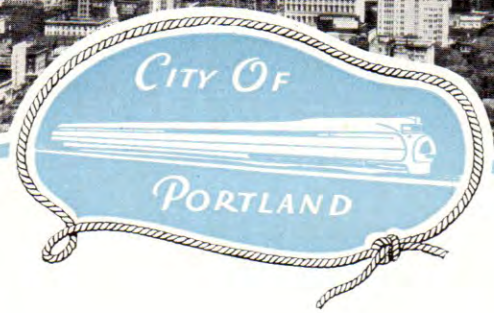
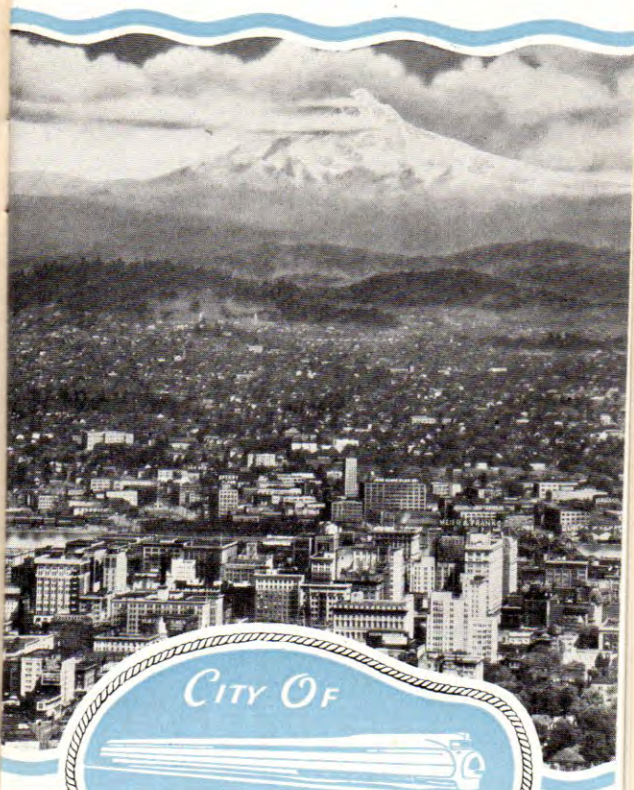


The
Streamliner

CITY OF PORTLAND



The Streamliner

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EVENTS move quickly in the field of transportation. Only a few years ago the streamline train was a thing unknown. Then the Union Pacific startled America with the announcement that it had such a train—the first Streamliner ever built. A 3-car unit, it was put to the test—and proved its practicability as an answer to the railroads' need for faster trains and greater comfort.

SETTING THE PACE

Then came the first 6-car Streamliner with Pullman sleepers. Union Pacific again pioneered. This train, pictured here as it left Los Angeles, as it refueled en route, and as it arrived in New York, shattered every speed record for cross-continent train travel.

It left Los Angeles 10.00 p.m., October 22, 1934; attained a maximum speed of 120 miles per hour; traveled 508 miles at an 84-mile an hour average; arrived Chicago in 38 hours, 52 minutes; New York in 56 hours, 55 minutes.



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A new era in transcontinental travel was launched when this record-smashing train was placed in regular service. Christened "The Streamliner, City of Portland", and operating between Chicago and Portland, Oregon, it inaugurated the first 39¼ hour service between Chicago and the Pacific Coast.

With the addition of a smart new diner-lounge car to the original six cars, the "City of Portland," is a 7-car train. It consists of the power car, mail-baggage car, diner-lounge, three Pullmans and a coach-buffet car.

A SEVEN-CAR TRAIN

The train is constructed of aluminum alloy, which was selected because of its lightness. The weight of the entire train is about one-third the weight of a conventional 7-car train and locomotive. It is 454 feet, 11 inches in length.

The train is completely air-conditioned. Windows of shatter-proof glass are permanently sealed for exclusion of dust or dirt. The air of the cars is changed every four minutes, maintain-

ing a comfortable temperature, without drafts.



ing a comfortable temperature, without drafts.

The interior of the train is in simple but striking design. Blue is the predominant motif, starting with a nearly white color at the top of the vaulted ceiling and shading down through darker blues to a very dark blue beneath the window sills. The various shades are separated by an aluminum

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panel effect. The seats are covered with a golden brown tapestry and trimmed with aluminum.

Pullman cars first came into use years ago when it was realized that restful



sleep on an overnight journey was as important as reaching a destination. Since then improvement has followed improvement.

Two of the Pullman cars are of the 8-section type and include a compartment and a bedroom. The third Pullman is of the 10-section type with a compartment and a bedroom. The three sleeping cars have accommoda-

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tions for sixty-four passengers, assigning one passenger to each berth.

