

# OVERLAND ROUTE

All prewar cars in Streamliner service were built by Pullman-Standard.

## I. The First Train

600 H.P. Power Unit-Railway Post Office-Baggage	M-10000
56-seat Chair Car	10400
56-seat Chair-Buffer Car (blind-end observation)	10401

Delivered February 12, 1934. The sleeping car OVERLAND TRAIL, with 8 enclosed sections, 1 compartment and 1 double bedroom (Plan 4034, Lot 6428) was outshopped in May 1934 and added to the above consist for display at the Century of Progress exposition in Chicago, then was withdrawn late in that year for assignment to the Second Train.

The First Train ran in Kansas City-Topeka-Salina service as the CITY OF SALINA from January 31, 1935 until December 16, 1941, when it was retired for scrapping to provide aluminum for the war effort.

## II. The Second Train

900 H.P. Power Unit	M-10001
Auxiliary Power-Railway Post Office-Baggage	12200
10 Enclosed Sections, 1 Compartment, 1 Double Bedroom	E. H. HARRIMAN
10 Enclosed Sections, 1 Compartment, 1 Double Bedroom	ABRAHAM LINCOLN
8 Enclosed Sections, 1 Compartment, 1 Double Bedroom	OREGON TRAIL
54-seat Chair-Buffer Car (blind-end observation)	10402

Delivered October 2, 1934. The car OREGON TRAIL was Plan 4034 and the E. H. HARRIMAN and ABRAHAM LINCOLN units were Plan 4035, all built in Lot 6428. After an exhibition tour the Second Train was modified for revenue service as follows:

The 900 H.P. diesel engine was replaced by a new 1200 H.P. power plant. The 900 H.P. engine was stored and then placed in the second power car of the Third Train in 1936.

The auxiliary power plant in car 12200 was removed and the car rebuilt to a baggage-dormitory unit without renumbering.

The car E. H. HARRIMAN was converted to a dining-lounge car (30 dining seats, 10 lounge chairs) and re-designated 10300. The sleeping car OVERLAND TRAIL from the First Train was cut in directly behind car 10300.

The Second Train, now seven cars, ran as the first CITY OF PORTLAND from June 6th to July 26th in 1935, and again from February 6, 1936 to March 27, 1939, when it was replaced in CITY OF PORTLAND service by the Third Train. The Second Train was then placed in storage.

In December 1939 the 1200 H.P. diesel engine in the M-10001 power unit was transferred to a newly-built protection power car numbered CD-07C. The Second Train was junked in April 1941.

# OVERLAND ROUTE

## III. Third and Fourth Trains

	<u>THIRD TRAIN</u>	<u>FOURTH TRAIN</u>
1200 H.P. Power Unit	M-10002A	M-10004A
Second Power Unit*	M-10002B	M-10004B
Auxiliary Power-R.P.O.-Baggage	12201	12202
Baggage-Dormitory-Kitchen	12760	12761
Dining Room-Lounge Car	10301	10302
11 Open Sections	SANTA ANITA	HAWAII
7 Double Bedrooms, 2 Compartments	MORMON TRAIL	LANAI
11 Open Sections	CINEMA	HONOLULU
11 Enclosed Sections	BOULDER CANYON	OAHU
48-seat Chair Car	10403	10405
38-seat Chair-Buffer Car (blind-end observation)	10404	10406

\*The second power unit in the Third Train contained a 900 H.P. diesel engine that had originally been in the Second Train power car M-10001. The second unit in the Fourth Train had a new 1200 H.P. power plant.

Cars CINEMA, HAWAII, HONOLULU and SANTA ANITA were Plan 4037B; cars BOULDER CANYON and OAHU were Plan 4038B; cars LANAI and MORMON TRAIL were Plan 4039D -- all cars built in Lot 6434 in May 1936.

The Third Train began revenue operation as the CITY OF LOS ANGELES on May 15, 1936. It was joined in this service by the Seventh Train on December 18, 1937.

The sleeping car MORMON TRAIL was transferred from the Third to the Fourth Train in August of 1938. On December 26th of that year the Third Train was withdrawn from CITY OF LOS ANGELES service and stored until March 27, 1939, when it replaced the Second Train as the CITY OF PORTLAND.

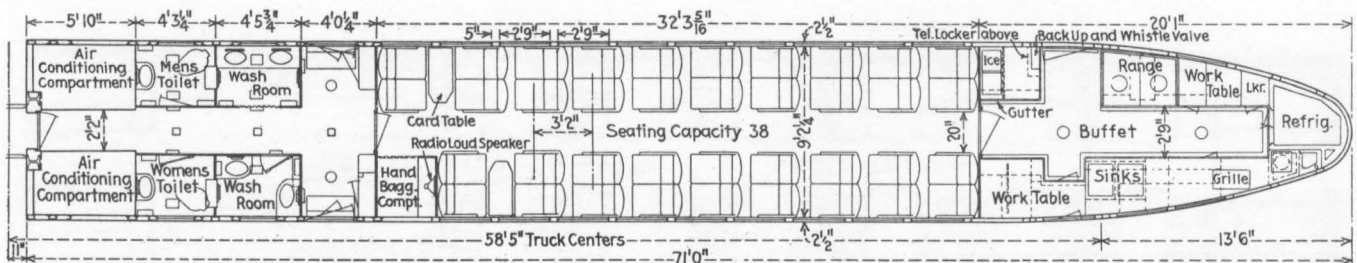
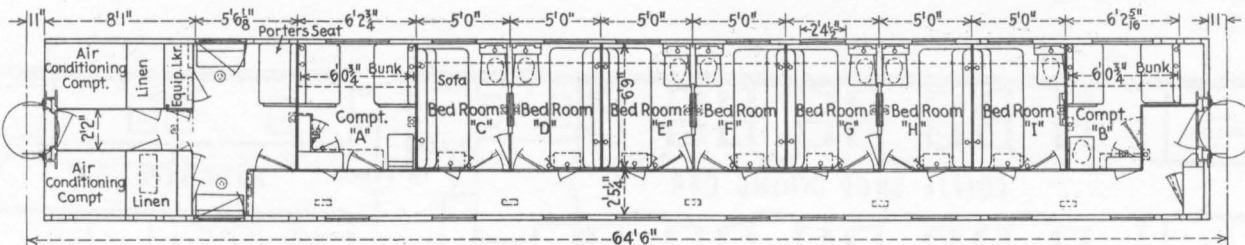
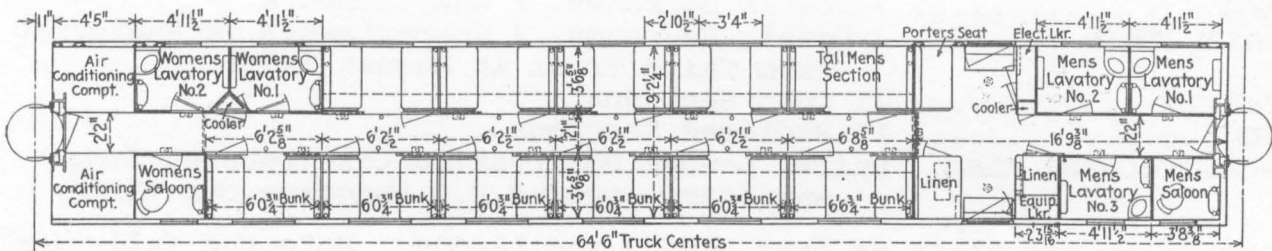
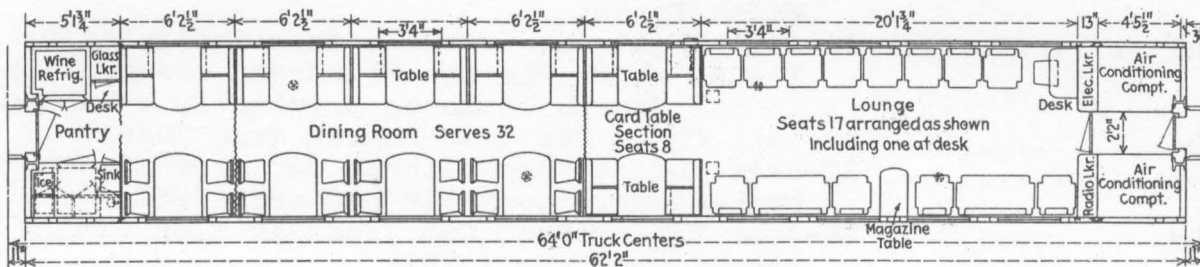
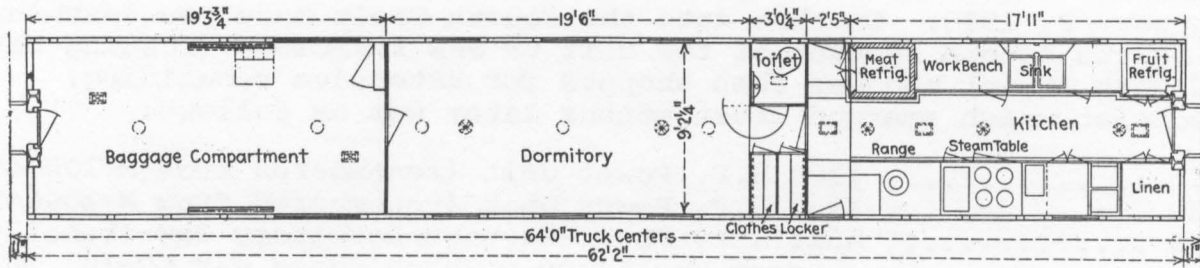
In August 1941 the Fourth Train replaced the Third Train as the CITY OF PORTLAND and acquired the Third Train's sleeping car SANTA ANITA. The Third Train was then placed in storage until April 12, 1942, when it was activated as a Portland-Seattle train (known unofficially as the CITY OF SEATTLE) operating as a CITY OF PORTLAND connection on the dates when the latter train arrived or departed Portland. For this assignment the section seats in cars CINEMA and BOULDER CANYON were sold at parlor seat rates.

The Third Train was retired on March 13, 1943. Cars 12201, 10404 and 12760 were scrapped, the sleeping car CINEMA was transferred to the Fourth Train, and all other units were placed in storage. In February of 1946 the chair car 10403 was renumbered CP-408 for transfer to the Fourth Train together with the sleeping car BOULDER CANYON.

In November 1946 the dining-lounge car 10301 was scrapped and the two power units were sold to the Northrop-Hendy Company near Los Angeles, thus ending the existence of the Third Train.

# OVERLAND ROUTE

## Plans of Cars in the Third and Fourth Trains





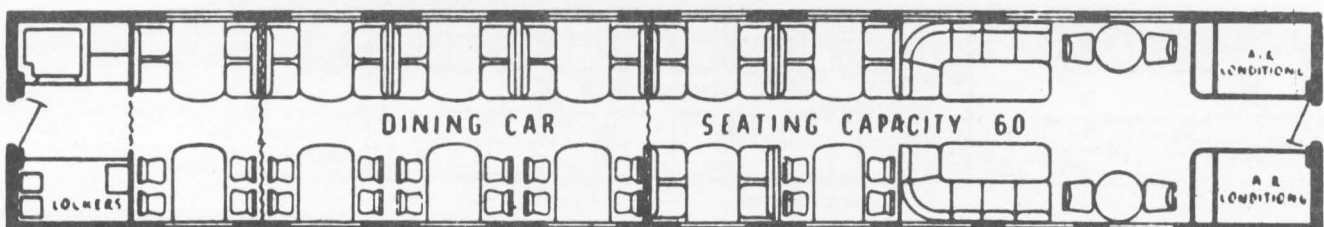
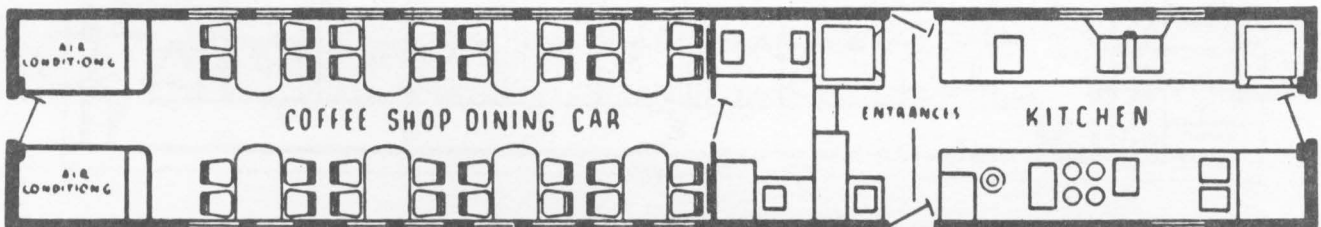
# OVERLAND ROUTE

## Third and Fourth Trains, continued

The Fourth Train was placed in operation as the CITY OF SAN FRANCISCO on June 14, 1936. It was replaced in this service by the Eighth Train on January 2, 1938. On that date the Fourth Train made one eastbound trip as the second section of the CITY OF SAN FRANCISCO (running behind the Eighth Train) and was then shopped for extensive rebuilding. The consist which emerged seven months later was as follows:

LA-4A .....	1200 H.P. Power Unit (renumbered from M-10004A)
LA-4B .....	1200 H.P. Power Unit (renumbered from M-10004B)
LA-102 .....	Auxiliary Power-Baggage-Dormitory Car (rebuilt from auxiliary power-baggage car CD-10, which had originally been built as car 11700 for the Fifth Train)
LA-403 .....	40-seat Chair Car (rebuilt from Chair-Buffer car 10406, which was the blind-end observation car in the Fourth Train as originally outshopped)
LA-404 .....	48-seat Chair Car (renumbered from 10405)
LA-603 .....	32-seat Coffee Shop-Kitchen Car (rebuilt from baggage-dormitory-kitchen car 12761)
LA-604 .....	60-seat Dining Room Car (rebuilt from dining room-lounge car 10302)
HAWAII .....	11 Open Sections
LANAI .....	7 Double Bedrooms, 2 Compartments
MORMON TRAIL .....	7 Double Bedrooms, 2 Compartments (transferred from Third Train in August 1938)
HONOLULU .....	11 Open Sections
OAHU .....	11 Enclosed Sections
LA-902 COPPER KING	Buffet Lounge Observation Car (rebuilt from auxiliary power-R.P.O.-baggage car 12202)

Shown below are plans of cars LA-603 and LA-604. Note the full-width kitchen in mid-train car LA-603, which prevented the coach passengers from sneaking back to the first-class lounge car at the rear of the train.





