

GENERAL

- 1932- - Mention was made of the East Los Angeles motor coach service.
- 1935-April - New uniformed coach porter service was announced.
- August - Announcement was made of separate coaches for women and children, free pillows and drinking cups and new type of lights.
- August 31 - Stewardess service was inaugurated August 31 on the Challenger trains 2nd 7 and 2nd 8 between Omaha and Los Angeles.
- August - Announcement was made of the lengthening of city ticket office hours, this being prompted largely by bus competition.
- 1936-May - City of Los Angeles inaugurated May 15th. Stewardess service featured.
- May - Los Angeles Challenger re-numbered Trains 717-318 and operated through between Cheyenne and Los Angeles effective May 15th from Chicago and May 16th from Los Angeles.
- 1937-September 15- San Francisco Challenger announced as separate train on same schedule as Overland Limited.
- September - Announcement was made of the purchase by the Union Pacific of the building at 6th and Olive Streets, Los Angeles.
- September - Stewardess service was inaugurated on the Los Angeles and Overland Limited, and Portland Rose, effective September 15th.
- October - Streamlined city ticket office opened in Denver. Washington, D. C. office opened.
- 1938-June - Women's Travel Department, Los Angeles, opened June 16th.
- December - New Chicago city office at 1 So. La Salle Street was opened.
- 1939-February - Women's Travel Department in Chicago was inaugurated.

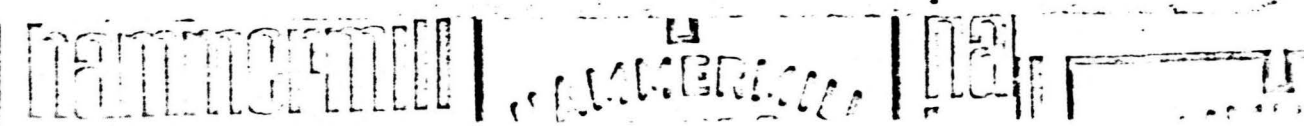
GENERAL

- 1939-May - New Los Angeles Terminal opened for service.
- June - New Omaha city ticket office featured with Women's Travel Department, effective June 15th
- June - Women's Travel Department inaugurated in Denver office, effective June 20th.
- July - New Spokane city ticket office opened July 24th.
- 1939- - New escalators placed in service Omaha Union Station, effective month not given.
- 1940-March - The opening of the Los Angeles Depot as the world's first streamlined and air-conditioned railroad station was announced March 9th.
- May - New San Francisco office opened May 15th.
- 1940-June - New Portland city ticket office opened.
- 1941-April - New office opened in New York April 15th.
- December - New city ticket office Spokane opened Dec. 29th.

DINING CAR DEPARTMENT

- 1932-March - New low cost meals on Union Pacific dining cars announced. This had reference to the lowering of meal rates on the Columbine, Mountain Bluebird, Portland Rose and Pacific Limited.
- 1933-March - Dining car prices reduced on through trains and made uniform, with breakfasts at 50-75¢; luncheons 75¢-\$1.00; dinners \$1.00-\$1.25. X
- 1935-April - Select meal service announced for lunch and dinner meals, with lower priced combinations than were available prior to that time. X
- 1935-July - Low prices were announced for meals in the buffet cars on the City of Portland Trains 1 and 2. Prices were given as 25¢ breakfast; 35¢ lunch; 50¢ dinner, with coffee or milk 5¢.
- 1935-August - New low cost meal service announced for coach-tourist section of Train 7. These were the 25, 30 and 35 cent meals. Free pillows offered and train designated as the Challenger effective August 31st. OK
- 1936-May ~~April~~ - Coffee shop diners were placed in service on the Pacific Limited and Denver Limited, serving Challenger meals at 25, 30 and 35 cents as well as club meals. OK
- 1936-October - Announcement was made of continental dinner service on the City of Portland Streamliners. OK
- 1936-November - Continental dinner service announced on City of Los Angeles streamliner. OK
- 1937-September - San Francisco Challenger inaugurated as super-train.
- 1939-January - Feature mention was made of the Union Pacific Research Kitchen: (Closed Jan, 1942) - OK
- 1941-March - Western Lines uniformly featured new low cost meals. X
- 1941-April - Slight increases in Challenger meals, bringing them up to 35, 40 and 50 cents were announced, to become effective April 1st. OK

