



## PORTLAND ROSE

### Coach – Stabled at Council Bluffs

The *Portland Rose* was built by American Car & Foundry in 1953 as 44-seat coach No. 5473. It was renamed the *Portland Rose* in 1990.

This coach was named after the train *Portland Rose*, which began service between Chicago and Portland, Ore., on Sept. 12, 1930. The *Portland Rose* was heralded as “A Triumph in Train Comfort,” with its own china pattern and specially decorated club observation car, the *Portland Club*. This car featured a radio, soda fountain, maid service, hairdresser, barber, valet and bath. The rose was the decorative motif for this train. The soft, deep pink of “Madame Caroline Testout,” the official rose of Portland, was the prevailing color. Through the Columbia River Gorge, between The Dalles and Portland, an open top observation car was added on the rear of the train.

In 1941, the *Portland Rose* took on a Challenger section with meal prices of 35 cents for breakfast, 40 cents for lunch and 50 cents for dinner. The entire train was air-conditioned, but the luxury accommodations were found on the streamliner *City of Portland* and the *Portland Rose*. This second section ran 10 minutes behind and combined with the *Portland Rose* at Green River, Wyo., to finish the trip to Portland. When streamliner *City of Portland* began daily operation on Feb. 15,

1947, the *Portland Rose* was re-routed to run between Denver and Portland. On Jan. 10, 1954, service was extended to Kansas City, Mo., replacing Pony Express trains between Kansas City and Denver. *Portland Rose* service ended May 1, 1971.



Configuration: *Portland Rose* is a Flat Coach Car with public restrooms at each end of the car and coach-style seating in the remainder of the car. Total seating capacity is 44.