

The  
Streamliner

CITY OF PORTLAND

U N I O N   P A C I F I C   R A I L R O A D



C H I C A G O   A N D   N O R T H   W E S T E R N   L I N E

# *The Streamliner*

CITY OF PORTLAND





● The "City of Portland" described in this booklet is a 13-car train plus a 3-car Diesel power unit. Perhaps the most outstanding feature of this train is the Observation-Lounge Car, named the "Copper King," embodying remarkable innovations in railroad development.

The deft decorations, unique and colorful, are by Mrs. W. A. Harriman, wife of the Chairman of the Board of the Union Pacific. Her contribution to the unusual interior decorations of other Union Pacific streamline trains has created considerable favorable comment.

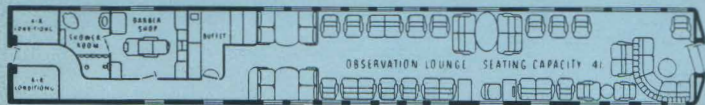
The "Copper King" is the first "light-conditioned" car in railroading and the first in which copper has been used so extensively for interior decoration, finishings and appointments. The final touch of the selections of color schemes for the furniture, the decorating, upholstering, carpeting and the exquisite buffet and other interior appointments was added by Mrs. Harriman.



*Pullman passengers enjoy complete relaxation in the "Copper King".*



# The Copper King



The "Copper King" Observation-Lounge Car.

● As the name implies, the "Copper King" is resplendent in shimmering copper. The side walls have satin finished copper paneling. Tables, smoke-stands and other accessories are constructed of copper bronze and the same metal has been skillfully used in the specially designed furniture. The service buffet, near the entrance to the car, is a harmonious symphony of copper and glass.

As a result of using copper as the dominant decorative note, the interior has a rich glowing beauty enhanced by the contrasting deep green and henna material with which lounges and chairs are upholstered.

\* \* \* \*

The "Copper King" adds another page to transportation history in that it is the first railroad car in the world equipped with Polaroid windows, a modern scientific miracle.

By merely turning a handle, passengers can regulate the amount of daylight coming through the circular windows. Glaring sun-rays can be

eliminated without shutting out the view; an advantage not possible with ordinary curtained windows.

Outside light can be entirely "blocked" by turning to the darkest position. Then the windows appear almost black to passengers and opaque purplish disks to people on the outside.

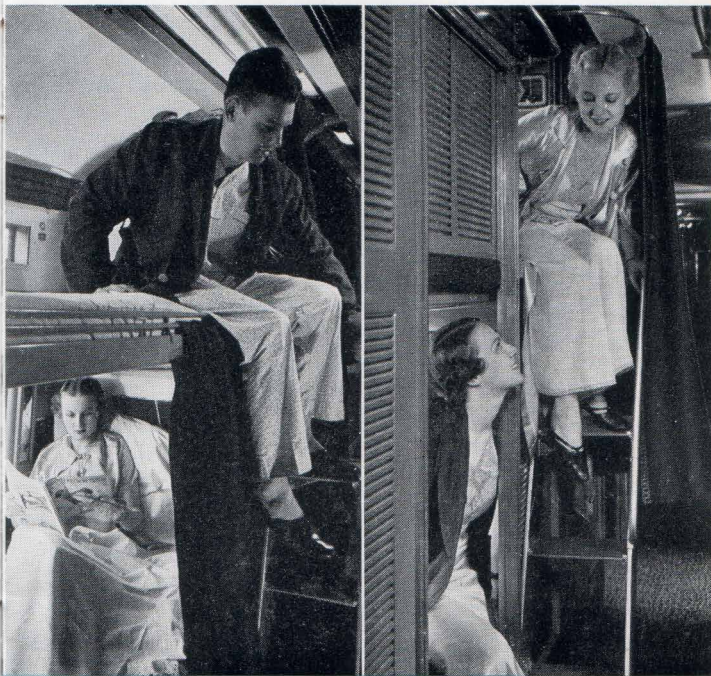
Thus, for the first time, train passengers can select the daylight that best suits their requirements . . . can have the same eye-comfort regardless of whether they are sitting on the sunny or shady side of the car. Twenty-nine of these amazing "light-conditioning" windows are installed in the "Copper King." For night lighting there are thirty ceiling fixtures providing adequate and restful diffused illumination.