# OVERLAND ROUTE

## Third and Fourth Trains, continued

The remodeled Fourth Train consist was restored to public operation on August 18, 1938 as the CITY OF LOS ANGELES, joining the Third and the Seventh Trains in this service. In April 1939 the power cars LA-4A and LA-4B were withdrawn for conversion to trailing power units for the Fifth and Sixth Trains respectively; they were replaced in the Fourth Train by 2000 H.P. "A" and "B" units LA-5 and LA-6 which had been built the previous month. In August 1939 these two units were reassigned to the Eighth Train; the new power for the Fourth Train was a pair of 1200 H.P. units designated CD-07A and CD-07B, built in July 1936 as protection power cars and whose original numbers, M-10003A and M-10003B, filled the gap in the numbering sequence between the M-10002 units of the Third Train and the original M-10004 power cars of the Fourth Train. These units acquired their CD-07A and CD-07B designations in June 1937.

In December of 1939 a third power car was added to the Fourth Train, numbered CD-07C; this was a new unit except for its 1200 H.P. diesel engine which was formerly in the Second Train power car M-10001. In April 1941 the Fourth Train re-acquired the LA-5 and LA-6 units, renumbered in that month to 5-M-1-A and 5-M-2-B respectively. During the five years following, the Fourth Train was powered either by these two units or by the three "CD" power cars. On August 3rd of that year the Ninth Train superseded the Fourth Train in CITY OF LOS ANGELES operation. The Fourth Train in turn replaced the Third Train as the CITY OF PORTLAND, with all car-number prefixes being changed from "LA" to "CP" and the sleeping car SANTA ANITA taken over from the Third Train. The further acquisition of the Third Train cars CINEMA, CP-408 and BOULDER CANYON between 1943 and 1946 increased the Fourth Train's consist to eighteen units, as follows:

1200 H.P. Power Unit	CD-07A
1200 H.P. Power Unit	CD-07B
1200 H.P. Power Unit	CD-07C
Auxiliary Power-Baggage-Dormitory	CP-102
40-seat Chair Car	CP-403
48-seat Chair Car	CP-404
48-seat Chair Car	CP-408
32-seat Coffee Shop-Kitchen Car	CP-603
60-seat Dining Room Car	CP-604
11 Enclosed Sections	BOULDER CANYON
11 Open Sections	HAWAII
11 Open Sections	SANTA ANITA
11 Open Sections	CINEMA
7 Double Bedrooms, 2 Compartments	LANAI
7 Double Bedrooms, 2 Compartments	MORMON TRAIL
11 Open Sections	HONOLULU
11 Enclosed Sections	OAHU
Buffet Lounge Observation Car	CP-902 COPPER KING

# OVERLAND ROUTE

## Third and Fourth Trains, continued

On February 15, 1947 the CITY OF PORTLAND became a daily train with the installation of the standard-size Eleventh, Twelfth, Thirteenth and Fourteenth Trains, sending the Fourth Train to storage until October 1st of that year, when it temporarily replaced the Sixth Train in CITY OF DENVER service while the latter consist was being renovated. The Sixth Train returned to service on December 5th, at which time the Fourth Train became a substitute CITY OF DENVER for the Fifth Train, which likewise was sent to the shops for renovation. While running as the CITY OF DENVER the Fourth Train was powered by regular Fifth Train units CD-05A, CD-05B and CD-05C, the "CP" prefix to car numbers was changed to "CD", and the sleeping cars OAHU and BOULDER CANYON were withdrawn from the consist. The Fourth Train was returned to storage in the spring of 1948 when the Fifth Train was restored to CITY OF DENVER operation. Two years later the scrap yard at Omaha was filled with the remains of the Fourth Train, which had operated successively as the CITY OF SAN FRANCISCO, CITY OF LOS ANGELES, CITY OF PORTLAND and CITY OF DENVER during its fascinating career. It was laid to rest only after a sufficient amount of post-war lightweight equipment had been delivered to assure its never being needed again.

## IV. Fifth and Sixth Trains

The original numbers of the first eight units in each consist were changed to "CD" numbers in June 1937; the corresponding first and second numbers of each such car are indicated below.

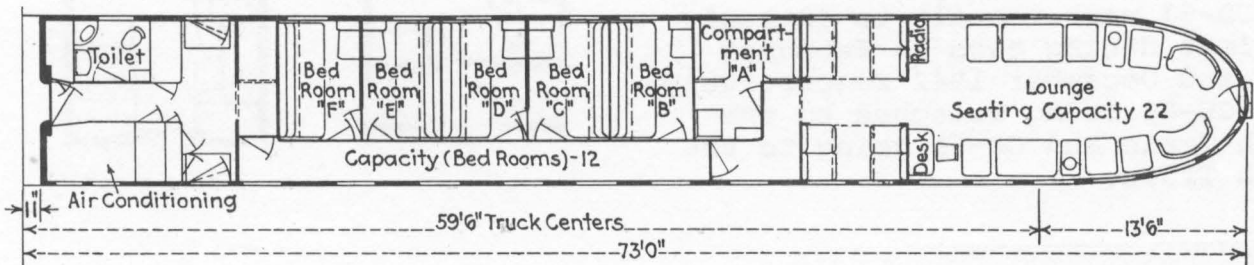
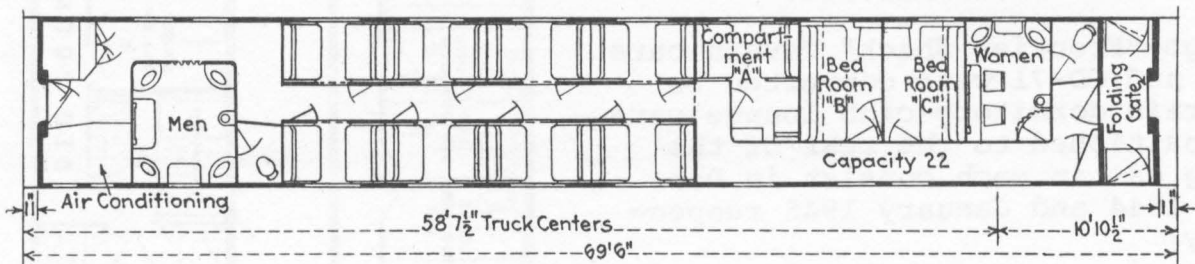
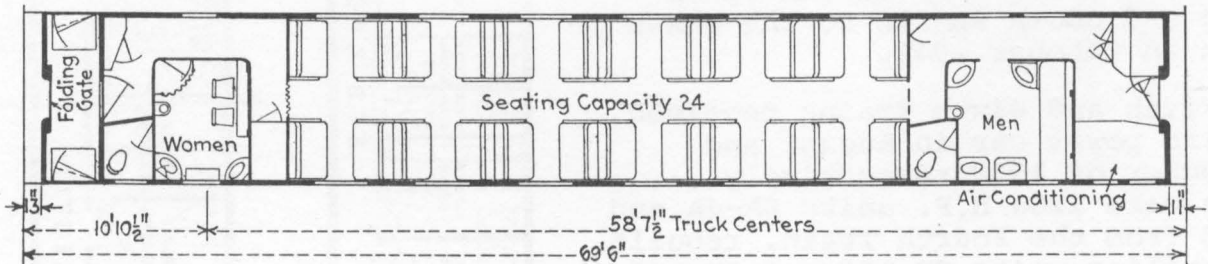
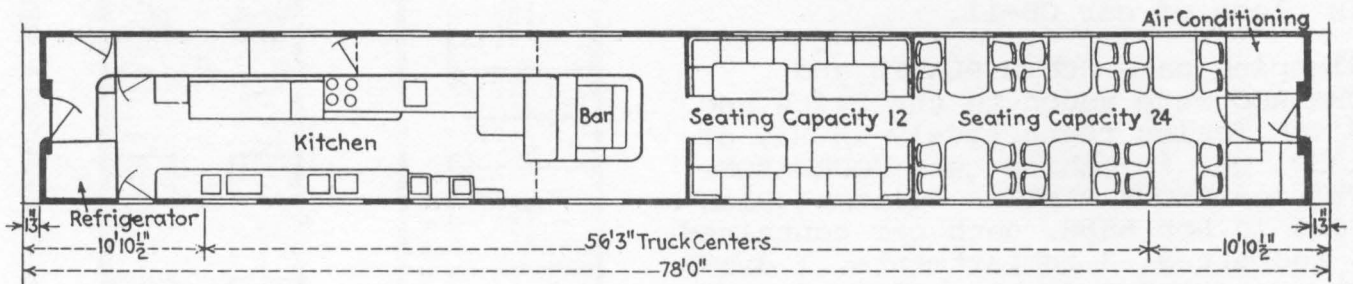
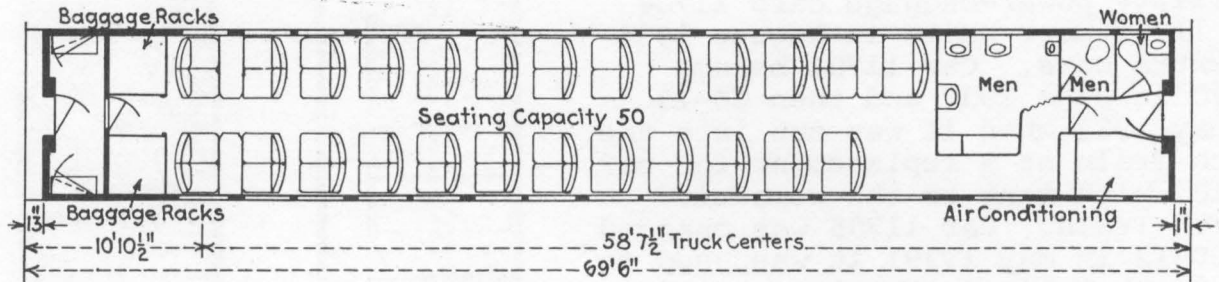
	<u>THE FIFTH TRAIN</u>	<u>THE SIXTH TRAIN</u>
1200 H.P. Power Unit	M-10005A...CD-05A	M-10006A...CD-06A
1200 H.P. Power Unit	M-10005B...CD-05B	M-10006B...CD-06B
Auxiliary Power-Baggage Car	11700.....CD-10	11702.....CD-11
Baggage-Railway Post Office	12203.....CD-30	12204.....CD-31
Baggage-"Frontier Shack" Tavern	11701.....CD-70	11703.....CD-71
[ 50-seat Chair Car	10407.....CD-40	10409.....CD-42
[ 50-seat Chair Car	10408.....CD-41	10410.....CD-43
Dining-Cocktail Lounge Car	10303.....CD-60	10304.....CD-61
[ 12 Open Sections	CACHE LA POUFRE	BIG PINEY
[ 8 Enclosed Sections, 2 Double Bedrooms, 1 Compartment	SQUAW BONNET	SNOWY RANGE
[ 12 Open Sections	SILVER DOLLAR	ST. VRAINS
[ 1 Compartment, 5 Double Bed- rooms - Lounge Observation	OGALLALA	COLORES

The cars BIG PINEY, CACHE LA POUFRE, SILVER DOLLAR and ST. VRAINS were Plan 4053; cars SNOWY RANGE and SQUAW BONNET were Plan 4054; COLORES and OGALLALA were Plan 4055 -- all cars built in Lot 6486 in June of 1936.

The Fifth and Sixth Trains operated as the CITY OF DENVER from June 18, 1936 until March 19, 1953, with time out for renovation in 1947 and 1948. Both trains were sold for scrap in May 1953.

# OVERLAND ROUTE

## Plans of Cars in the Fifth and Sixth Trains





# OVERLAND ROUTE

## Fifth and Sixth Trains, continued

The following changes occurred in the two CITY OF DENVER consists:

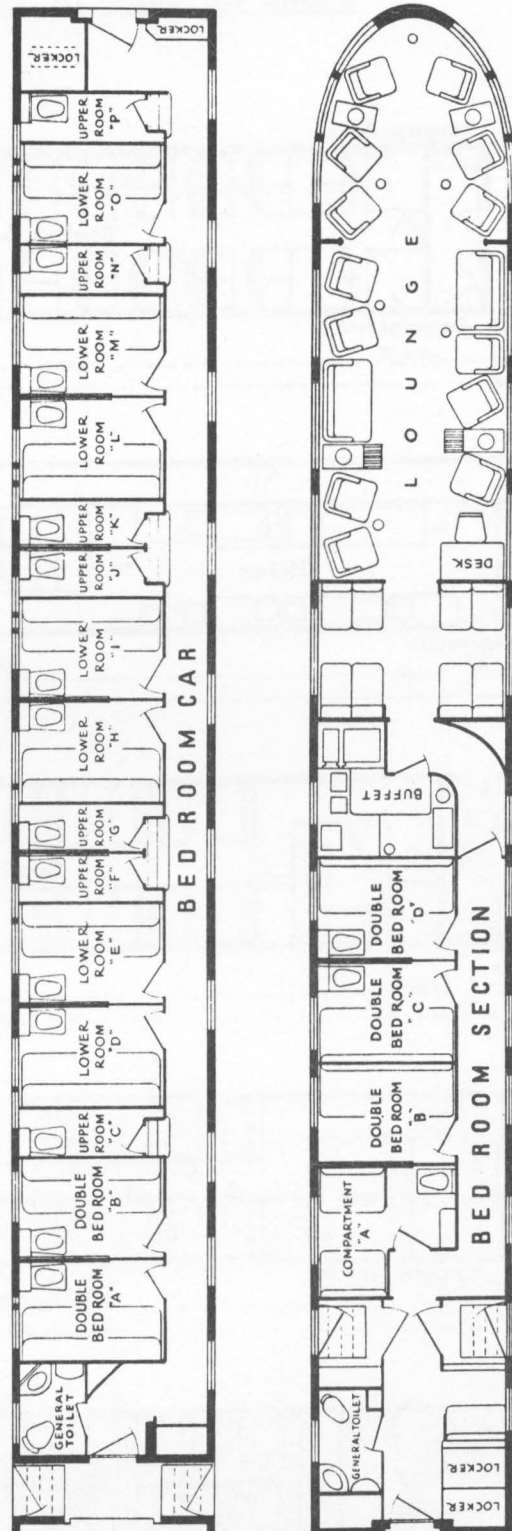
Auxiliary power-baggage cars 11704 and 11705 were built in August 1936 as extra cars. Car 11704 became CD-20 in June 1937 and then CD-13 in May 1939 when it was cut into the Fifth Train as a replacement for car CD-10 which went to the remodeled Fourth Train. Car 11705 was changed to CD-12 in May 1939; it was used in the Sixth Train in the late 1940's in place of car CD-11.

Sleeping cars SOUTH PLATTE and DENARGO were added to the Fifth and Sixth Trains respectively in May of 1939, cut in behind cars SQUAW BONNET and SNOWY RANGE. Built to Plan 4083 in Lot 6568, each car contained 4 roomettes, 3 compartments, 1 drawing room and 4 double bedrooms. DENARGO was switched to the Fifth Train and SOUTH PLATTE to the Sixth Train in October 1942.

