



# NORTHSTAR NEWS

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## Meeting Notice

The Next meeting of the Northstar Chapter of the NRHS will Held **October 19, 2013 6:30 pm**, at Roseville Lutheran Church at 1215 Roselawn Avenue, midway between Lexington and Hamline Avenues in Roseville. See map on following page. *Note the EARLIER START TIME at 6:30 pm.*

Program: Slide Show by John Cartwright

There will be a pre-meeting get-together at the Keys Cafe and Bakery at the northeast corner of Lexington and Larpenteur starting about 5:00 pm. PLEASE CALL Bob Clarkson at 651-636-2323 and leave a message with your name and the number of persons coming with you.

## Northstar Chapter Officers

<b>President</b>	<b>H Martin Swan</b>	<b>hmartinswan@msn.com</b>	<b>612-961-1684</b>
<b>Vice President</b>	<b>Richard Tubbesing</b>	<b>Tubbesing261@yahoo.com</b>	<b>763-757-1304</b>
<b>Past President</b>	<b>Dawn Holmberg</b>	<b>dawn@dholmberg.com</b>	<b>763-784-8835</b>
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<b>Treasurer</b>	<b>Dan Meyer</b>	<b>treasurer@northstar-nrhs.org</b>	<b>763-784-8835</b>
<b>Secretary</b>	<b>Dave Norman</b>	<b>nevad11@hotmail.com</b>	<b>612-729-2428</b>
<b>Trustee</b>	<b>Gary Rumler</b>	<b>nlcdrumler@gmail.com</b>	<b>651-385-8752</b>
<b>Staff</b>			
<b>Program Chairman</b>	<b>Richard Tubbesing</b>	<b><u>Tubbesing261@yahoo.com</u></b>	<b>763-757-1304</b>
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<b>Trip Director</b>	<b>John Goodman</b>	<b><u>Jhgoodman2001@yahoo.com</u></b>	<b>612-839-0905</b>
<b>Chapter Librarian/Historian</b>	<b>John Cartwright</b>	<b><u>stationman86@yahoo.com</u></b>	<b>651-481-8479</b>
<b>Web Master</b>	<b>Dan Meyer</b>	<b><u>treasurer@northstar-nrhs.org</u></b>	<b>763-784-8835</b>
<b>Chapter Mailbox</b>	<b>Northstar Chapter NRHS</b>	<b><i>PO Box 120832</i></b>	<b><i>St Paul MN 55112</i></b>
<b>Unofficial Library Data Base Administrator</b>	<b>Russ Isbrandt</b>	<b><i>rmisbrandt@comcast.net</i></b>	

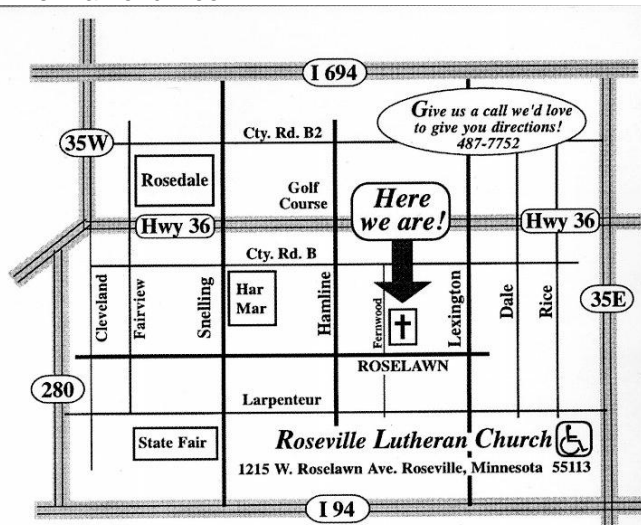
## MEMBERSHIP INFORMATION

Dues are \$54 (\$39 for the National dues and \$15 for the local dues). Family memberships are \$5 per person additional. The student rate is \$22 (\$16 for the National, \$6 for the Northstar Chapter). If you want to join, an application is available at <http://www.northstar-nrhs.org/>. Print out this application and send it with a check made payable to "Northstar Chapter NRHS" to Northstar Chapter NRHS Membership Services, P.O. Box 120832, St. Paul, MN 55112.