*These and next 2 pages are items
 were kept dug out for their report
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CHRONOLOGICAL CHART FOR THE TEN YEAR PERIOD COMMENCING
1932 COVERING ADDITIONS AND IMPROVEMENTS IN DINING OR
RESTAURANT CAR SERVICE

Section "E"

- 1932 - April 1932, inaugurated Cafe-Observation car service Portland-LaGrande, and later extended to Salt Lake-Butte service. Discontinued July 1937 when replaced with diner-lounge cars; no change in meal service.
- 1933 - February 1933, Parlor cars with buffet lunch service inaugurated on Trains 561 & 562 between Portland & Seattle - discontinued October 1933.
- 1936 - Effective May 24, 1936, Assistant Stewards placed on Los Angeles Challenger.
- Effective May 31, 1936, Off-the-Tray service of coffee and sandwiches discontinued on Challenger diners, but sale of lemonade, pop, ice cream cones, etc. continued.
- Effective October 1, 1936, Continental dinner (\$1.75) inaugurated on City of Portland Streamliner and effective November 3, 1936, on the City of Los Angeles.
- 1937 - Effective January 25, 1937, Lounge Car Porters placed on lounge cars, Los Angeles Challenger.
- Effective April 24, 1937, portable bars placed in lounge cars on Los Angeles Challenger.
- Effective April 27, 1937, Union Pacific Cookie Jar passed to children as complimentary between-meal snack.
- Effective June 2, 1937, portable bars removed from lounge cars on Los Angeles Challenger.
- Effective July 25, 1937, bar facilities built in lounge cars on Los Angeles Challenger.
- Effective September 15, 1937, lounge car porters placed on lounge cars in San Francisco Challenger and lounge cars placed in this train.
- 1938 - December 1938, Union Pacific Research Kitchen was opened in Omaha Commissary Building. (Closed June 1942)
- 1941 - Effective Dec. 31, 1941, Continental dinner service discontinued on City of Los Angeles and City of Portland streamliners.
- 1942 - Victory dinner(\$1.75) inaugurated on City of Los Angeles and City of Portland, effective Jan. 1, 1942. (Discontinued on City of Los Angeles May 30, 1942 and on City of Portland May 31, 1942).

CHRONOLOGICAL CHART FOR THE TEN YEAR PERIOD COMMENCING
1932 COVERING ADDITIONS AND IMPROVEMENTS IN DINING OR
RESTAURANT CAR SERVICE

Section "F"

- 1935 - Effective July 12, 1935, low-priced meal service inaugurated, 25¢ breakfast; 30¢ luncheon, 35¢ dinner.
- 1936 - Effective April 18, 1936, Coffee Shop Service (plate service) inaugurated on conventional trains, which established moderately priced meals - 45¢ and 65¢ breakfast; 65¢ luncheon, and 50¢ and 85¢ dinner. This service discontinued effective October 1, 1941.
- 1940 - Effective September 26, 1940, 65¢ full dinner meal inaugurated on Los Angeles Challenger diners as trial feature. (Discontinued January 7, 1941)
- 1941 - Effective April 1, 1941, prices of low-priced dining car meals increased, breakfast to 35¢; luncheon to 40¢, and dinner to 50¢, due to increase in food costs, etc. No change in number of quantity of any items and no change in a la carte prices.
- Effective October 1, 1941, prices of low-priced dining car meals increased, breakfast 40¢, luncheon 50¢ and dinner 60¢, also some slight increases in a la carte prices due to increase in food costs, etc.
- 1942 - Effective January 15, 1942, prices of low-priced dining car meals increased, 50¢ breakfast, 60¢ luncheon and 75¢ dinner, due to increase in food costs, etc. No change in scope of menu.