The Fifth and Sixth Trains received a third power car in August and September of 1939 respectively. These were 1200 H.P. units LA-4A and LA-4B from the Fourth Train, rebuilt to trailing units CD-05C and CD-06C for CITY OF DENVER service.

Baggage-"Frontier Shack" Tavern cars CD-70 and CD-71 were converted to mid-train dormitory-club lounge cars and positioned to the rear of the dining car in each consist in December 1944 and January 1945 respectively.

Dining-Cocktail Lounge cars CD-60 and CD-61 were rebuilt to 40-seat straight dining cars in February 1943 and December 1942 respectively, with CD-60 being switched to the Sixth Train and CD-61 going to the Fifth Train.



FORTY NINER cars BEAR FLAG and CALIFORNIA REPUBLIC

# OVERLAND ROUTE

## V. The FORTY NINER

The Pullman-built consist assembled in June 1937 to operate between Chicago and San Francisco was as follows:

The first car was the baggage-dormitory-kitchen unit DONNER LAKE, coupled to the dining room car ANGEL'S CAMP. These cars had been built in 1928 for special train service as the K-100 (Plan 3970) and D-100 (Plan 3969). They became Plan 3970A and 3969A for the FORTY NINER.

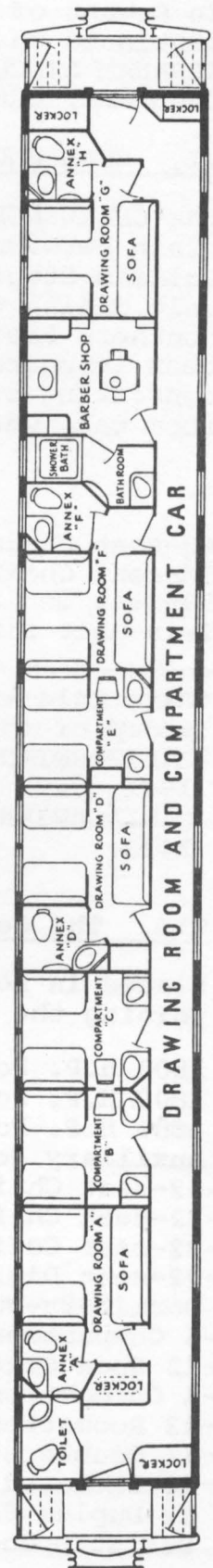
Next in the train was the JOAQUIN MILLER, with barber shop, shower bath, 4 drawing rooms and 3 compartments. Prior to June 1937 the car had been known as YOSEMITE PARK; the rebuilding from Plan 3962A to 3962B in that month involved remodeling one of the car's compartments into a barber shop, with no other changes in accommodations. In the floor plan at right, the space occupied by the barber shop was formerly compartment "G" and the adjacent drawing room "G" was formerly "H".

Then followed three Plan 3410C, 12 section and 1 drawing room cars named JAMES MARSHALL, CAPTAIN JOHN SUTTER and GOLD RUN. Prior to FORTY NINER service they had been the Plan 3410 cars McCLINCHY, ST. LEON and MCGILL respectively.

All of the foregoing cars were heavyweight-steel, given a streamlined roof line, skirting and a new paint scheme for their FORTY NINER assignment. The last two cars in the consist, whose floor plans are on the opposite page, were the articulated lightweight units BEAR FLAG (Plan 4050) and CALIFORNIA REPUBLIC (Plan 4051A). These cars had been built by Pullman-Standard in August 1936 as the pool-service units ADVANCE and PROGRESS respectively. The ADVANCE contained 2 double bedrooms and 14 duplex single rooms, while the PROGRESS had 3 double bedrooms, 1 compartment and buffet lounge observation. There was no change in plan numbers or accommodations when these cars were renamed BEAR FLAG and CALIFORNIA REPUBLIC for the FORTY NINER.

In August of 1937 the heavyweight Pullman baggage-club car EAGLE ROCK (Plan 3951B) was rebuilt to a Plan 4068C car having 17 roomettes, with the new name ROARING CAMP. This car joined the FORTY NINER consist some months later, replacing the open-section car JAMES MARSHALL. The ROARING CAMP was cut into the train just ahead of the BEAR FLAG.

The FORTY NINER operated from July 8, 1937 to July 26, 1941, being superseded on the latter date by the Tenth Train which was inaugurated as the CITY OF SAN FRANCISCO.



# OVERLAND ROUTE

In August of 1938 the compartment in each of the following sleepers mentioned on the preceding pages was re-designated a double bedroom: ABRAHAM LINCOLN, CALIFORNIA REPUBLIC, COLORES, LANAI, MORMON TRAIL, OGALLALA, OREGON TRAIL, OVERLAND TRAIL, SNOWY RANGE and SQUAW BONNET.

## VI. CHALLENGER Cars

The CHALLENGER began service on August 21, 1935 as an all-heavyweight train between Chicago and Los Angeles. Between July and November 1937 Pullman-Standard delivered a group of lightweight chair cars and twin-unit dining cars for this train; some of these units were built for Southern Pacific ownership inasmuch as a SAN FRANCISCO CHALLENGER had been inaugurated on September 15th of that year. Each twin-unit diner, consisting of a dormitory-kitchen unit articulated to a 68-seat dining room car, was identified by a single number which embraced both units.

	<u>NORTH WESTERN</u>	<u>UNION PACIFIC</u>	<u>SOUTHERN PACIFIC</u>
48-seat Chair Car	6132-6147	5300-5327	2424-2429
56-seat Chair Car (nurse's room)	6160-6166	5200-5211	-----
50-seat Chair Car	-----	-----	2414-2417*
Twin-unit Dining Car	-----	5100-5104	-----

\*Cars 2414 and 2415 were articulated, as were cars 2416 and 2417. In a group of four cars of similar type which were built in 1937 for the CALIFORNIAN but reassigned to the SAN FRANCISCO CHALLENGER in 1940 or 1941, cars 2420 and 2421 were articulated, as were cars 2422 and 2423. CALIFORNIAN cars also so reassigned were 48-seat chair cars 2432 and 2433.

## VII. The Seventh Train

Placed in service on December 18, 1937 as the CITY OF LOS ANGELES, joining the Third Train then operating under this name.

1800 H.P. Power Unit	LA-1	
1800 H.P. Power Unit	LA-2	
1800 H.P. Power Unit	LA-3	
Auxiliary Power-Baggage-Dormitory Car	LA-101	
┌ 52-seat Chair Car	LA-401	LAS VEGAS
└ 52-seat Chair Car	LA-402	SALT LAKE
┌ 32-seat Coffee Shop-Kitchen Car	LA-601	BILTMORE
└ 72-seat Dining Room Car	LA-602	AMBASSADOR
Dormitory-Buffer Lounge Car	LA-701	"THE LITTLE NUGGET"
┌ 4 Compartments, 3 Drawing Rooms		SANTA MONICA
└ 12 Open Sections		WILSHIRE
┌ 4 Compartments, 3 Drawing Rooms		SAN DOMINGUEZ
└ 13 Roomettes		SAN FERNANDO
┌ 11 Double Bedrooms		ARROYO SECO
└ 12 Enclosed Sections		BEVERLY HILLS
12 Duplex Single Rooms, 5 Double Bedrooms		ROSE BOWL
Buffer Lounge Observation Car	LA-901	SUN VALLEY

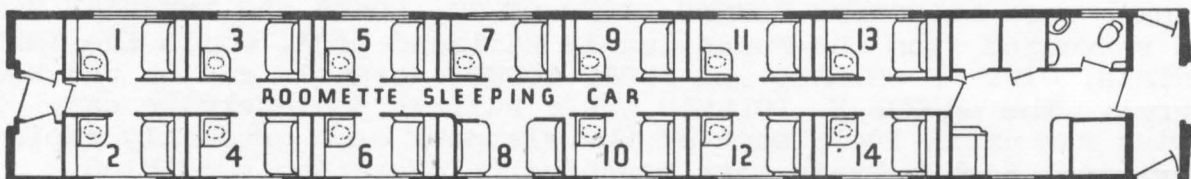
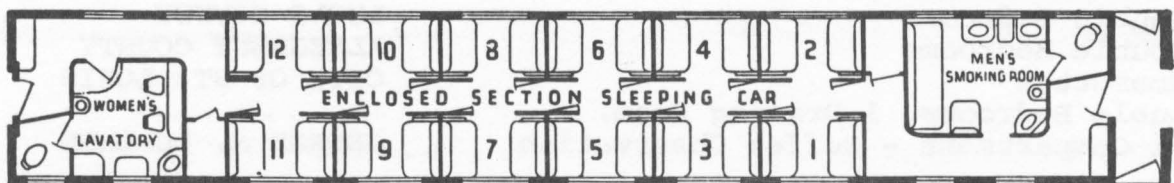
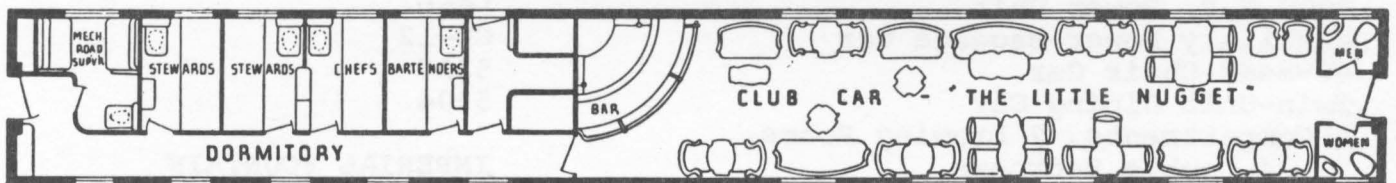
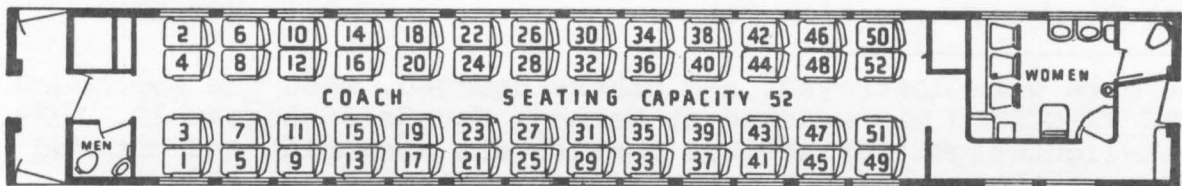


# OVERLAND ROUTE

The sleeping cars for the Seventh and Eighth Trains were all delivered in December 1937 in Lot 6525, and had the following plan numbers:

- Plan 4063B - FISHERMENS WHARF, SAN DOMINGUEZ, SANTA MONICA, TWIN PEAKS
- Plan 4064 - CHINATOWN, GOLDEN GATE PARK, UNION SQUARE, WILSHIRE
- Plan 4064A - BEVERLY HILLS
- Plan 4066A - PORTSMOUTH SQUARE, ROSE BOWL
- Plan 4067A - ARROYO SECO, SEAL ROCKS
- Plan 4068A - TELEGRAPH HILL
- Plan 4073 - SAN FERNANDO

Shown below are floor plans of some Seventh Train cars.



# OVERLAND ROUTE

## VIII. The Eighth Train

Inaugurated January 2, 1938 as the CITY OF SAN FRANCISCO, replacing the Fourth Train in this service.

1800 H.P. Power Unit	SF-1	
1800 H.P. Power Unit	SF-2	
1800 H.P. Power Unit	SF-3	
Auxiliary Power-Baggage-Dormitory Car	SF-101	
54-seat Chair Car	SF-401	MARKET STREET
[ 32-seat Coffee Shop-Kitchen Car*	SF-601	PRESIDIO
[ 72-seat Dining Room Car*	SF-602	MISSION DOLORES
Dormitory-Buffer Lounge Car*	SF-701	EMBARCADERO
[ 4 Compartments, 3 Drawing Rooms*		TWIN PEAKS
[ 12 Open Sections*		CHINATOWN
[ 4 Compartments, 3 Drawing Rooms		FISHERMENS WHARF
[ 12 Open Sections		GOLDEN GATE PARK
[ 11 Double Bedrooms		SEAL ROCKS
[ 12 Open Sections		UNION SQUARE
18 Roomettes		TELEGRAPH HILL
12 Duplex Single Rooms, 5 Double Bedrooms		PORTSMOUTH SQUARE
Buffer Lounge Observation Car	SF-901	NOB HILL

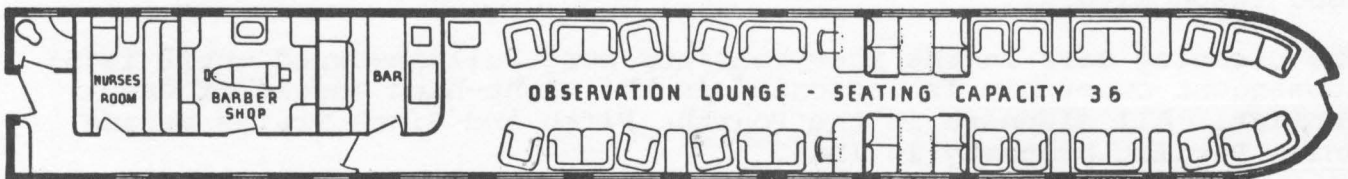
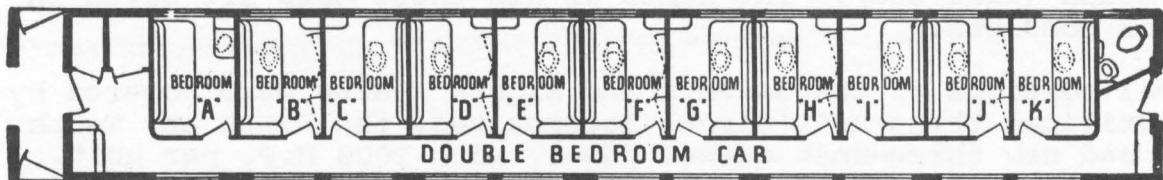
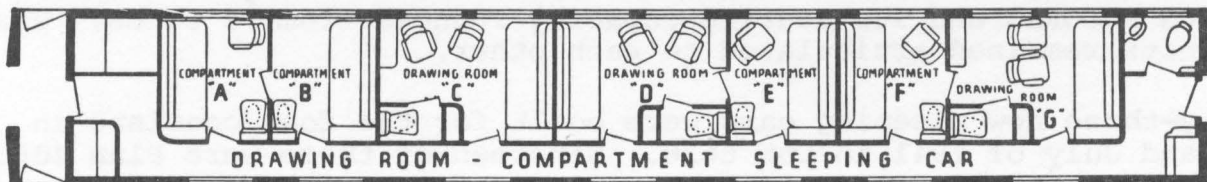
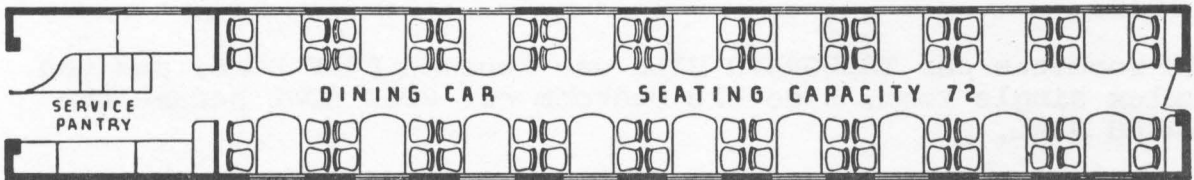
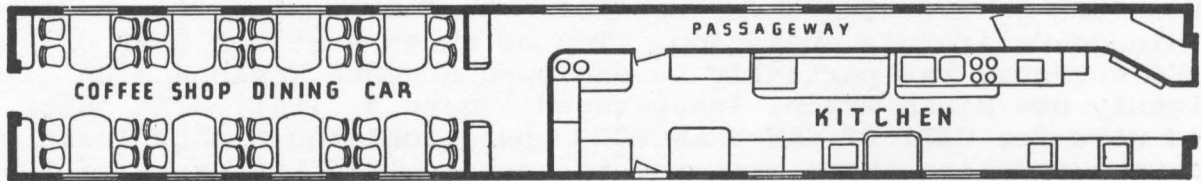
\*These cars were destroyed, and others damaged, when the westbound CITY OF SAN FRANCISCO was wrecked at Harney, Nevada on August 12, 1939. An all-lightweight replacement consist was assembled and entered service as the new Eighth Train effective August 23, 1939 from Chicago. The train was as follows:

2000 H.P. Power Unit	LA-5	
2000 H.P. Power Unit	LA-6	
Auxiliary Power-Baggage Car	CD-12	
48-seat Chair Car	5316	
Twin-Unit Dining Car	5104	
4 Compartments, 2 Drawing Rooms, 4 Double Bedrooms		IMPERIAL FOUNTAIN CITY OF CHICAGO
17 Roomettes		
4 Compartments, 2 Drawing Rooms, 4 Double Bedrooms		IMPERIAL RANGE LUCAS COUNTY
13 Double Bedrooms		ALLEGHENY COUNTY
13 Double Bedrooms		CITY OF ST. LOUIS
18 Roomettes		
3 Double Bedrooms, 1 Drawing Room, 1 Compartment - Buffet Observation		GEORGE M. PULLMAN

In the above consist, the two power units were taken from the Fourth Train. The auxiliary power-baggage unit was an extra CITY OF DENVER-type car. The chair car and twin-unit diner came from the CHALLENGER. Sleeping cars ALLEGHENY COUNTY, CITY OF ST. LOUIS and IMPERIAL RANGE were recruited from the Pennsylvania Railroad pool, while the IMPERIAL FOUNTAIN, CITY OF CHICAGO and LUCAS COUNTY normally ran on the New York Central. The GEORGE M. PULLMAN was a Pullman pool-service car. This consist ran until 1941; some of the sleepers were gradually replaced by original Eighth Train cars restored to operating condition.

# OVERLAND ROUTE

## Plans of Cars Built for the Eighth Train





# OVERLAND ROUTE

## IX. Streamliner Consists of 1941

In June and July of 1941 a large number of new cars were built, and changes made on existing cars, resulting in four newly-aligned consists for Chicago-California operation. Two of these were for CITY OF LOS ANGELES service: the partially re-equipped Seventh Train and an almost completely new Ninth Train, inaugurated August 3, 1941. The other two trains were for CITY OF SAN FRANCISCO operation: the Eighth Train with new cars augmenting those restored to service from the wreck of 1939, and a nearly-new Tenth Train, placed in service on July 26, 1941.

The following changes were made on Seventh and Eighth Train cars in July 1941:

The 18-roomette car TELEGRAPH HILL was renamed ROSE BOWL, and the 12-duplex single room, 5 double bedroom car ROSE BOWL became the TELEGRAPH HILL.

The 11-double bedroom car SEAL ROCKS became the SAN DOMINGUEZ, and the 12-open section car UNION SQUARE was renamed WILSHIRE, the two cars remaining articulated.

The 4-compartment, 3-drawing room car SAN DOMINGUEZ was de-articulated from the car SAN FERNANDO, and the 12-open section car WILSHIRE was similarly detached from the SANTA MONICA. The SAN DOMINGUEZ and the WILSHIRE were then articulated together and renamed SEAL ROCKS and UNION SQUARE respectively. The SAN FERNANDO and SANTA MONICA were joined as an articulated pair.

The Coffee Shop-Kitchen car LA-601 - BILTMORE became SF-605 - PRESIDIO, and the Dining Room car LA-602 - AMBASSADOR was re-designated SF-606 - MISSION DOLORES and its seating capacity reduced from 72 to 68. These two units remained articulated to each other.

Twenty-three new sleeping cars were built for the four consists in June and July of 1941 in Lot 6636. Nineteen of these were Plan 4069F, with 4 compartments, 2 drawing rooms and 4 double bedrooms. Two cars were Plan 4072D, containing 10 roomettes and 5 double bedrooms. The other two, Plan 4096A, had 4 double bedrooms and buffet lounge observation (flat-end). The names of all these cars are given in the four consists.

The 1941 editions of the Seventh and Eighth Trains were powered by their original three-unit diesel locomotives; the Ninth and Tenth Trains had new three-unit diesel power, with 2000 H.P. per unit. In December of 1943 the Seventh Train's lead power unit LA-1 and the Ninth Train's lead unit LA-4 exchanged numbers and positions, thus giving the Seventh and Ninth Trains the horsepower totals of 5600 and 5800 respectively.

The sleeping cars in the four consists were Pullman-owned until 1945; subsequent ownership is indicated in the right-hand margin of each consist. All sleepers in the Fourth, Fifth and Sixth Trains became Union Pacific property in 1945.

# OVERLAND ROUTE

## Streamliner Consists of 1941, continued

The revised Seventh Train was as follows:

1800 H.P. Power Unit	LA-1	
1800 H.P. Power Unit	LA-2	
1800 H.P. Power Unit	LA-3	
Auxiliary Power-Baggage-Dormitory Car	LA-101	
[ 52-seat Chair Car	LA-401	LAS VEGAS
[ 52-seat Chair Car	LA-402	SALT LAKE
Cafe-Lounge Car (new)	LA-611	MISSION INN
56-seat Dining Car (new)	LA-607	BILTMORE
Dormitory-Buffer Lounge Car	LA-701	"THE LITTLE NUGGET"
[ 11 Double Bedrooms		ARROYO SECO UP
[ 12 Enclosed Sections		BEVERLY HILLS UP
[ 4 Compartments, 3 Drawing Rooms		SANTA MONICA UP
[ 13 Roomettes		SAN FERNANDO UP
4 Compartments, 2 D.R., 4 D.B.R. (new)		CABRILLO UP
4 Compartments, 2 D.R., 4 D.B.R. (new)		FIGUEROA UP
4 Compartments, 2 D.R., 4 D.B.R. (new)		ARCADIA C&NW
Buffet Lounge Observation Car	LA-901	SUN VALLEY

The new Ninth Train had the following cars:

2000 H.P. Power Unit (new)	LA-4	
2000 H.P. Power Unit (new)	LA-5	
2000 H.P. Power Unit (new)	LA-6	
Baggage-Dormitory Car (new)	LA-103	
48-seat Chair Car (new)	LA-405	PASADENA
48-seat Chair Car (new)	LA-406	BOULDER CITY
Cafe-Lounge Car (new)	LA-612	HACIENDA
56-seat Dining Car (new)	LA-608	AMBASSADOR
Buffet Lounge Car (new)	LA-703	HOLLYWOOD
[ 11 Double Bedrooms		SAN DOMINGUEZ UP
[ 12 Open Sections		WILSHIRE UP
18 Roomettes		ROSE BOWL C&NW
4 Compartments, 2 D.R., 4 D.B.R. (new)		LOS FELIZ UP
4 Compartments, 2 D.R., 4 D.B.R. (new)		SAN GABRIEL UP
4 Compartments, 2 D.R., 4 D.B.R. (new)		OLVERA UP
4 Compartments, 2 D.R., 4 D.B.R. (new)		PLAYA DEL REY UP
4 D.B.R. - Buffet Observation Car (new)		BALDY MOUNTAIN C&NW

The following extra sleeping cars were available for the Seventh and Ninth Trains:

4 Compartments, 2 D.R., 4 D.B.R. (new)	PALOS VERDES	UP
4 Compartments, 2 D.R., 4 D.B.R. (new)	VERDUGO	UP

The following extra sleepers were for the Eighth and Tenth Trains:

4 Compartments, 2 D.R., 4 D.B.R. (new)	ANGEL ISLAND	UP
4 Compartments, 2 D.R., 4 D.B.R. (new)	LAKESIDE	UP

# OVERLAND ROUTE

## Streamliner Consists of 1941, continued

The revised Eighth Train was as follows:

1800 H.P. Power Unit	SF-1		
1800 H.P. Power Unit	SF-2		
1800 H.P. Power Unit	SF-3		
Auxiliary Power-Baggage-Dormitory Car	SF-101		
54-seat Chair Car	SF-401	MARKET STREET	
32-seat Coffee Shop-Kitchen Car	SF-605	PRESIDIO	
68-seat Dining Room Car	SF-606	MISSION DOLORES	
Dormitory-Bufferet Lounge Car (new)	SF-702	EMBARCADERO	
4 Compartments, 3 Drawing Rooms		FISHERMENS WHARF	UP
12 Open Sections		GOLDEN GATE PARK	UP
12 Duplex Single Rooms, 5 D.B.R.		PORTSMOUTH SQUARE	SP
10 Roomettes, 5 Double Bedrooms (new)		FERRY BUILDING	SP
4 Compartments, 2 D.R., 4 D.B.R. (new)		TWIN PEAKS	UP
4 Compartments, 2 D.R., 4 D.B.R. (new)		CHINATOWN	UP
4 Compartments, 2 D.R., 4 D.B.R. (new)		YERBA BUENA	SP
4 Compartments, 2 D.R., 4 D.B.R. (new)		CLIFF HOUSE	UP
Bufferet Lounge Observation Car	SF-901	NOB HILL	

The new Tenth Train had the following consist:

2000 H.P. Power Unit (new)	SF-4		
2000 H.P. Power Unit (new)	SF-5		
2000 H.P. Power Unit (new)	SF-6		
Baggage-Dormitory Car (new)	SF-104		
48-seat Chair Car (new)	SF-407	MONTGOMERY STREET	
32-seat Coffee Shop-Kitchen Car (new)	SF-609	FORT MASON	
64-seat Dining Room Car (new)	SF-610	ST. FRANCIS WOODS	
Bufferet Lounge Car (new)	SF-704	MARINA	
4 Compartments, 3 Drawing Rooms		SEAL ROCKS	UP
12 Open Sections		UNION SQUARE	UP
12 Duplex Single Rooms, 5 D.B.R.		TELEGRAPH HILL	SP
10 Roomettes, 5 Double Bedrooms (new)		RINCON HILL	SP
4 Compartments, 2 D.R., 4 D.B.R. (new)		SUTRO HEIGHTS	SP
4 Compartments, 2 D.R., 4 D.B.R. (new)		NORTH BEACH	UP
4 Compartments, 2 D.R., 4 D.B.R. (new)		HUNTERS POINT	C&NW
4 Compartments, 2 D.R., 4 D.B.R. (new)		CIVIC CENTER	C&NW
4 D.B.R. - Bufferet Observation Car (new)		RUSSIAN HILL	C&NW

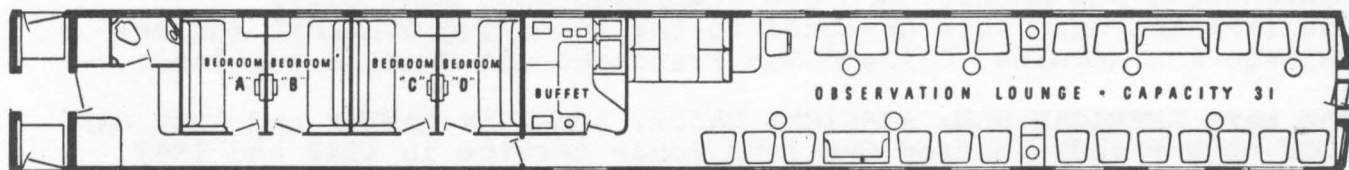
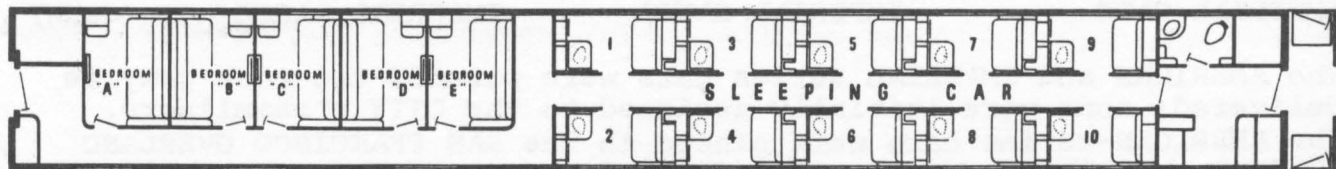
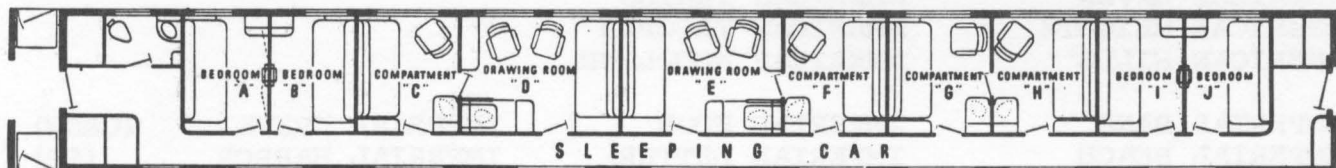
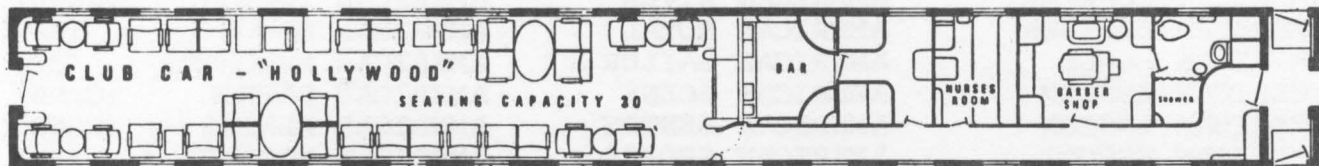
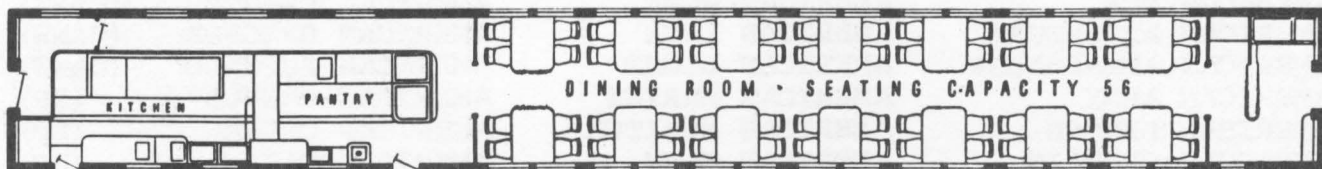
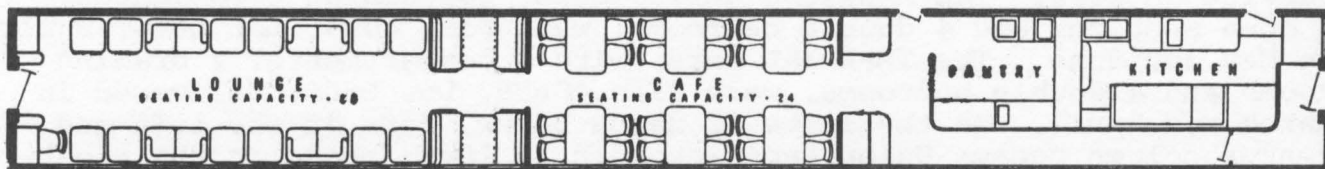
## X. The TREASURE ISLAND SPECIAL