A subscription to this newsletter may be obtained for \$18 for either printed or electronic edition by sending a check to the post office box above specifying the form of the newsletter you desire. A subscription does NOT include voting privileges at chapter meetings nor any of the NRHS membership benefits and no membership application is needed.

### Meeting Site

From the east and west take MN 36 to Lexington Avenue. Drive south on Lexington Avenue to Roselawn Avenue and turn right. The large lighted parking lot is on your right as you travel west on Roselawn. Use the lower entrance to the church and turn left through the commons area. We'll be in room 40, The Diamond Room.



### Editors Column

From the Editor:

From John Goodman:

**Obituary:** I received a phone call this morning from Richard Hyllestad to inform me that his father **Ken Hyllestad** had died in the later part of August of this year.

Both Ken and Dick are long time members of our chapter. Ken was 97 1/2 years old at his death. No memorial services have as yet been planned.

Ken worked with me at the CMStP&P depot in Minneapolis. He also worked briefly with Amtrak in the first year (1971) at the GN depot in Minneapolis. Ken was a ticket clerk for many years.

Ken lived in South Minneapolis for many years.

## With Concerns of the NRHS financial health, here is the latest report

### National Representative Report

By Carl Jensen

At the June NRHS Advisory Board and Board of Directors meetings in Minneapolis there was again more discussion about the lack of financial information from the National Office. Also a 2013 budget was finally proposed by management and approved with very slight modification by the Board. (National Reps cannot vote on this). There was a strong attempt to amend the budget proposal by one Board member, whose various motions were systematically countered by the President. Nearly all comments on the proposed amendments were discussed only by the President whose rational in many cases was that the budget was only for 2013 and since half the year was already past much of the money had already been spent or committed. Only one proposed amendment amounting to a \$1,000 reduction in an item in the budget was passed by the board. They defeated every other proposal for change. The board did not really take a proactive role in attempting to make some hard decisions and cut expenses. The budget projects overall income of \$943,000, compared to expenses of \$1,017,000 or a net LOSS of (\$74,000) for the year 2013.

The financial report was sent out from the National Office in August (it was promised by early July). It is very important to note that this report covers only the first half of 2013. A couple of items are worth noting: Convention income for 2013 is budgeted for \$400,000 but none is listed for the first half of 2013, even though much of that income will have already been received during the early part of this year. Some convention expenses are already on the books (\$106,500) which probably represents deposits and other preliminary convention planning expenses. Why convention income already received is not shown in the year to date actual column compared to budget is not explained.

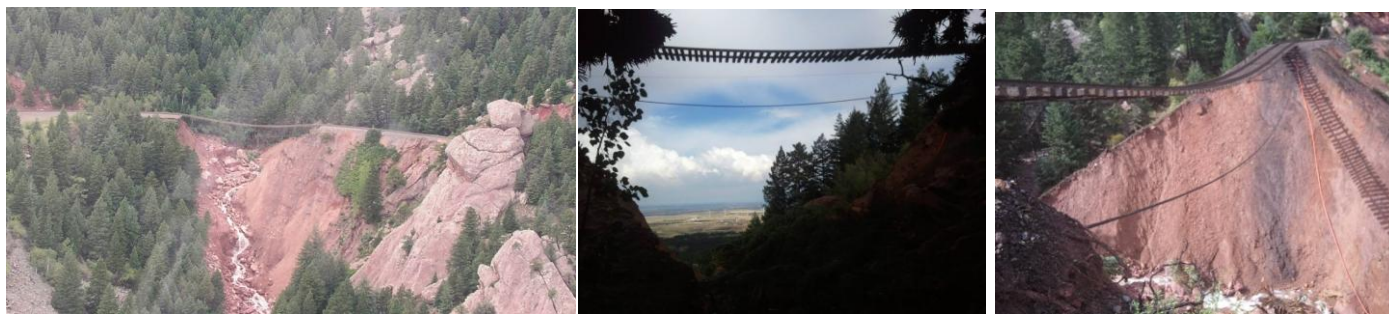
Nearly all of the various budget categories shown represent summaries for comparable income or expenses, and it is hard to analyze the details (especially of expenses) as to what the actual individual expenditures within a category entail. Association Management is the Fernley & Fernley account which is the largest single budgeted expense (\$172,000) with the Bulletin as second (\$100,000). Convention expenses are mostly variable depending on attendance whereas the F&F and Bulletin items are for all intents and purposes fixed either by contract (F&F) or Management's traditional commitment to the Bulletin. As budgeted convention income is projected at \$400,000 and expenses at \$350,000 thus projecting a net profit this year. While management stated they felt the convention was "in the black" as of the board meeting, they made no further specific estimates on what the results will be. There is some additional financial data available. Please see or talk to me if you would like to discuss the NRHS financial report in more detail.