PILLOW SERVICE

- 1932, 1933 & 1934 - Pillow rental, 25¢ per night.
- 1935 - Effective July 8, 1935, free pillows inaugurated on Trains 7 & 8, 17 & 18, 118 & 127.
- Effective July 24, 1935, free pillow service extended to other trains, except 27 & 28, although passengers riding on free transportation paid 25¢ for pillow.
- Effective August 25, 1935, pillow rental on Trains 27 & 28 reduced from 25¢ to 10¢.

(PILLOW SERVICE - Contd)

1936 - Effective February 10, 1936, size of pillows reduced from 17 x 24 to 16 x 18 inches.

Effective February 9, 1936, pillows free to not only revenue passengers but to persons traveling on free transportation, within reason (Instructions of President).

1942 - Effective June 1, 1942, pillows 10¢ each for each 12 hours or fraction thereof. This on recommendation of the Western Passenger Association.

LIGHT WEIGHT PASSENGER EQUIPMENT - SCHEDULES - UPRR

- Jan. 1, 1935 City of Selina (1st train) inaugurated daily between Kansas City and Selina (equipment retired Dec 16, 1941)
- June 6, 1935 City of Portland (2nd train) inaugurated, operating every 6th day, 39'45" (equipment retired March 27, 1939)
- May 15, 1936 City of Los Angeles (3rd train) inaugurated, operating every 6th day, 39'45" (equipment consolidated in 1938 with "4th COSF"; withdrawn Febr. 15, 1947)
- June 14, 1936 City of San Francisco (4th train) inaugurated, operating every 6th day, 39'45" (equipment consolidated in 1938 with "3rd COLA"; withdrawn Febr. 15, 1947)
- June 18, 1936 City of Denver (5th & 6th trains) inaugurated daily, 16'00".
- 1937 Purchased 12 women's coaches (Pullman-Standard) for Challenger (presently but 3 available - balance converted for lounge service)
- 1937 Purchased 28 48-seat coaches (Pullman-Standard) for Challenger
- 1937 Purchased 5 Challenger (D-K-D) Diners (Pullman-Standard) for Challenger
- 1937 Purchased 1 COLA "7th train", 15 cars " "
- 1937 Purchased 1 COSF "8th train", 15 cars " "
- 1938 3rd COLA and 4th COSF trains partially consolidated, rebuilt and used alternately with 7th COLA 1937 to 1941 when 9th COLA train received. Remaining equipment from 4th train assigned to City of Portland service when 2nd train withdrawn.
- March 20, 1940 Mr. Jeffers requested detail of equipment for daily California Streamliners
- 1941 Purchased 30 81' Baggage cars (Pullman-Standard) for conventional trains.
- 1941 Purchased 10 30' RPO-Eggs cars " "
- 1941 Purchased 30 48-seat coaches " "
- 1941 Purchased 54 sleepers (gray) " "
- 1941 Purchased 1 COLA "9th train", 15 cars (Pullman-Standard)