In its first season of operation between Chicago and San Francisco from May 22nd to September 25th in 1939, the TREASURE ISLAND SPECIAL was an all-heavyweight train except for the lightweight pool-service sleeper-observation car GEORGE M. PULLMAN. In its second and last season, from June 22nd to September 16th, 1940, the consist was: baggage-dormitory car 9301 and dining car 6933 (both North Western-owned heavyweight cars) and seven lightweight pool-service sleepers: IMPERIAL BANNER and IMPERIAL CLIPPER (4-compartment, 2-drawing room, 4-double bedroom cars), CASCADE BANKS, CASCADE BASIN, CASCADE BLUFF and CASCADE BOULDERS (with 10 roomettes and 5 double bedrooms each) and the GEORGE M. PULLMAN.



# OVERLAND ROUTE

## Plans of 1941 Streamliner Cars



# OVERLAND ROUTE

## XI. Wartime Changes and Acquisitions

Pullman-Standard built two groups of sleeping cars for Overland Route service in 1942. The AMERICAN series cars, containing 6 roomettes, 6 open sections and 4 double bedrooms, were Plan 4099, Lot 6669, built in May and June. The IMPERIAL cars, with 4 compartments, 2 drawing rooms and 4 double bedrooms, were Plan 4069H, Lot 6668, delivered in March and April. In the lists of names below, cars in the left and center column became Union Pacific-owned in 1945; those in the right-hand column went to the North Western or Southern Pacific in that year, as indicated.

AMERICAN ACE	AMERICAN HOME	AMERICAN BEAUTY	(C&NW)
AMERICAN ADVENTURE	AMERICAN LAKE	AMERICAN BRIGADE	(C&NW)
AMERICAN AMBASSADOR	AMERICAN LIGHT	AMERICAN BUFFALO	(C&NW)
AMERICAN ARMY	AMERICAN MARINE	AMERICAN CANYON	(SP)
AMERICAN BEACON	AMERICAN MONITOR	AMERICAN CHARM	(SP)
AMERICAN CAPTAIN	AMERICAN NAVY	AMERICAN DAIRYLAND	(SP)
AMERICAN CLASSIC	AMERICAN PARK	AMERICAN ELM	(SP)
AMERICAN CLIPPER	AMERICAN PROGRESS	AMERICAN FORUM	(SP)
AMERICAN COMMAND	AMERICAN RAPIDS	AMERICAN GUARD	(SP)
AMERICAN COURIER	AMERICAN RIVER	AMERICAN INDIAN	(C&NW)
AMERICAN CRUISER	AMERICAN ROYAL	AMERICAN MANOR	(SP)
AMERICAN EAGLE	AMERICAN SAILOR	AMERICAN MERCHANT	(SP)
AMERICAN EMBLEM	AMERICAN SCENE	AMERICAN PATROL	(C&NW)
AMERICAN ENSIGN	AMERICAN SENTRY	AMERICAN PLAINS	(C&NW)
AMERICAN ESCORT	AMERICAN SHORES	AMERICAN RAMPART	(SP)
AMERICAN FALLS	AMERICAN SKIPPER	AMERICAN RANGER	(SP)
AMERICAN FLYER	AMERICAN SOLDIER	AMERICAN ROSE	(SP)
AMERICAN FORTRESS	AMERICAN STAR	AMERICAN SKIES	(C&NW)
AMERICAN HAVEN	AMERICAN TRAILS		
AMERICAN HEIGHTS	AMERICAN TROOPER		
AMERICAN HILLS	AMERICAN WOODLAND		
IMPERIAL BAND	IMPERIAL HOUR	IMPERIAL DRIVE	(C&NW)
IMPERIAL BEACH	IMPERIAL LETTER	IMPERIAL HARBOR	(SP)
IMPERIAL BIRD	IMPERIAL PALM	IMPERIAL HORN	(SP)
IMPERIAL CAPE	IMPERIAL ROBE	IMPERIAL LEAF	(C&NW)
IMPERIAL FLOWER	IMPERIAL ROCK	IMPERIAL MARK	(C&NW)
IMPERIAL GATE	IMPERIAL SANDS	IMPERIAL RANCH	(C&NW)

The AMERICAN and IMPERIAL series cars were painted two-tone gray as delivered; none were initially assigned to the CITY streamliners. The AMERICAN-series cars were placed in the SAN FRANCISCO OVERLAND LIMITED and other trains on the following routes: Chicago-Los Angeles, Chicago-San Francisco, Chicago-Portland, Minneapolis-Los Angeles, Denver-Portland, St. Louis-San Francisco, Denver-Salt Lake City, Kansas City-Los Angeles and San Francisco-Salt Lake City. The IMPERIAL cars were assigned to the following OVERLAND routes: Chicago-Los Angeles, Chicago-San Francisco and Chicago-Portland.

The cars AMERICAN ELM, AMERICAN MANOR, AMERICAN CANYON and AMERICAN ROSE were withdrawn from Overland Route service in 1942 and 1943, re-designated 513-516 respectively, and assigned to the LARK.

# OVERLAND ROUTE

## Wartime Changes and Acquisitions, continued

Three groups of head-end and chair cars were built by Pullman-Standard in 1941 and 1942 for the Union Pacific; these were painted two-tone gray for operation in the SAN FRANCISCO OVERLAND LIMITED and other trains. Baggage cars 5601-5630 were delivered in January-February 1942. Baggage-mail cars 5800-5810 arrived in December 1941 and January 1942. Chair cars 5331-5345 and 5351-5365, with 48 seats in each car, were built in February and March of 1942.

The following lounge and observation cars were placed in storage from 1942 to 1946 in compliance with an Office of Defense Transportation directive banning strictly luxury cars without revenue capacity:

Car LA-901 - SUN VALLEY was removed from the Seventh Train and stored at Los Angeles; its place at the tail end of the consist was taken by the extra sleeping car VERDUGO.

Car SF-901 - NOB HILL was withdrawn from the Eighth Train for storage at Oakland. The sleeping car AMERICAN RANGER was added to this consist in 1943.

Car LA-703 - HOLLYWOOD was taken off the Ninth Train and sent to Chicago for storage; extra sleeping car PALOS VERDES then joined the consist.

Car SF-704 - MARINA was removed from the Tenth Train and likewise sent to Chicago for the duration. Extra sleeping cars ANGEL ISLAND and LAKESIDE were added, making a total of ten sleepers to the rear of the diner -- a long walk to eat for the folks in the rearmost car.

Union Pacific chair car 5203 was remodeled into a chair-lounge car for the Ninth Train (CITY OF LOS ANGELES) in August 1942, with 24 revenue chair car seats and a lounge seating 21. The car was cut in between the chair cars PASADENA and BOULDER CITY.

## XII. The CITY OF ST. LOUIS

On June 2, 1946 the CITY OF ST. LOUIS entered service between St. Louis and Cheyenne, with through cars to and from Pacific coast points hauled in other trains west of Cheyenne. Three consists were employed, with mixed heavyweight and lightweight cars painted two-tone gray; several cars were lettered "CITY OF ST. LOUIS" above the window line.

Each consist began with a St. Louis-Cheyenne lightweight baggage-mail car; Union Pacific cars 5808, 5809 and 5810 were used. Then followed three 48-seat Union Pacific lightweight chair cars drawn from the 5331-5365 series. A heavyweight dining car came next; the cars were Union Pacific 4627 and 4629 and Wabash 32. Next was a heavyweight club lounge car -- those used were Union Pacific 1540, 1543 and 1544. A heavyweight 10 section, 1 drawing room, 1 compartment car ran in St. Louis-Portland service; travelers rode in the BALSAM FIR, DOUGLAS FIR, INLAND EMPIRE, PINION PINE, POUDDRE LAKE or SILVER SPRUCE. Then followed a lightweight 4 compartment, 2 drawing room, 4 double bedroom car in St. Louis-Cheyenne service: LAKESIDE, PALOS VERDES and VERDUGO were the car names.



# OVERLAND ROUTE

## The CITY OF ST. LOUIS, continued

A lightweight 6-section, 6-roomette, 4-double bedroom car ran through between St. Louis and Los Angeles; three of the cars known to have been in this assignment were AMERICAN ARMY, AMERICAN MONITOR and AMERICAN TROOPER. Finally, a 2200-series Union Pacific heavyweight postal car operated locally between Denver and Cheyenne.

The CITY OF ST. LOUIS became a through train between St. Louis and Los Angeles on April 19, 1951; both before and after this time its consist was perhaps the most changeable of all Overland Route streamliners. Few cars were ever built specifically for this train -- among those that were, cars 4000-4003, built by American Car and Foundry in June 1955, are the most interesting. Each of them contained a 42-foot lunch counter seating 21 patrons, and a 16-seat dinette at one end of the car. They operated between Denver and Los Angeles, and were converted to cafeteria cars in November 1960.

The Wabash Railroad's contribution to the CITY OF ST. LOUIS equipment pool included 48-seat chair cars 1427-1430, outshopped by A.C.F. in 1950, and certain WESTERN and NATIONAL series sleeping cars covered later in this Overland Route section. Six dome chair cars were built by Pullman-Standard in November and December of 1958 for St. Louis-Los Angeles operation: they were numbered Union Pacific 7011-7015 and Wabash 203. Union Pacific 44-seat chair car No. 5400 was sold to the Wabash in August 1951 and was renumbered 1431 by its new owner. The renumbering of Wabash lightweight cars which passed into Norfolk and Western ownership in 1964 as a consequence of the Wabash-N. & W. merger is covered in the Norfolk and Western section of this book.

## XIII. First Daily-Service Consists of Pacific Coast Streamliners

The first new postwar lightweight cars for Overland Route service were not delivered until 1949. However, the participating railroads were obliged to place the CITY OF PORTLAND, CITY OF LOS ANGELES and CITY OF SAN FRANCISCO in daily operation in February, May and September of 1947 respectively to meet the competition of such trains as the GOLDEN STATE and the OLYMPIAN HIAWATHA. The creation of eight additional consists meant the commandeering of a great number of lightweight cars from the CHALLENGER, SAN FRANCISCO OVERLAND LIMITED and other trains, plus the requisitioning of a few heavyweight cars where needed. All such equipment was then painted yellow-and-gray and in some instances lettered above window level for the train in which a given car would be running. The luxury of an extra set of cars to permit a leisurely turnaround at the end of the run was out of the question; daily service was established and maintained between Chicago and each Pacific Coast terminal with only four consists, permitting but a half-day at each end for all necessary cleaning, provisioning and maintenance. If bad weather in the high Sierra delayed the CITY OF SAN FRANCISCO's arrival in Oakland or Chicago by more than a few hours, a mostly-heavyweight train had to be hastily assembled and dispatched that evening as the CITY OF SAN FRANCISCO starting in the opposite direction.

# OVERLAND ROUTE

## First Daily-Service Consists of Pacific Coast Streamliners, continued

The following conversions and renumberings occurred in 1947 as part of the realignment of cars into daily-service consists:

The auxiliary power unit of power-baggage-dormitory car LA-101 was removed; this car and baggage-dormitory unit LA-103 were re-designated CP-101 and CP-103 respectively for CITY OF PORTLAND operation.

Chair-Lounge car 5203 was rebuilt to club-lounge car 1521.

Chair car 5204 was converted to club-lounge car 1522.

Chair car 5205 was converted to club-lounge car 1516.

Chair car 5206 was converted to club-lounge car 1517.

Chair car 5207 was converted to club-lounge car 1518.

Chair car 5208 was converted to club-lounge car 1523.

Chair car 5210 was converted to club-lounge car 1519.

Chair car 5211 was converted to club-lounge car 1520.

Cafe-Lounge cars LA-611—MISSION INN and LA-612—HACIENDA were rebuilt to 56-seat dining cars and their prefixes changed from "LA" to "CP" for CITY OF PORTLAND service. A similar change in prefix and assignment was made for 56-seat dining cars LA-607—BILTMORE and LA-608—AMBASSADOR.

Baggage cars 5601, 5602 and 5613 were converted to baggage-dormitory units with no change in car numbers.

Southern Pacific 40-seat dining cars 10200 and 10201, built for the first lightweight DAYLIGHT trains of 1937, were painted yellow and gray for temporary CITY OF SAN FRANCISCO operation. Several 2400-series DAYLIGHT chair cars were similarly assigned and repainted.

The four CITY OF PORTLAND trains each had the following consist: baggage-dormitory car, three chair cars, 36-seat heavyweight dining car, four sleeping cars and a club-lounge car. Car numbers and names were as follows:

ELEVENTH TRAIN: CP-101, 5334, 5361, 5336, 3614, IMPERIAL DRIVE,  
AMERICAN STAR, AMERICAN EMBLEM, AMERICAN ADVENTURER, 1519

TWELFTH TRAIN: CP-103, 5345, 5335, 5365, 3618, IMPERIAL SANDS,  
AMERICAN MONITOR, AMERICAN HAVEN, AMERICAN INDIAN, 1518

THIRTEENTH TRAIN: 5602, 5351, 5338, 5358, 3609, IMPERIAL BEACH,  
AMERICAN SAILOR, AMERICAN ESCORT, AMERICAN HOME, 1523

FOURTEENTH TRAIN: 5601, 5357, 5352, 5343, 3628, IMPERIAL ROCK,  
AMERICAN HILLS, AMERICAN PROGRESS, AMERICAN TROOPER, 1522

For summer operation in 1947 the mid-train dining cars in the above consists were CP-608—AMBASSADOR, CP-611—MISSION INN, CP-612—HACIENDA and CP-607—BILTMORE. The 3600-series heavyweight diners were moved forward, just ahead of the coaches, and a coach-lounge car was added to each consist. These were North Western lightweight cars 3416, 3420, 3419 and 3418, built as coaches for 400 trains and rebuilt to coach-lounge in 1947.

