline the other day driving forty miles to the city where he saved ten cents on a dozen cans of tomatoes.

A Miami cat, according to the newspapers, lived for three weeks with its head in a tin can. That's nothing. Just think how many tourists live for months with much more of their anatomy in one.

Pineapple and Ginger Cake Always Popular Combination



Ginger spear top-over cake is something new in upsidown cakes for it brings together that ever popular combination of ginger cake and pineapple spears.

SOFT fragrant wedges of ginger cake and chilled slices of tangy pineapple have always been a delightful and satisfying dessert. Destined to be just as popular as the warm cake and cold fruit combination is the ginger spear top-over cake, which is merely gingerbread baked upside down fashion over rows of Hawaiian pineapple spears, melted brown sugar and butter. The tested recipe follows:

Ginger Spear Top-Over Cake

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| ¼ cup butter | ½ cup sugar |
| 1 cup brown sugar | 1 egg |
| 1¼ cups pastry flour | ½ cup molasses |
| 1 teaspoon baking powder | ½ cup sour milk or buttermilk |
| ½ teaspoon soda | 8 or 10 Hawaiian pineapple spears |
| 1 teaspoon ginger | |

½ teaspoon cinnamon
2 tablespoons powdered sugar
½ cup heavy cream
¼ cup butter

Melt ¼ cup butter in a 10-inch iron frying pan or an 8½-inch square deep cake pan. Add brown sugar and stir until melted. Sift flour, baking powder, soda, ginger, and cinnamon. Cream butter and sugar, stir in egg, molasses, milk and sifted dry ingredients. Arrange pineapple spears in melted butter and brown sugar; heat. Pour in cake mixture. Bake in a moderate oven, 350° F. to 375° F., for about 35 minutes. When done loosen cake from the sides of the pan with a spatula, invert on a large serving plate. Serve with whipped cream. 8 servings.

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