\* \* \* \*

Mrs. Harriman's plans for the interior design of the "Copper King" were executed by Mandel Brothers of Chicago and the furniture was manufactured from the design by Holabird and Root of Chicago, associate architects.



# *The Sleeping Cars*



*Passengers have their choice of various types  
of Pullman accommodations.*

● The six sleeping cars in the "City of Portland" represent the last word in sleeping car design and luxury.

Four of the Pullman cars have eleven sections each; three of those cars being the open section type; the fourth car of a semi-closed type. The other two are bedroom cars, each with eight bedrooms of the latest type, and one compartment.

In the semi-closed type Pullman each section has, in addition to the customary curtain, an aluminum sliding panel which is closed during night-time occupancy. Open, during the day, they give semi-privacy or may be closed, permitting the privacy of the present-day compartments. Protruding curtains greatly facilitate dressing in upper as well as lower berths. Individual steps for upper berths automatically fold up when not in use and are entirely removed in the daytime or when the space is used as a section for single occupancy.

Windows in the upper berths are another new



The "Honolulu," "Hawaii" and "Santa Anita" are Open Section Cars.

feature of the unique design and construction of the Pullmans.

Two sections designed for tall persons, in each of the eleven-section cars, are 6 feet, 6 $\frac{3}{4}$  inches long—six inches longer than standard berths. The others are of standard length.

\* \* \* \*

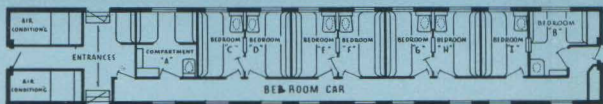
The Rest Rooms are spacious, spotlessly clean, modernly equipped and tastefully decorated. Lighting fixtures over the clear-glass mirrors provide adequate illumination. In the Men's Rest Rooms there are outlets for electric razors.

The Women's Rest Rooms are done in French grey and powder blue, with fixtures of satin-finish chromium . . . truly modern and unusually attractive.



*The "Oahu" Closed Section Sleeping Car.*





The Bedroom-Compartment Cars are "Lanai" and "Mormon Trail."



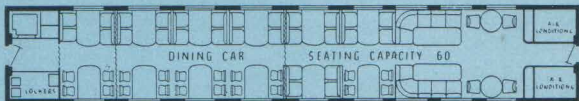
# The Dining Cars

● Immediately ahead of the Pullmans are the two Dining Cars . . . one a full-length Diner seating sixty people and the other a "Coffee Shop" Diner with thirty-two seats. Those famous "meals that appeal" are expertly prepared by skillful chefs who have the finest of fresh food and most modern culinary equipment available.

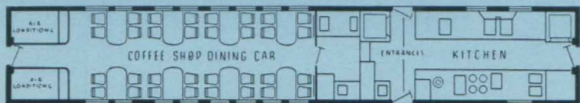
Realizing that an inviting, colorful atmosphere adds to the enjoyment of any meal, soft hues of burgundy and green are profusely employed in the deep carpeting and upholstery. The rich coloring shows to splendid advantage against the light French grey walls and is in striking contrast to the bright yellow table linen.

As a delightful departure from the ordinary, one end of the large Dining Car is furnished with lounge seats . . . a sort of "cozy corner" that adds a novel touch to the interior arrangement.

A radio provides an unobtrusive orchestral background for the added pleasure of diners.



*The full-length Dining Car is unusually attractive.*



*The "Coffee-Shop" Diner features moderately priced meals.*

# The Coaches

● So that persons who prefer Coach travel may take advantage of the time-saving Streamliner speed, the "City of Portland" carries modern Coach equipment.

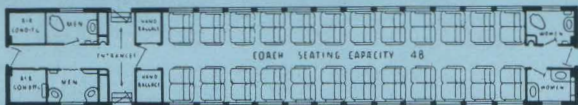
This sixteen-car Streamliner has three Coaches providing a total of one hundred thirty-six seats. Perhaps "Chair Cars" would be a more appropriate term for this equipment as there is an individual chair-seat for each passenger. By pressing a lever in the chair-arm, the back can be tilted to a reclining position. The seats are finished in a pleasing shade of brown upholstery.

There is no charge for pillows or porter service. Soft blue night lights help to induce sleep.

The floors are of cork tile with the aisle in burgundy colored carpeting. Walls and ceiling are in light cream.