# OVERLAND ROUTE

## First Daily-Service Consists of Pacific Coast Streamliners, continued

The five twin-unit dormitory-kitchen-dining cars (5100-5104) were withdrawn from CHALLENGER service. Four were assigned to CITY OF LOS ANGELES consists (replacing dining and cafe-lounge cars which had gone to the CITY OF PORTLAND) and the fifth, plus the pair of single-unit diners built in 1937 for the DAYLIGHT, furnished the food service for the two new CITY OF SAN FRANCISCO trains created for the inception of daily operation in September 1947.

Six North Western lightweight chair cars were borrowed from 400 trains for CITY OF LOS ANGELES assignment. Four were rebuilt to coach-lounge cars (one for each consist) and two were assigned to the Sixteenth and Seventeenth Trains as coaches. Four lightweight baggage cars were requisitioned from the SAN FRANCISCO OVERLAND LIMITED, one for each consist.

The four CITY OF LOS ANGELES trains each had the following consist: baggage car, two coaches, a chair-lounge car and a twin-unit dormitory-kitchen-dining car. The Seventh and Ninth Trains had a club-lounge car to the rear of the diner, followed by five sleeping cars, plus a lounge observation in the Seventh Train and a sleeper-observation in the Ninth. The Sixteenth and Seventeenth Trains had five sleepers and a club-lounge car back of the diner. Car numbers and names were as follows:

SEVENTH TRAIN: 5622, LA-401—LAS VEGAS, LA-402—SALT LAKE, C&NW 3423, 5101, LA-701 "THE LITTLE NUGGET", ARROYO SECO, BEVERLY HILLS, SANTA MONICA, SAN FERNANDO, CABRILLO, LA-901—SUN VALLEY

NINTH TRAIN: 5603, LA-405—PASADENA, LA-406—BOULDER CITY, C&NW 3428, 5100, LA-703—HOLLYWOOD, SAN DOMINGUEZ, WILSHIRE, ROSE BOWL, LOS FELIZ, SAN GABRIEL, BALDY MOUNTAIN

SIXTEENTH TRAIN: 5624, 5361, C&NW 3417, C&NW 3429, 5102, FIGUEROA, ARCADIA, PALOS VERDES, LAKESIDE, AMERICAN COURIER, 1522

SEVENTEENTH TRAIN: 5611, 5359, C&NW 3426, C&NW 3430, 5103, OLVERA, PLAYA DEL REY, IMPERIAL HOUR, AMERICAN PLAINS, AMERICAN ROYAL, 1523

The four CITY OF SAN FRANCISCO trains each had the following consist:

EIGHTH TRAIN: Baggage car 5630, Baggage-Dormitory SF-101, chair cars SF-401—MARKET STREET and 5344, Coffee Shop-Kitchen car SF-605—PRESIDIO, Dining Room car SF-606—MISSION DOLORES, Club-Lounge car SF-702—EMBARCADERO, sleeping cars FISHERMENS WHARF, GOLDEN GATE PARK, PORTSMOUTH SQUARE, FERRY BUILDING, TWIN PEAKS, CHINATOWN and AMERICAN RANGER

TENTH TRAIN: Baggage car 5621, Baggage-Dormitory SF-104, chair cars SF-407—MONTGOMERY STREET and 5363, Coffee Shop-Kitchen car SF-609—FORT MASON, Dining Room car SF-610—ST. FRANCIS WOODS, Club-Lounge car SF-704—MARINA, sleeping cars SEAL ROCKS, UNION SQUARE, TELEGRAPH HILL, RINCON HILL, HUNTERS POINT, CIVIC CENTER and AMERICAN FORUM



# OVERLAND ROUTE

## First Daily-Service Consists of Pacific Coast Streamliners, continued

EIGHTEENTH TRAIN: Baggage car 5614, Baggage-Dormitory 5613, chair cars C&NW 3421 and SP 2491, dining cars SP 10200 and SP 10201, sleeping cars ANGEL ISLAND, LAKESIDE, SUTRO HEIGHTS, NORTH BEACH, AMERICAN BEAUTY, AMERICAN HEIGHTS and AMERICAN CAPTAIN, Observation Lounge SF-901—NOB HILL

NINETEENTH TRAIN: Baggage car 5608, chair cars SP 2489 and SP 2490, twin-unit Dormitory-Kitchen-Dining Room 5102, sleeping cars CLIFF HOUSE, YERBA BUENA, IMPERIAL PALM, AMERICAN LAKE, AMERICAN BUFFALO and AMERICAN RAMPART, Sleeper-Observation car RUSSIAN HILL

NOTE: There was no Fifteenth Train. This designation was reserved for a fifth CITY OF PORTLAND consist of 1947 which never materialized.

Miscellaneous lightweight sleeping cars which ran in CITY OF LOS ANGELES and CITY OF SAN FRANCISCO consists during the late 1940's and early 1950's were the GOLDEN STATE, borrowed from the streamliner of the same name; the articulated units BEAR FLAG and CALIFORNIA REPUBLIC which had been a part of the FORTY NINER train; the ROYAL CREST, taken from the ROYAL PALM train, and the SAMUEL VAUGHAN MERRICK, normally assigned to the Pennsy. The last three named cars combined sleeping accommodations and an observation lounge.

The CITY OF SAN FRANCISCO and CITY OF LOS ANGELES both received fifth consists in 1950, made possible by deliveries of new postwar cars. These were known as the Twentieth and Twenty-First Trains respectively.

The Southern Pacific rebuilt Army hospital cars 89891, 89383 and 89385 (originally outshopped by American Car and Foundry in 1944) to baggage-dormitory cars 3402, 3403 and 3404 respectively in 1947 for Overland Route service. It is believed that these ran primarily in the SAN FRANCISCO OVERLAND LIMITED.

## XIV. Postwar Lightweight Cars, 1949-53

Baggage-Mail car (30' R.P.O.)	C&NW 8227	A.C.F., Sept. 1949
	UP 5811-5813	A.C.F., Sept. 1949
Baggage-Mail car (60' R.P.O.)	SP 5003,5004	Pull.-Std., Aug. 1949
	C&NW 8225,8226	A.C.F., Sept. 1949
	UP 5900-5902	A.C.F., Sept. 1949
Baggage Car	UP 5631-5663	A.C.F., Aug. 1953- May 1954
	C&NW 8900,8901	A.C.F., July 1953
Postal Storage Car	UP 5700-5710	A.C.F., Sept. 1949
Baggage-Dormitory Car	C&NW 9300-9302	A.C.F., Sept. 1949
	UP 6000-6008	A.C.F., July-Aug. 1949
	SP 3101	Pull.-Std., Sept. 1949
44-seat Chair Car	UP 5400-5449	Pull.-Std., June-Oct. 1950
(leg-rest seats)	C&NW 3477-3482	A.C.F., October 1953
	UP 5450-5487	A.C.F., Nov. 1953- Sept. 1954
	SP 2379,2380	Pull.-Std., Sept. 1949

# OVERLAND ROUTE

## Postwar Lightweight Cars, 1949-53, continued

Cafe-Lounge car	C&NW 7800-7802	A.C.F., June 1949
	UP 5000-5006	A.C.F., May-June 1949
Coffee Shop-Lounge car	SP 10405,10406	Pull.-Std., Dec. 1949
36-seat Dining car	SP 10202-10205, 10209	Pull.-Std., Oct. 1949
48-seat Dining car	C&NW 6956-6959	A.C.F., March-Apr. 1949
	UP 4800-4816	A.C.F., Jan.-Mar.1949
Dormitory-Club Lounge car	UP 6100-6105	A.C.F., Apr.-May 1949
Club-Lounge car	C&NW 7900-7902	A.C.F., July 1949
	SP 2981-2983, 2986	Pull.-Std., Dec. 1949
	UP 6200 LOUP RIVER	A.C.F., June-
	UP 6201 PLATTE RIVER	July 1949
	UP 6202 COLUMBIA RIVER	(the names
	UP 6203 COLORADO RIVER	were removed
	UP 6204 GREEN RIVER	from these
	UP 6205 MOJAVE RIVER	nine cars in
	UP 6206 PORTNEUF RIVER	March-June
	UP 6207 PAYETTE RIVER	1956)
	UP 6208 WEBER RIVER	
10 Roomettes, 6 Double Bedrooms	SP 9036-9045*	Pull.-Std., May- June 1950

\*Cars 9036-9045 were Plan 4140C, Lot 6874. Of this group, cars 9036-9039 were originally painted two-tone gray for SAN FRANCISCO OVERLAND operation. Cars 9040-9045 were for the CITY OF SAN FRANCISCO, with cars 9040-9044 having a blunt end for rear-of-train operation.

Numbers listed for Union Pacific-owned postwar sleeping cars were added to the car names in 1969; cars for which no numbers appear were rebuilt to other types or were off the roster by that year.

10 Roomettes, 6 Double Bedrooms - Plan 9522, Lot 9660-039

Budd Company, Dec. 1949-June 1950 (all cars Union Pacific-owned)

1401	PACIFIC BAY	1417	PACIFIC GARDENS	1434	PACIFIC RANGE
1402	PACIFIC BEACH	1418	PACIFIC GUARD	1435	PACIFIC REST
1403	PACIFIC BEAUTY	1419	PACIFIC HARBOR	1436	PACIFIC RIDGE
1404	PACIFIC BEND	1420	PACIFIC HEIGHTS	1437	PACIFIC SANDS
1405	PACIFIC BRIDGE	1421	PACIFIC HILLS	1438	PACIFIC SCENE
1406	PACIFIC CAPE	1422	PACIFIC HOME	1439	PACIFIC SHORE
1407	PACIFIC CASTLE	1423	PACIFIC ISLAND	1440	PACIFIC SKIES
1408	PACIFIC COMMAND	1424	PACIFIC LIGHT	1441	PACIFIC SLOPE
1409	PACIFIC COVE	1425	PACIFIC LODGE	1442	PACIFIC SPRAY
1410	PACIFIC CREST	1426	PACIFIC MEADOW	1443	PACIFIC SUNSET
1411	PACIFIC CRUISER	1427	PACIFIC MIST	1444	PACIFIC TERRACE
1412	PACIFIC DOMAIN	1428	PACIFIC NORTHWEST	1445	PACIFIC TRAIL
1413	PACIFIC EMBLEM	1429	PACIFIC OCEAN	1446	PACIFIC UNION
	PACIFIC EMPIRE	1430	PACIFIC PARK	1447	PACIFIC VIEW
1414	PACIFIC FALLS	1431	PACIFIC PATROL	1448	PACIFIC WATERS
1415	PACIFIC FOREST	1432	PACIFIC PEAK	1449	PACIFIC WAVES
1416	PACIFIC FORUM	1433	PACIFIC PLATEAU		

# OVERLAND ROUTE

## Postwar Lightweight Cars, 1949-53, continued

12 Roomettes	12 Roomettes	6 Sections, 6 Roomettes
4 Double Bedrooms	4 Double Bedrooms	4 Double Bedrooms
Plan 9004, Lot 3069	Plan 9004, Lot 3074	Plan 9005, Lot 3070
Amer. Car & Foundry	Amer. Car & Foundry	<u>A.C.F., March-April 1950</u>
Dec. 1949-Jan. 1950	February 1950	AMERICAN BORDER
<u>Union Pacific-owned</u>	<u>Wabash R.R.-owned</u>	1101 AMERICAN CONSULATE
WESTERN ADVENTURE	WESTERN LAKE	AMERICAN EMBASSY*
WESTERN HILLS	WESTERN SCENE	1102 AMERICAN GENERAL
WESTERN LODGE	WESTERN SUNSET	
WESTERN MOUNTAIN	WESTERN VIEW	6 Sections, 6 Roomettes
WESTERN PLAINS		4 Double Bedrooms
WESTERN SEA	12 Roomettes	Plan 9005, Lot 3073
WESTERN SLOPE	4 Double Bedrooms	<u>A.C.F., March-April 1950</u>
WESTERN STAR	Plan 9004, Lot 3072	AMERICAN SUNSET*
WESTERN TRAIL	A.C.F., January 1950	1103 AMERICAN VIEW
WESTERN VALLEY	<u>North Western-owned</u>	
WESTERN WONDERLAND	WESTERN FRONTIER	*North Western-owned; all
	WESTERN PEAK	other cars in the above
		two lots were U.P.-owned.

## XV. Renumbering of Prewar Lightweight Cars

The head-end, chair, dining and lounge cars built in 1937 and 1941 for the CITY OF LOS ANGELES and CITY OF SAN FRANCISCO were jointly owned by the lines over which those trains ran. Between 1948 and 1956 these cars were renumbered and assigned ownership as indicated below.

Chair car LA-401—LAS VEGAS became C&NW 3408 in December 1948  
 Chair car LA-402—SALT LAKE became C&NW 3409 in December 1948  
 Chair car SF-407—MONTGOMERY STREET became C&NW 6148 in December 1948  
 Baggage-Dormitory car CP-101 became C&NW 9303 in December 1948  
 Chair car SF-401—MARKET STREET became SP 2494 in December 1948  
 Buffet Lounge car SF-704—MARINA became C&NW 7903 in December 1948  
 Coffee Shop-Kitchen car SF-609—FORT MASON became SP 10225 in Feb. 1949  
 Dining Room car SF-610—ST. FRANCIS WOODS became SP 10226 in Feb. 1949  
 Coffee Shop-Kitchen car SF-605—PRESIDIO became C&NW 6960 in Feb. 1949  
 Dining Room car SF-606—MISSION DOLORES became C&NW 6961 in Feb. 1949  
 Baggage-Dormitory car SF-101 became SP 3107 in November 1951  
 Observation Lounge car LA-901—SUN VALLEY became UP 1575 in May 1955  
 Observation Lounge car SF-901—NOB HILL became UP 1576 in May 1955  
 Buffet Lounge car LA-703—HOLLYWOOD became UP 1504 in July 1955  
 Dormitory-Lounge car SF-702—EMBARCADERO became UP 6107 in March 1956  
 Dining car CP-612—HACIENDA was returned to CITY OF LOS ANGELES service in November 1949, regaining its "LA" prefix and its original cafe-lounge seating. This car became UP 5008 in March 1956  
 Baggage-Dormitory car CP-103 became UP 6009 in March 1956  
 Dining car CP-608—AMBASSADOR became UP 4818 in March 1956  
 Baggage-Dormitory car SF-104 became UP 6010 in May 1956  
 Dormitory-Lounge car LA-701 "THE LITTLE NUGGET" was donated to Travel Town in Los Angeles in July 1956, becoming part of the permanent railroad exhibit.



