THIS map shows at a glance that Union Pacific serves more of the scenic West and its great National Parks than any other railroad; how thoroughly it serves the West—the principal cities, major markets, Pacific ports, as well as all vacation regions; and how directly it connects the West with the great cities and industrial centers of the East. Via Union Pacific, the traveler has a wide choice of destinations, for either business or pleasure trips.

- Union Pacific West is much in the spotlight just now because Secretary of the Interior Ickes has strongly urged a National Park Year. He says, “the prevailing rates of foreign exchange furnish a sound reason for Americans seeing America first . . . Our money will go much farther at home than abroad.” Take his advice. Plan a

Western vacation. Among the famous regions served by Union Pacific are:

- ZION-BRYCE CANYON
- GRAND CANYON
- YELLOWSTONE-GRAND TETON
- ROCKY MOUNTAIN NATIONAL PARK
- COLORADO-UTAH
- CALIFORNIA AND HAWAII
- YOSEMITE NATIONAL PARK
- PACIFIC NORTHWEST AND ALASKA
- RAINIER NATIONAL PARK
- WESTERN DUDE RANCHES
- BOULDER DAM

- For complete information about a vacation trip to any of these regions write W. S. Basinger, Passenger Traffic Manager, Room 362, Union Pacific Railroad, Omaha, Nebraska.

Great White Throne,
Zion National Park, Utah

VISIT THE NATIONAL PARKS THIS SUMMER
THE TRAIN THAT HAS WRITTEN THE MOST COLORFUL PAGE IN TRANSPORTATION HISTORY

SPEED with comfort, safety and necessity of operating costs were the main in the construction of Union Pacific's new trains. Because of its radical departure from the conventional types of car and train construction, evaluation tests were conducted during the development of every feature of the train to insulate it from the failures. A train is built essentially of aluminum, which reduced the weight of the steel with the strength. In 600 horsepower, cylinder-cylinder, 17 cylinder, V-type engine, directly connected to a generator provided the power to drive two 100-ton speed electric motors which power the train. A dual system of main and branch is used in aluminum, with some sections of conventional material for safety. Air-conditioned cars—the cars bribed to a top speed of 60 miles per hour, provides smoother riding at high speeds. Roll-off bearings and especially designed tracks expose sliding combat and eliminate vibration. The train is fully air-conditioned—no dirt, no dust, no drafts, and ventilation is controlled uniform temperature during the hot of summer and chill of winter. The indirect lighting system sh-pills light, without flashes or glares. The newly designed seats for 116 passengers in the two air-conditioned cars seat comfort. Individual train cars provide for each road for both men and women passengers. Meals are prepared in the unique kitchen-buses built into the rear of each car. The new Pullman sleeping cars in 2-cars and 4-cars are made specifically for the railroad. Every berth, berth player, time, and time, has a individual fan to ensure comfort. Many new comforts and conveniences have been provided. Each car has an individual car. Windows, the cooking, and with an individual car. Windows, the cooking, and the cooking, and the cooking, and....
"THE LAUREL WREATH FOR TRANSPORTATION PROGRESS MUST GO TO THE UNION PACIFIC RAILROAD"

—George Creel in Collier’s, August 5, 1933