



CITY OF LOS ANGELES

Diner – Stabled at Council Bluffs

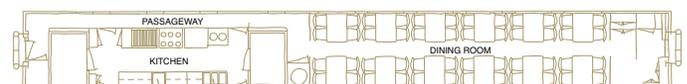
The *City of Los Angeles* was built in 1949 by American Car & Foundry as 48-seat diner No. 4808. The car still retains its original configuration and was named the *City of Los Angeles* in 1991.

The streamliner passenger train *City of Los Angeles* began weekly service between Chicago and Los Angeles on May 15, 1936. As the popularity of the train grew and more passenger cars were built, the train operated every third day. In 1947, daily service was introduced. The *City of Los Angeles* was the premier streamliner passenger train on Union Pacific. It was in direct competition with the Santa Fe Railroad's *Super Chief*. Many of Hollywood's most widely known stars traveled on the *City of Los Angeles*. The train's *Little Nugget* car was the most elaborate lounge car Union Pacific ever used. The train's club lounge, *Hollywood*, built in 1941, was the first car whose interior decoration was devised with entirely synthetic material, including the newly invented Formica and Naugahyde.

The *City of Los Angeles* became the longest regularly scheduled passenger train. At the height of the train's popularity, 17 cars made up the train, creating a bit of a controversy. Seventeen cars was considered a long train, and it was not known whether or not passengers would walk such great distances to get to the dining car.

In 1955, passenger cars with domes were added to the train's consist, including a dome dining car, unique to Union Pacific. The dome diner's gold room, with intimate dining for no more than eight, featured gold table service, instead of the usual silver.

The train remained in service until 1971, when Amtrak took over most of the nation's passenger train business.



Configuration: *City of Los Angeles* is a Flat Diner with 12 square-tops, each of which seats of four, for a total seating of 48.