RailCamp in 2014 will be headquartered in the East at the University of Delaware from July 6-12, with venues at Amtrak (2 days) Strasburg, PA (2 days and final at Amtrak for 24 campers. The Western RailCamp will headquarter in Tacoma WA July 27-August 3 with venues at Amtrak; Sound Transit; Tacoma Rail Mt. Rainer Scenic. This camp will be for 5 and a half days for 16 campers. Fee will be \$1,200 for each camper. Roanoke Chapter is offering a scholarship for one camper, preferably someone from our area, but available to another candidate if we can't nominate one of our own.

The next joint Board and Advisory Committee meeting will be in November, although I understand a called meeting (presumably closed) of the Board only will be held in October, supposedly to discuss financial matters at that time. Results of the convention and first returns for 2014 dues should be in by then.

### **Moffat Line Washouts in Colorado (from Trains Newswire and various news sources (provided by**

**John Goodman)** As noted herein this major washout, about 100 feet deep, is about 25.4 rail miles northwest of downtown Denver, apparently just west of the west switch of the CTC siding at "Plain," formerly known as Plainview. Mileposts on this UP ex-D&RGW (former Denver & Salt Lake Railroad) main line route, start at Mile Post 0.0 at Denver Union Station, and wind northwesterly through 30 smaller tunnels before reaching East Portal of the 32,797-foot Moffat Tunnel at MP 50.2.



Photos by Jefferson County (Colo.) Sheriff's Department

Amtrak trains 5 and 6, the "California Zephyr," normally use this route daily, and are being rerouted until further notice between Denver and Salt Lake City via the UP main line through Cheyenne (Speer) WY, Laramie WY, Rawlins WY, Green River WY, and Ogden UT, to then rejoin the former WP/SP combined route Salt Lake City to Sacramento and Emeryville/Oakland CA.

### **TRAINS NEWS WIRE September 15, 2013**

Heavy rains washed away roadbed beneath Union Pacific's Moffat Tunnel Subdivision in Colorado late last week. DENVER – Flooding is still a major problem for Colorado railroads. Many main lines out of Denver are out of service Monday as the railroads battle the rising water. The floods hit the state late last week and now affect 15 counties in eastern Colorado. Only the Union Pacific Limon Subdivision to the east and BNSF-UP Joint Line to Pueblo appear to be spared from major damage at this point.

BNSF Railway's Front Range Subdivision is out-of-service at Longmont, cut by the rising St. Vrain River on Sept. 13. The Brush Subdivision is out of service at Hillrose, near Brush, as of 7:00 a.m. Sunday. Initial reports from people on the scene indicate a 500-foot section of roadbed is damaged.

