

# Residents View "Miracle Train"

1,423 Visit Speed Train  
During Its Stay In  
Boulder City **3-10-34**

By WALTER KING  
Salt Lake Tribune

Is Las Vegas interested in progress?

The answer is that 7,384 men, women and children passed thru the famed "bullet" Friday afternoon and evening, as the streamline, high speed train held "open house" at the Union Pacific depot.

And earlier in the day, 1423 citizens and future citizens of Boulder City saw the pride of the Union Pacific system, the first of a series of three trains that will bring Las Vegas and Boulder City closer to its neighbors, Salt Lake and Los Angeles, by many hours.

History was recorded Friday, when the train, which has attained a speed of 109.6 miles per hour since it was first inspected by President Roosevelt in Washington, "shook hands" with the upper portal of the famed Boulder Dam.

Then the interesting sight of the beautiful canary yellow speedster passing thru a section of 30-foot pipe was recorded by camera and sound. Another "bullet" could have been placed on top of the train and still there would have been an eight-foot clearance inside of the pipe.

As the train pushed its nose from within the huge working tunnel, just a few feet from the portal wall, cameramen, swinging high above in a "skip" were recording the first passenger train to travel the wide stretches of the lands, which soon will hold the greatest artificial body of water in the world.

While Las Vegas expressed a deep appreciation and interest, the Union Pacific system and its officials were high in their praise of the loyalty of the community.

W. M. Jeffers, executive vice president; F. W. Robinson, vice president in charge of traffic and J. L. Haugh, vice president and assistant to the president were happy that southern Nevada should share with more populous centers in seeing the "bullet."

Mayor E. W. Cragin and A. C. Grant, president of the Las Vegas chamber of commerce, together with Walter R. Bracken, Nevada representative of the Union Pacific system, deserve the credit for the most unusual pilgrimage of the "bullet" to Boulder dam and to Las Vegas.

"To say that we are delighted with the latest step forward in rail transportation is putting it mildly," said Mayor Cragin. "We all know of the immense benefit that our city will derive from this train and its two sister trains. We want to be close to our neighbors and this surely will be just the ticket."

Jeffers had previously announced that the system already is building a six-car and nine-car train, both with sleeping accommodations, the first of which will be placed in regular service sometime during the summer.

The "bullet" will not be placed in service between Chicago and the Pacific coast, because of its lack of pullman facilities, but probably will be used as a daylight run, possibly between Salt Lake and Los Angeles.

"Las Vegas is a thriving, flourishing municipality," said Grant. "And we are always behind pro-

(Continued on page four)

dam in its various stages of construction, there were a goodly number, who were viewing for the first time one of the world's marvels of engineering.

After the train's guests watched cameramen aboard a "skip" photograph the "bullet" from every conceivable angle, the long trip back to Boulder City was started with many wondering how the 600-horsepower Diesel engine would behave on some of the 3.4 grades.

Any doubt as to the power was dissolved in the crucial test, all agreed.

While guests of the train were entertained at luncheon at the Six Companies Inc., messhall, the ramps were hastily set up and Boulder City officially placed its stamp of approval upon the beautiful creation.

Just how fast the new train can travel, apparently without any effort was demonstrated when the flyer touched the main line, being clocked at 75 miles an hour by several stop watches. Incidentally there are 24 stopwatches in the pockets of officials and employes on the "bullet."

While the Union Pacific is holding the limelight in the transportation world, Las Vegas and Boulder dam stepped into the "spot" with news and photographs that will add immeasurably to the city and the state prestige.

To E. C. Schmidt, director of the Union Pacific news service, is due much of the credit for the favorable representation of news reel and newspapers from western cities at the Boulder dam and Las Vegas "parties."

Others who have been prominently identified with the showing of the train since it left its "birthplace" at Pullman, Illinois, February 12 are: C. J. Collins, assistant passenger traffic manager and E. A. Kleppel, Jr., assistant general passenger agent; John C. Gale, chief special agent of the system has directed the policing.

More than 500,000 persons have passed thru the train, without a single mishap. The protection of the crowds and especially children is directly under the supervision of Gale.

The train left Las Vegas at 7 a. m., bound for Riverside, California, where it will be on show from 1:15 until 8 p. m., when it will leave for Los Angeles. After a four day stay in southern California, the tram will move north along the Pacific coast.

The "lucky piece," metal memento of the train's visit has been so popular that the second million were received by the "bullet" officials while the train stood in Las Vegas.

Jeffers left the streamline train following the Las Vegas exhibition, starting on a return trip to his headquarters at Omaha.

— HIRE LOCAL LABOR —

# 7,384 Vegas

(Continued from page one)

gressiveness and initiative. Just say we see a new era in transportation and of course, we're marching forward."

While the automobile traverses an eight-mile highway to reach the dam, the "bullet" wended its way over 34 miles of track to "touch" the upper portal.

The section of the pipe, thru which the train passed thru at the Babcock and Wilcox Co., plant weighs 90 tons, as compared to 85 tons, the weight of the three-car train. While the train rested with its nose sticking out of the pipe, Jeffers spoke for the national news reels.

The 30-foot section of pipe soon will be a link in carrying water from the intake towers to the powerhouses on the Colorado river.

While the majority of the guests aboard the "bullet" had seen the