# OVERLAND ROUTE

## Renumbering of Prewar Lightweight Cars, continued

Dining car CP-607—BILTMORE became UP 4817 in March 1956

Dining car CP-611—MISSION INN was returned to CITY OF LOS ANGELES service in June 1949, regaining its "LA" prefix and its original cafe-lounge seating. This car became UP 5007 in March 1956.

The five Union Pacific-owned twin-unit dining cars built in 1937 for CHALLENGER service (each with one number for both dormitory-kitchen and dining room units) were assigned to the CHALLENGER STREAMLINER in 1954 with dining room capacity reduced to 52 seats. They were renumbered in March and April 1956 as follows:

┌	Dormitory-Kitchen unit	5100	remained	5100
	Dining Room unit	5100	changed to	5101
┌	Dormitory-Kitchen unit	5101	changed to	5102
	Dining Room unit	5101	changed to	5103
┌	Dormitory-Kitchen unit	5102	changed to	5104
	Dining Room unit	5102	changed to	5105
┌	Dormitory-Kitchen unit	5103	changed to	5106
	Dining Room unit	5103	changed to	5107
┌	Dormitory-Kitchen unit	5104	changed to	5108
	Dining Room unit	5104	changed to	5109

The following Southern Pacific-owned sleeping cars lost their names in favor of numbers on the dates indicated:

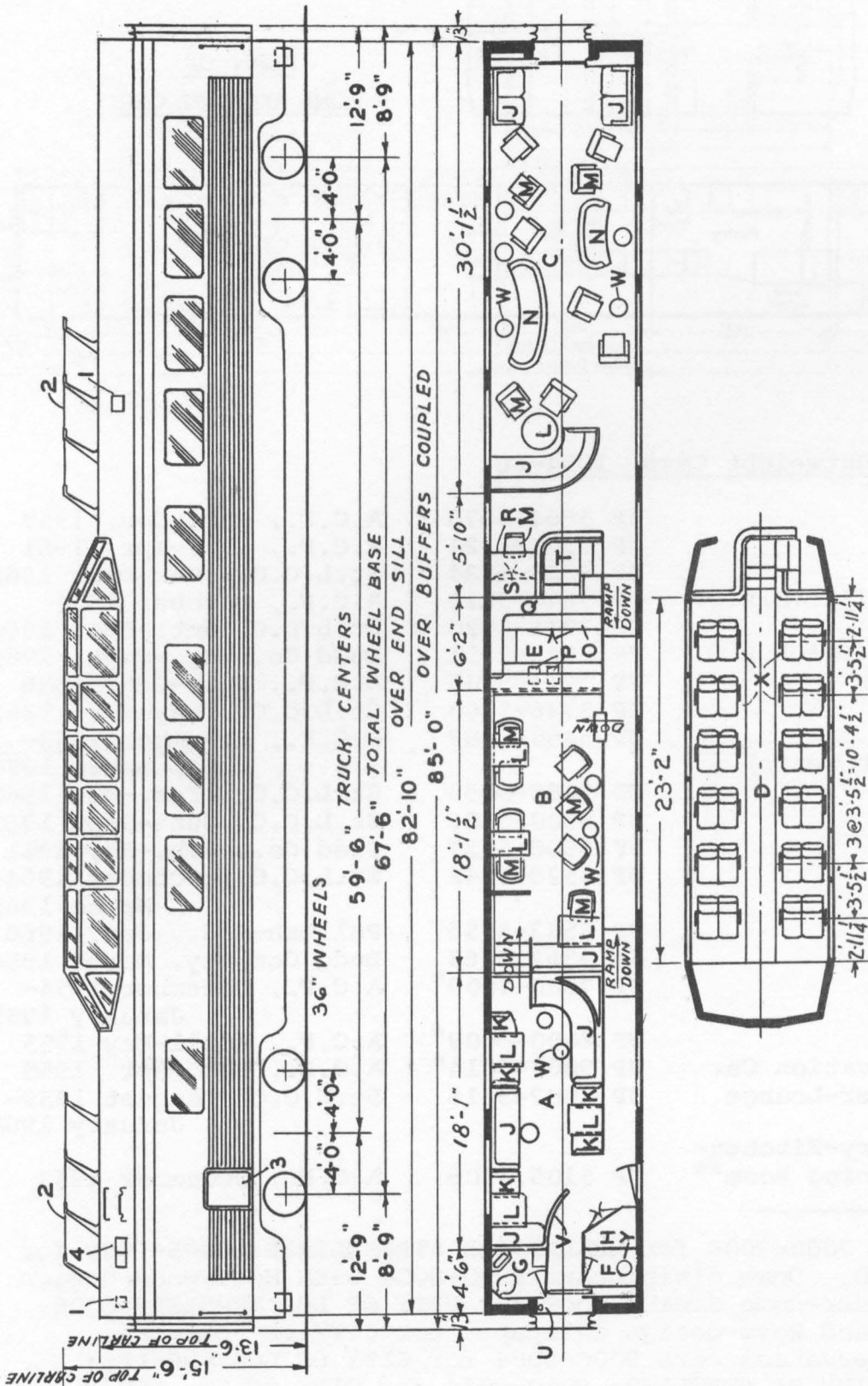
9100	--	7/49	ex-IMPERIAL HARBOR	9155	--	6/49	ex-AMERICAN RAMPART
9101	--	2/51	ex-IMPERIAL HORN	9156	--	3/50	ex-AMERICAN RANGER
9102	--	3/50	ex-SUTRO HEIGHTS	9163	--	1/51	ex-AMERICAN MANOR
9103	--	1/50	ex-YERBA BUENA	9200	--	11/49	ex-FERRY BUILDING
9150	--	4/50	ex-AMERICAN CHARM	9201	--	6/50	ex-RINCON HILL
9151	--	1/50	ex-AMERICAN DAIRYLAND	9250	--	3/50	ex-PORTSMOUTH
9152	--	11/50	ex-AMERICAN FORUM				SQUARE
9153	--	2/50	ex-AMERICAN GUARD	9251	--	4/50	ex-TELEGRAPH HILL
9154	--	1/50	ex-AMERICAN MERCHANT				

Cars 9150, 9151, 9152, 9154, 9155, 9156 and 9163 were subsequently rebuilt to Automat cars as noted in the Southern Pacific section of this book.

## XVI. TRAIN OF TOMORROW Equipment

In September 1950 the Union Pacific purchased the General Motors TRAIN OF TOMORROW (built by Pullman-Standard in May 1947) consisting of chair car STAR DUST, dining car SKY VIEW, sleeping car DREAM CLOUD and observation lounge car MOON GLOW, all with domes. The four cars were placed in service between Seattle and Portland with several heavyweight chair cars added to the consist. In March 1956 the cars STAR DUST, SKY VIEW and MOON GLOW were re-designated 7010, 8010 and 9015 respectively. On the opposite page is a plan of the lounge car MOON GLOW after the solarium end had been squared off to provide for mid-train operation. The four cars were scrapped between 1961 and 1968.

# OVERLAND ROUTE

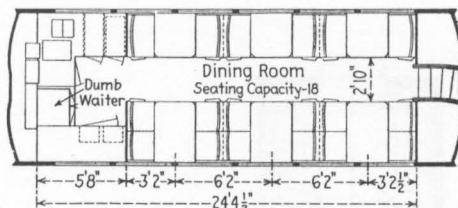


- 1- VENT
- 2- ANTENNA
- 3- LOW HEIGHT LOADING DOOR
- 4- FRESH AIR INTAKE

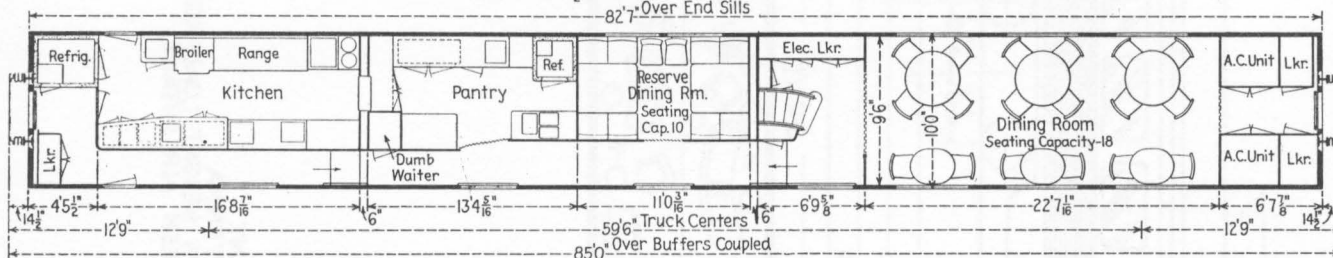
- N- SOFA
- O- REFRIGERATOR
- P- SINK
- Q- GLASSWARE
- R- WRITING TABLE
- S- LOCKER - TELEPHONE, RADIO, STORAGE
- T- STAIRWAY & PLATFORM TO ASTRA DOME
- U- HAND BRAKE
- V- WRECKING TOOLS & FIRE EXT.
- W- ASH STAND
- X- SEATS
- Y- AIR RESERVOIR

- A- UPPER COCKTAIL LOUNGE
- B- LOWER COCKTAIL LOUNGE
- C- OBSERVATION
- D- ASTRA DOME
- E- BAR
- F- STORAGE ROOM
- G- LAVATORY
- H- ELECTRIC LOCKER
- J- SETTEE
- K- BUILT IN SEAT
- L- TABLE
- M- CHAIR

# OVERLAND ROUTE



**PLAN OF  
DOME DINING CAR**



## XVII. Postwar Lightweight Cars, 1954-66

Baggage Car	UP 5664-5678	A.C.F., Oct.-Nov. 1957
	UP 6300-6324	A.C.F., Feb.-Apr. 1961
	UP 6325-6334	St.L.C.C., December 1962
Baggage-Mail car (30' R.P.O.)	UP 5814,5815	A.C.F., October 1954
	UP 5816-5820	St.L.C.C., Oct.-Dec. 1960
Baggage-Mail car (60' R.P.O.)	UP 5903-5911	Budd Co., Aug.-Sept. 1963
Postal Storage car	UP 5711-5745	A.C.F., July-Oct. 1956
	UP 5746-5780	St.L.C.C., May-Nov. 1962
44-seat Chair Car (leg-rest seats)	UP 5450-5487	A.C.F., November 1953- September 1954
	UP 5488-5499	St.L.C.C., Feb.-May 1960
	UP 5500-5507	St.L.C.C., June-Sept. 1960
	UP 5508-5527	Budd Co., Feb.-May 1961
	UP 5528-5542	St.L.C.C., October 1964- March 1965
	UP 5543-5556	Pullman-Std., Jan. 1966
	SP 2362,2363	Budd Company, March 1954
Dome Chair Car	UP 7000-7009*	A.C.F., December 1954- January 1955
Dome Dining Car	UP 8000-8009*	A.C.F., April-May 1955
Dome Lounge Observation Car	UP 9000-9014*	A.C.F., Feb.-Apr. 1955
Lunch Counter-Diner-Lounge	UP 5007-5016	St.L.C.C., August 1959- January 1960
Twin-Unit Dormitory-Kitchen- Dining Room**	UP 5105,5106	A.C.F., December 1953

\*Dome chair cars 7000-7004 for CHALLENGER STREAMLINER; 7005-7009 for CITY OF PORTLAND. Dome dining cars 8000-8004 with Hollywood-design wallpaper in under-dome dining room for CITY OF LOS ANGELES; 8005-8009 with Portland Rose-design wallpaper for CITY OF PORTLAND. Dome lounge observation cars 9000-9004 for CITY OF LOS ANGELES; 9005-9009 for CITY OF PORTLAND; 9010-9014 for CITY OF ST. LOUIS.

\*\*Dormitory-Kitchen and Dining Room units both had the same number.



# OVERLAND ROUTE

## Postwar Lightweight Cars, 1954-66, continued

6 Sections, 6 Roomettes  
4 Double Bedrooms  
Plan 4197, Lot 6957  
Pullman-Standard  
Nov. 1955 - Feb. 1956

- 1201 NATIONAL BORDER  
NATIONAL COLORS\*
- 1202 NATIONAL COMMAND
- 1203 NATIONAL CONSULATE
- 1204 NATIONAL DOMAIN
- 1205 NATIONAL EMBASSY
- 1206 NATIONAL EMBLEM
- 1207 NATIONAL FORUM
- 1208 NATIONAL FRONTIER  
NATIONAL HOMES\*
- 1209 NATIONAL PROGRESS
- 1210 NATIONAL SCENE
- 1211 NATIONAL SHORES  
NATIONAL UNITY\*
- 1212 NATIONAL VIEW

\*Wabash-owned; all other cars in the above lot owned by Union Pacific

11 Double Bedrooms  
Plan 4198, Lot 6958  
Pullman-Standard  
February-March 1956  
Union Pacific-owned

- 1501 PLACID BAY
- 1502 PLACID HARBOR
- 1503 PLACID HAVEN
- 1504 PLACID LAKE
- 1505 PLACID MEADOW
- 1506 PLACID SCENE
- 1507 PLACID SEA
- 1508 PLACID VALE
- 1509 PLACID VALLEY
- 1510 PLACID WATERS

2 Compartments  
2 Drawing Rooms  
5 Double Bedrooms  
Plan 4200, Lot 6960  
Pullman-Standard  
May-June 1956

- Union Pacific-owned
- 1303 OCEAN MIST
  - 1304 OCEAN SCENE
  - 1305 OCEAN SUNSET

14 Sections  
Plan 9107, Lot 3816  
Amer. Car & Foundry  
January-April 1954  
Union Pacific-owned

- ALPINE CAMP
- ALPINE CREST
- ALPINE GROVE
- ALPINE LAKE
- ALPINE LODGE
- ALPINE MEADOW
- ALPINE PARK
- ALPINE PASS
- ALPINE PEAK
- ALPINE RIVER
- ALPINE ROAD
- ALPINE SCENE
- ALPINE STREAM
- ALPINE VIEW

5 Double Bedrooms  
Buffet Lounge  
Plan 4199, Lot 6958  
Pullman-Standard  
April 1956  
Union Pacific-owned

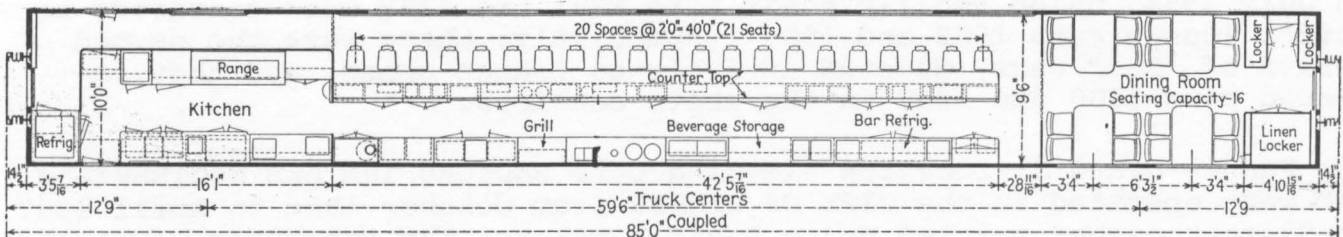
- BAKER
- BOISE
- CEDAR CITY
- CHEYENNE
- GRAND ISLAND
- LA GRANDE
- NORTH PLATTE
- OGDEN
- OMAHA
- PENDLETON

2 Compartments, 2 Drawing Rooms, 5 Double Bedrooms - Plan 9016, Lot 3815 - American Car and Foundry, December 1954 - Union Pacific-owned

- 1301 OCEAN SANDS
- 1302 OCEAN VIEW

The above two cars were originally ordered as 4 compartment, 4 double bedroom, 2 drawing room cars with the intended names IMPERIAL CHARM and IMPERIAL PALACE, but were delivered as indicated above.