THE SLEEPING CARS

They represent the last word in sleeping car design and luxury, and in many respects are radically different from any such cars previously built.

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 present-day compartments.

Protruding curtains greatly facilitate dressing in upper as well as lower berths in the new Pullman sleeping cars. 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.

Two sections in each of the Pullmans, designed for tall men, are 6 feet, 6 $\frac{3}{4}$ inches long—6 inches longer than standard berths. The rest are of standard length.

The individual, collapsible wash-bowls and cabinet with lighted mirror

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in every lower berth is an innovation which adds greatly to the convenience of the passenger.

THE LOUNGE CAR

The Lounge Car on the "City of Portland," is unusually smart and comfortable. When you sink into one of its easy chairs you sense the fact that comfort was the thing sought for . . . and attained. Current magazines help to make travel hours pass pleasantly as you speed on to your destination.

The Lounge is radio equipped, of course, and with outside noises reduced to a whisper . . . thanks to air-conditioning and special insulation . . . you might



even forget that you are on a speeding train, and imagine instead you are in your own home or club.

In building this train, comfort was considered equally important as fast train schedules . . . the cool, clean, satisfying comfort of air-conditioned



● Articulated trucks and the low center of gravity provide unusually smooth riding quality at high speed on The Streamliner, "City of Portland."

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trains and equipment best suited to distance travel. The "City of Portland," is a concrete example. With amazing speed it carries you to your destination . . . and when you arrive you are rested, refreshed.

THE DINER

Forward of the Lounge is the Diner, which accommodates



thirty people. Seldom, if at all, is it necessary to wait for service. "Meals that appeal" is an inflexible rule.

A glance at the menu will tell you that prices are moderate. Only the finest of foods are served, and these are prepared by experts.

The last car on the train, the coach-buffet, accommodates fifty-four passengers. The deep-cushioned seats were designed for utmost comfort in distance travel, and may be reclined to several positions, independent of the adjoining seat. Complete relaxation is possible, and whether a journey is

THE COACH-BUFFET

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short or long it becomes altogether a delightful experience.

A unique buffet-kitchen is built into the fin-like tail of this last car of the train. It is replete with compact,



space-saving devices for the preparation of light meals and luncheons. Coach passengers are served at their seats on individual trays, which, except at mealtime, may be used for writing purposes.

The 1,200-horsepower, 16-cylinder, V-type Diesel engine, in use on the "City of Portland," represents the latest development in this type of power. It has

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proved to be entirely dependable under all conditions. The engine is directly connected to a generator which provides

THE MOTOR

electric energy with which the four traction motors on the trucks of the power car are driven.

The exterior of the "City of Portland" is painted a rich autumn brown, top and bottom, with sides of all cars and front end and cab on power car an armour yellow—a color selected because it can easily be seen at great distances.

The low center of gravity, the ele-



vated cab with its dual controls, the dual fog-penetrating headlights, the increased visibility of the motor-engineer, the long-range siren, the shatter-proof glass windows and the long-range visibility of the exterior colors; a braking system, especially designed to insure utmost safety at high speeds, are outstanding features of the train.

SAFETY FEATURES

The Streamliner, "City of Portland," offers modern travel at its best—economical, safe travel at high speed, and in delightfully restful air-conditioned comfort.

SAILINGS

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

Westward

6.15 p.m. Lv. **Chicago** Ar. 9.30 a.m.
(Via C. & N. W. Ry.)

1.51 a.m. Ar. **Omaha** Lv. 1.40 a.m.

2.00 a.m. Lv. **Omaha** Ar. 1.30 a.m.
(Via U. P.)

8.00 a.m. Ar. **Portland** Lv. 3.45 pm.

From Chicago—4th—10th—16th—22nd—28th

From Portland—1st—7th—13th—19th—25th

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• In addition to the The Streamliner, "City of Portland" the famous fleet of transcontinental Overland Route trains, now completely air-conditioned, includes:

THE PORTLAND ROSE

Chicago-Omaha-Portland-Tacoma-Seattle

THE STREAMLINER, "CITY OF LOS ANGELES". Extra fare.

LOS ANGELES LIMITED

Chicago-Omaha-Salt Lake City-Los Angeles

THE STREAMLINER, "CITY OF SAN FRANCISCO". Extra fare.

SAN FRANCISCO OVERLAND LIMITED

Chicago-Omaha-Ogden-San Francisco

PACIFIC LIMITED

Chicago-Omaha-Portland-Tacoma-Seattle-
Los Angeles-San Francisco

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