- 1941 Purchased 1 COSF "10th train", 15 cars (Pullman-Standard)
- 1941 Consolidated 4th train assigned to City of Portland service.
- May 17, 1944 Mr. Robinson recommended to Mr. Jeffers daily streamliners to Los Angeles and San Francisco, and tri-weekly streamliners to Portland - post war.
- Sept 13, 1944 Mr. Jeffers wrote Mr. Charske about daily streamliner possibilities.
- Nov. 14, 1944 Great Northern announced intention operate daily streamliners between Chicago and North Pacific Coast.
- Apr. 6, 1945 Mr. Jeffers wrote Mr. Charske, attaching copies of letters by Messrs. Ashby and Rigdon about additional streamliner possibilities.
- Sept. 13, 1945 CB&Q-D&RGW-WP announced plans ordering six new streamlined trains to replace Exposition Flyer between Chicago and San Francisco.
- Sept. 13, 1945 Mr. Robinson wrote Mr. Ashby recommending:
1. restoration of conventional passenger train schedules as in effect in 1941, with Overland and Los Angeles Limited on 49-hour schedules.
 2. operation of COLA, COSF and COP three times a week in each direction.
 3. operation of a City of St. Louis daily
 4. order of sufficient new passenger equipment to take care of minimum requirements in these trains but none for overflow, protection, shopping, or for daily streamliner schedules.
- Oct. 29, 1945 UPRR invited four manufacturers to bid on 100 passenger cars.
- Feb. 28, 1946 Ordered 65 passenger cars from American Car & Foundry Co. in line with initial recommendation Sept 13, 1945, sleepers to be ordered later.
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May 3, 1946 Ordered 15 sleepers from American Car & Foundry Co., making total 80 cars for trains detailed in "Post War Train Service Plan No. 6".
- June 2, 1946 General change in passenger schedules including establishment of Streamliner City of St. Louis daily between St. Louis and Cheyenne.

- Nov 10, 1946 Streamliner sailings increased: COLA and COSF from 10 to approximately 13 departures a month (3 times-a-week) and COP from 5 to 6 departures a month.
- Nov. 18, 1946 Mr. Ashby called for schedules and equipment necessary for 1947 operation of daily all-Pullman and all-coach streamliners to Los Angeles and San Francisco, daily coach and Pullman streamliner to Portland and probable operation of Los Angeles and San Francisco Challengers on a "45-hour or on a 42-hour schedule".
- Jan. 4, 1947 Mr. Ashby decided to operate daily streamliners to Los Angeles, San Francisco and Portland, each with coach and Pullman account lack of sufficient light weight equipment.
- Feb. 15, 1947 Daily COP service inaugurated with 5 equipments, cars being taken from the City of St. Louis, the Portland Rose, the Challenger, and by using 5 women's coaches converted into club-lounge cars and 5 conventional weight diners.
- Feb. 15, 1947 Consolidated 4th train withdrawn from City of Portland service.
- May 14, 1947 Daily COLA service inaugurated with 4 equipments, doubling at each terminal; additional cars for the 4 trains were withdrawn from the Streamliner City of St. Louis, the Los Angeles Limited, the C&NW "400" and one complete train and 5 Challenger (D-K-D) diners from the City of Portland. Two additional women's coaches were converted into club-lounge cars.
- Sept. 1, 1947 Daily COSF service inaugurated with 4 equipments, doubling at each terminal; additional cars for the 4 trains were withdrawn from the Overland. Necessary to use 2 conventional weight diners, also operate the Overland with 5 equipments resulting in an 8:00 PM Chicago departure for No. 27.
- Feb. 25, 1948 Orders placed for 50 sleepers and 50 coaches following traffic department appeal for 165 additional light weight cars (85 sleepers, 59 coaches, 19 misc. type cars) to completely complement our best through trains with modern equipment to meet competitors - See Messrs. Seitz and Lynch joint recommendation July 8, 1947.
- Apr. 20, 1949 Passenger traffic suggestion to purchase 106 additional light weight cars (162 additional light weight cars if two all-coach streamliners are to be operated to California - for detail see CJC B-10 and attachments April 20 to Mr. Burns) for (1) operation of all-coach

streamliners to Los Angeles and San Francisco, (2) extension of streamliner City of St. Louis operation through to Los Angeles, (3) to fill out Pacific Coast streamliners and best through trains with required types of cars and (4) to provide protection cars for shopping and emergency. When we are forced to operate a streamlined mail train, 30 head-end cars will be the minimum additional requirement.

Omaha, Nebraska - May 28, 1949