Shown below is the floor plan for cars 4000-4003. The lunch counter seats were removed in 1960 and the counter itself was rebuilt for cafeteria-style serving. The four tables at the end of the car were removed and sixteen chairs were substituted, eight along each wall.



# OVERLAND ROUTE

## XVIII. Postwar CITY OF DENVER Trains

The following changes occurred in preparation for the assembling of postwar consists for CITY OF DENVER service:

Union Pacific chair cars 5200 and 5202 were rebuilt in June 1953 to a chair-lounge configuration with 20 revenue coach seats and a buffet lounge decorated in Olde English style. These were the first of the two series of "Pub" cars.

The 12-section sleeping car UNION SQUARE was renamed GREELEY. The car SEAL ROCKS was rebuilt from 4 compartments, 3 drawing rooms to Plan 4063C containing 4 compartments, 1 drawing room and 4 double bedrooms and renamed BEAR LAKE. The two cars remained articulated.

The 12-section sleeping car GOLDEN GATE PARK was renamed BOULDER. The car FISHERMENS WHARF was rebuilt from 4 compartments, 3 drawing rooms to Plan 4063C containing 4 compartments, 1 drawing room and 4 double bedrooms and renamed DREAM LAKE. The two cars remained articulated.

The above-described sleeping car changes took place in December 1953.

Union Pacific chair cars LA-405—PASADENA and LA-406—BOULDER CITY were rebuilt in December 1953 to buffet lounge cars 1500 and 1501 respectively.

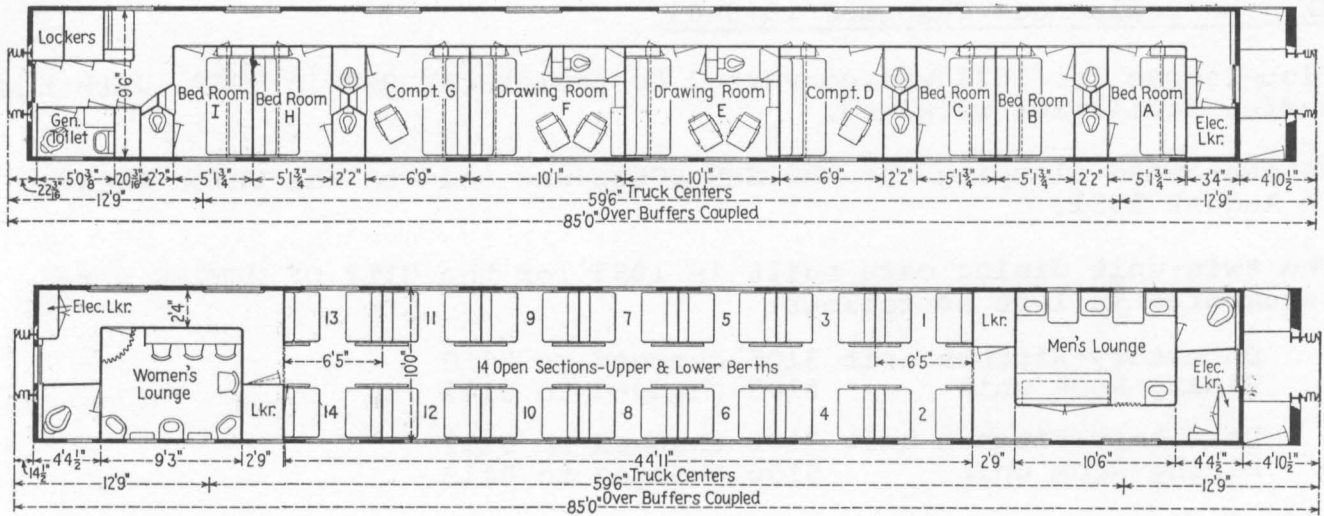
The prewar Fifth and Sixth Trains were retired from CITY OF DENVER operation on March 19, 1953. Interim trains were employed on this run until January 10, 1954, when the following two consists were placed in service:

Baggage car	C&NW 8900	C&NW 8901
Chair-Lounge car ("Pub")	UP 5200	UP 5202
44-seat Chair car (leg-rest seats)	C&NW 3480	C&NW 3482
44-seat Chair car (leg-rest seats)	C&NW 3479	C&NW 3481
Twin-Unit Dormitory-Kitchen- Dining Room	UP 5105	UP 5106
4 Compartments, 1 Drawing Room, 4 Double Bedrooms	DREAM LAKE	BEAR LAKE
12 Sections	BOULDER	GREELEY
10 Roomettes, 6 Double Bedrooms	PACIFIC ISLAND	PACIFIC SKIES
10 Roomettes, 6 Double Bedrooms	PACIFIC MEADOW	PACIFIC FORUM
Buffet Lounge car	UP 1501	UP 1500

In July 1954, Union Pacific chair cars 5201 and 5209 were converted to buffet lounge cars 1502 and 1503 respectively; these were the second series of "Pub" cars, devoted entirely to lounge space, and they replaced cars 5200 and 5202 in the above consists.

The Pennsy-owned 21-roomette sleeping cars BEDFORD INN and COATESVILLE INN were operated in the CITY OF DENVER from October 1956 to April 1957 as Sleepercoaches painted Union Pacific colors; the roomettes were sold at economy rates in competition with DENVER ZEPHYR Slumbercoach service.

# OVERLAND ROUTE



Above: Plans of OCEAN and ALPINE series sleeping cars.

## XIX. The CITY OF LAS VEGAS

The CITY OF LAS VEGAS began operation between Los Angeles and Las Vegas on December 18, 1956 with General Motors Aerotrains No. 1001 which had been modified for this service by having one coach unit removed and two others converted to refreshment cars. The new consist was as follows:

- 40-seat unit
- 40-seat unit
- 40-seat unit
- Bar-Lounge unit
- "Chuck Wagon" Buffet unit
- 40-seat unit
- 40-seat unit
- 40-seat unit
- 36-seat unit

The Aerotrains was replaced on September 15, 1957 by the following standard-size consist:

Postal Storage car	5728
48-seat Chair car	5360
48-seat Chair car	5339
Lunch Counter-Dinette	4000
"Pub" Buffet Lounge	1502
48-seat Chair car	5353
48-seat Chair car	5352
48-seat Chair car	5332

The Milwaukee Road assumed operation of Overland Route trains east of Omaha on October 30, 1955. This railroad assigned several head-end cars, coaches and diners to CITY train service, car numbers unknown. Various Milwaukee Road Super Dome cars were added beginning in 1957.



# OVERLAND ROUTE

## XX. Miscellaneous Changes, 1949-65

Club-lounge car 1521 was converted to parlor car 997 in 1949, with the buffet facilities retained.

Wabash-owned sleeping car WESTERN SCENE was sold to the Union Pacific in August 1951.

The twin-unit dining cars built in 1953 for the CITY OF DENVER were renumbered in 1956 as follows:

Dormitory-Kitchen unit	5105	changed to	5110
Dining Room unit	5105	changed to	5111
Dormitory-Kitchen unit	5106	changed to	5112
Dining Room unit	5106	changed to	5113

Cafe-lounge cars 5000-5006 were rebuilt to lunch counter-diner-lounge configuration between May 1959 and May 1960, with no change in car numbers.

Steam-generating equipment was installed in the baggage room of baggage-dormitory cars 6000, 6008, 6001, 6004 and 6006 between August and December of 1962 and the cars renumbered to 300-304 respectively. These cars were operated at the end of very long CITY OF SAN FRANCISCO-CITY OF LOS ANGELES combined consists to provide steam for the rearmost cars.

Sleeping cars AMERICAN GENERAL and AMERICAN VIEW were rebuilt in 1962 to Plan 9005A: 4 sections, 6 roomettes, 4 double bedrooms and a small snack section for overnight operation between Salt Lake City and Butte.

Nineteen sleeping cars were converted to 11-double bedroom capacity and renamed as shown below. The STAR cars were Plan 6008; SUN series were Plan 6009. Most were assigned to the CITY OF LOS ANGELES.

1701	STAR BAY	--	3/65	ex-CEDAR CITY
1702	STAR CREST	--	3/65	ex-CHEYENNE
1703	STAR LEAF	--	3/65	ex-GRAND ISLAND
1704	STAR RANGE	--	4/65	ex-LA GRANDE
1705	STAR SCENE	--	4/65	ex-NORTH PLATTE
1706	STAR VALE	--	3/65	ex-OMAHA
1707	STAR VIEW	--	4/65	ex-PENDLETON
1601	SUN CAPE	--	6/65	ex-WESTERN DAVENTURE
1602	SUN ISLE	--	6/65	ex-WESTERN HILLS
1603	SUN LAKE	--	6/65	ex-WESTERN LODGE
1604	SUN LANE	--	6/65	ex-WESTERN MOUNTAIN
1605	SUN MANOR	--	5/65	ex-WESTERN PLAINS
1606	SUN PARK	--	6/65	ex-WESTERN SEA
1607	SUN POINT	--	5/65	ex-WESTERN SLOPE
1608	SUN REST	--	7/65	ex-WESTERN STAR
1609	SUN RIDGE	--	7/65	ex-WESTERN TRAIL
1610	SUN SKIES	--	7/65	ex-WESTERN VALLEY
1611	SUN SLOPE	--	5/65	ex-WESTERN WONDERLAND
1612	SUN VILLA	--	7/65	ex-WESTERN SCENE

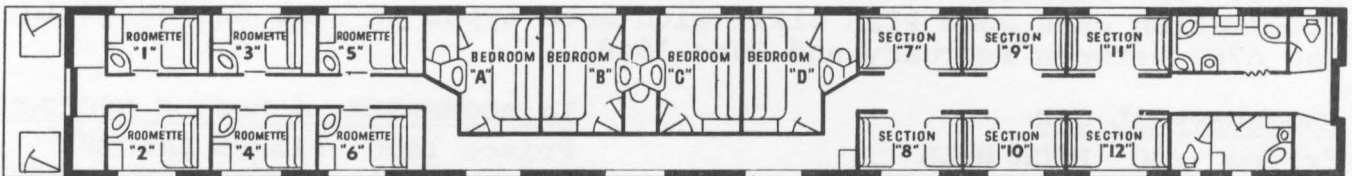
# OVERLAND ROUTE

## Miscellaneous Changes, 1949-65, continued

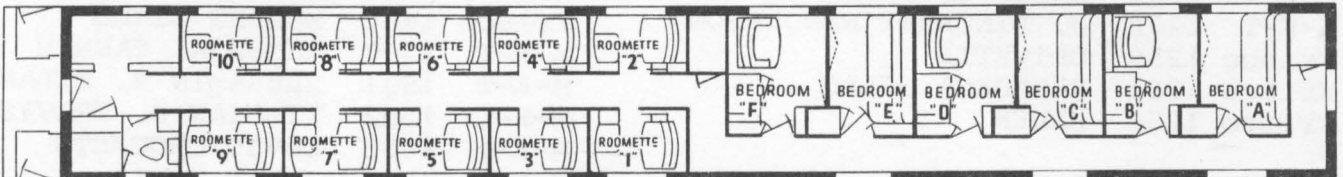
The ALPINE series sleeping cars were rebuilt to 44-seat leg-rest chair cars in 1965, receiving 5500-series numbers as indicated below.

5543 ex-ALPINE CAMP	5548 ex-ALPINE MEADOW	5553 ex-ALPINE ROAD
5544 ex-ALPINE CREST	5549 ex-ALPINE PARK	5554 ex-ALPINE SCENE
5545 ex-ALPINE GROVE	5550 ex-ALPINE PASS	5555 ex-ALPINE STREAM
5546 ex-ALPINE LAKE	5551 ex-ALPINE PEAK	5556 ex-ALPINE VIEW
5547 ex-ALPINE LODGE	5552 ex-ALPINE RIVER	

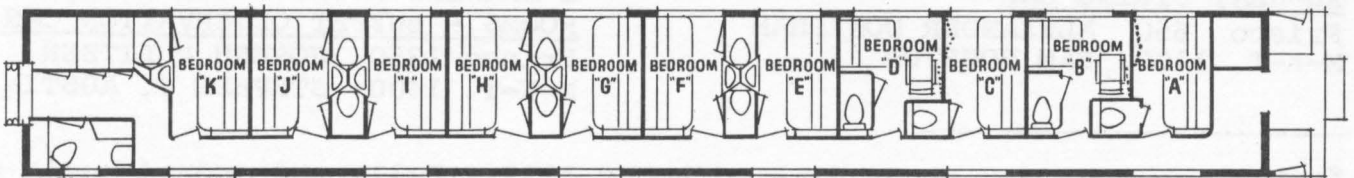
Below are shown plans of the NATIONAL, PACIFIC and PLACID series cars.



**6 Roomettes, 4 Double Bedrooms, 6 Sections**



**10 Roomettes, 6 Double Bedrooms**



**11 Double Bedrooms**

In the early 1960's three lightweight baggage cars (5714, 5715 and 5716) were converted to recreation cars for special-train service; car numbers were not changed. A stand-up bar was built along the side wall at one end of each car. A bandstand was added at the other end, about one foot off the floor, with carpeting on top. The cars were given a loudspeaker system that could be connected to a tape recorder, and on some occasions a piano was made part of the cars' equipment. The cars were frequently decorated for trips taken by Shriners, Elks and various ski groups.