BNSF and Union Pacific were using the Brush Subdivision as a detour route until it was shut down. UP had moved a Z-



LADV intermodal train across the Overland Route to Julesburg and ran it via Sterling. There, BNSF handled train into Denver on Saturday. With the Sunday closing of the line, future detour moves like this are not possible. Union Pacific's Moffat Tunnel Subdivision went out of service at Utah Junction, north of Denver, to Pinecliffe early Thursday when rock derailed two empty coal cars on westbound train C-EGWE. Roadbed issues developed Friday between Tunnel 2 and Tunnel 3 and near Tunnel 16. Rock slides, water over the tracks, and ballast scouring.

### **Trains news wire (Sept 20, 2013): Union Pacific sending rock train to Moffat Line washout**

**Sept 20 2013**

UP is cycling stone trains between Denver and the washout to repair the route as soon as possible.



Photo by Joe McMillan

DENVER – Union Pacific has started operating around-the-clock rip-rap and ballast shuttle trains from Denver to a major washout, just west of Plain siding west of Denver. UP hopes to reopen the line about Oct. 1, according to sources close to the railroad.

During the floods last week in Colorado caused by record rainfall, Union Pacific's former Denver & Rio Grande Western Moffat Line was flooded out between West Leyden and Crescent with a huge washout between Tunnels 2 and 3. The washout is about 150 feet deep and 200 feet long.

### **'California Zephyr' to detour via Wyoming "until further notice" Sept 19, 2013**

Union Pacific has reopened its Denver-Cheyenne, Wyo., line, which was also damaged by the floods, and is rerouting Amtrak Nos. 5 and 6, the *California Zephyr*, via Cheyenne for the duration of the service interruption. With the line north of Denver reopened, UP is using it to ship unit rock trains south from Cheyenne to the washout on the Moffat Line.

DENVER, Colo. – Amtrak is detouring its Chicago-Emeryville, Calif., *California Zephyr* over Union Pacific's Wyoming main line while repairs are made to its route west of Denver. The passenger carrier announced today that the detour will begin Sept. 20 and continue "until further notice." Amtrak will provide alternate transportation by chartered buses for passengers to and from Glenwood Springs and Grand Junction, Colo., and Green River, Helper and Provo, Utah. Local conditions prevent Amtrak from providing alternate transportation to Fraser-Winter Park and Granby, Colo.

The detour will follow a portion of the original transcontinental UP route completed in 1869. While the scenery is less mountainous than the *California Zephyr*'s regular routing through the Moffat Tunnel, it offers broad vistas of the high plains and an opportunity to see pronghorn antelope and other wildlife. The route last saw regularly scheduled Amtrak service in 1997 with the discontinuance of the *Pioneer*, but it has been used for other detours since then.

No public stops will be made on the detour route in Colorado, Wyoming, and Utah. Amtrak spokesman Marc Magliari tells Trains News Wire the train crew will likely accommodate passengers with a smoking stop during the crew change at Green River, Wyo.

### **SPECIAL AMTRAK TRAIN VISITS TWIN CITIES - Sept 11 2013 to Sept 13 2013**

From the Friends of the 261 web site.

The Friends of the 261 has a tremendous opportunity to expand its educational programs in the "Arts & Entertainment" industry on a cross country trip. The funds from the trip will help support many improvements to the 261 and the fleet.



Train at Daytons Bluff, and Midway Station St Paul. Pictures by R Tubbesing

**About Station to Station:** "Organized by artist Doug Aitken, Station to Station will connect leading figures and underground creators from the worlds of art, music, food, literature, and film for a series of cultural interventions and site-specific happenings. The train, designed as a moving, kinetic light sculpture, will broadcast unique content and experiences to a global audience. A public art project made possible by the Levi's® brand, Station to Station will raise funds through ticket sales and donations to support non-traditional programming at nine partner museums around the country. For a brief moment, the most interesting place in the country will be a moving target." [www.stationtostation.com](http://www.stationtostation.com)