The overhead luggage racks are exceptionally wide. The spacious rest rooms are modernly equipped.





*Coaches are spacious, with restful, reclining chair-seats.*





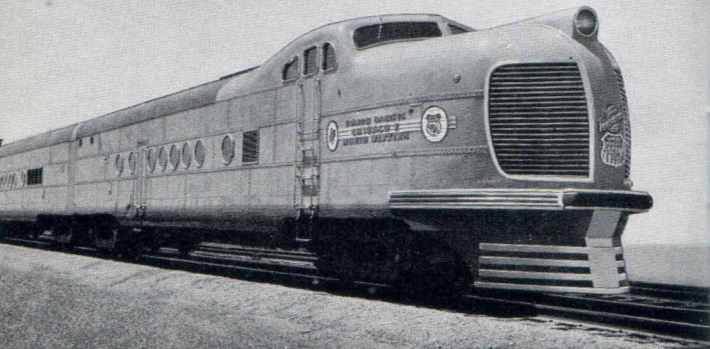
*Air-conditioning and other conveniences  
are enjoyed by coach occupants.*

## *The Power Cars*

The "City of Portland" is driven by three 1200 horsepower 16 cylinder Diesel engines, one in each of the three power cars. In addition, there is a 100 horsepower auxiliary unit for operation of the lighting system and air-conditioning apparatus.

The forward power car is sleek and streamlined in appearance, forming a gleaming contrast to the attractive yellow color of the train. The nose is enclosed in a chromium plated grill. There are four traction motors on the trucks of each power car.

*A powerful, 3,600 horsepower Diesel-electric locomotive (three units) speeds the "City of Portland" on its way.*



# Safety Features

● The exterior of the Streamliner "City of Portland" is painted on the sides and rounded nose armour yellow—a color easily seen at a great distance—and the top and bottom trim is harbor mist grey, affording a pleasing contrast to the predominating shade of yellow.

The low center of gravity, a distinctive feature of Streamliner construction, assures safety and greater riding comfort at high speeds. The elevated cab with its dual controls, the dual fog-penetrating headlights, the increased visibility of the motor-engineer, the long-range siren, the double shatter-proof plate glass windows and a braking system, especially designed to insure utmost safety at high speeds, are other outstanding features of the train.

## Sailings

The Streamliner, "City of Portland" makes five "sailings" every month from the "port" of Chicago and the "port" of Portland.

Westward		Eastward	
6:15 pm. Lv.....	Chicago.....	Ar. 12:15 pm.	
	(Via C. & N. W. Ry.)		
1:51 am. Ar.....	Omaha.....	Lv. 4:30 am.	
2:00 am. Lv.....	Omaha.....	Ar. 4:20 am.	
	(Via U. P.)		
8:00 am. Ar.....	Portland.....	Lv. 6:30 pm.	
From Chicago—4th—10th—16th—22nd—28th			
From Portland—1st—7th—13th—19th—25th			

The North Western-Union Pacific famous fleet of air-conditioned trains between Chicago and all the West includes—

**PORTLAND ROSE**—Chicago, Omaha, Portland, Tacoma, Seattle.

**LOS ANGELES LIMITED**—famous all-Pullman train.

**OVERLAND LIMITED** (all-Pullman) Chicago-San Francisco.

**THE CHALLENGER**—Coach-Challenger Sleeping Car train on fast schedule between Chicago, Omaha, Salt Lake City, Los Angeles; also Chicago-San Francisco. Also Challenger service Chicago-Portland.

**PACIFIC LIMITED**—Chicago, Omaha, Los Angeles, San Francisco, Portland, Tacoma, Seattle.

**THE COLUMBINE**—Chicago, Omaha, Denver.

**THE STREAMLINERS:**

City of Los Angeles,

39¾ hours, Chicago-Los Angeles.

City of San Francisco,

39¾ hours, Chicago-San Francisco.

City of Portland,

39¾ hours, Chicago-Portland.

City of Denver,

daily overnight service between Chicago and Denver.

**UNION PACIFIC R. R.**

**W. S. BASINGER**

*General Passenger Traffic Mgr.*  
Omaha, Nebr.

**C. & N. W. RY.**

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*Passenger Traffic Mgr.*  
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PRINTED IN U.S.A.

11-41

RAND McNALLY