## St. Paul: Warner Road bridge banged up in freight train mishap



By **Raya Zimmerman** *St Paul Pioneer Press* Sept 22 2013

The Warner Road bridge in St. Paul was slightly damaged Sunday when a freight train struck overhead signal equipment and metal wreckage fell onto another train, chipping off pieces of the bridge farther down the tracks. A Canadian Pacific Railway train and a BNSF train were eastbound on two main parallel tracks when the Canadian Pacific train struck a signal mast about 9:45 a.m., BNSF Railway spokeswoman Amy McBeth said. The signal equipment fell onto the BNSF train, which dragged it several hundred feet down the track just east of downtown St. Paul. The mast pieces then struck the underside of the Warner Road bridge, which spans the railroad tracks near Childs Road, according to Canadian Pacific crew members, who were cleaning up debris from the bridge and signal mast Sunday afternoon. Police spokesman Sgt. Paul Paulos confirmed that a portion of the bridge fell on the train. The trains stopped after the bridge was hit. All train traffic was halted in the area, McBeth said. She said the overhead signal equipment is used for authorizing train movement. Canadian Pacific was investigating why the train hit the mast, spokesman Ed Greenberg said. He said trains would run again later Sunday evening. No one was injured, and there were no public safety issues related to the bridge.

# From H Martin Swan: BNSF shares slate of work planned in Minnesota

<http://progressiverailroading.com/mow/news/BNSF-shares-slate-of-work-planned-in-Minnesota--37762>

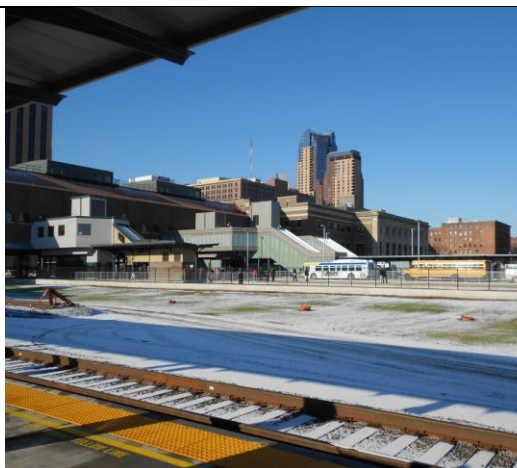
BNSF Railway Co. has revealed plans for 2013 capital improvement projects in a ninth state. The Class I has budgeted \$95 million for track maintenance and capacity expansion projects in Minnesota.

Capacity projects in the state include terminal improvements at Northtown Yard in Minneapolis to expand rail-car classification and inspection capacity by reconfiguring tracks and switches; expanding parking capacity at BNSF's automotive facility in St. Paul to support growth in new automobile traffic; and signal upgrades for positive train control implementation.

The railroad's track maintenance program in Minnesota involves surfacing and/or undercutting more than 1,800 miles of track, and replacing 55 miles of rail and about 290,000 ties.

"[Our] capital investments in Minnesota will help ensure our network is prepared for growing demand for freight rail," said BNSF Chairman and Chief Executive Officer Matt Rose in a press release. "We are focused on investing to meet our customers' expectations and on expanding capacity where growth is occurring."

The Minnesota work is part of BNSF's record-setting \$4.3 billion capex program from 2013. Over the past few months, the Class I also has shared breakdowns of planned work in Kansas, Missouri, Montana, Oklahoma, Nebraska, North Dakota, Texas and Washington.



## Union Depot News Release

**On Oct 3<sup>rd</sup> and 6<sup>th</sup> 2013**

Riders of the Orphan Train were Remembered

In Performances at Union Depot on Oct. 3 & 6

More than 250,000 children were given away throughout the U.S. from legendary "orphan trains". Between 1854 and 1929, more than 250,000 children were put on trains primarily in New York City and sent all over the United States to be placed with new families. One of those stops was Union Depot in St. Paul, and now Union Depot commemorated that experience with two performances of Riders on the Orphan Train on Oct. 3 & 6. Novelist and scholar Alison Moore and musician Phil Lancaster of Austin,

Texas teamed up to create an unique audio visual experience, comprising historical:iction, actual interviews, archival images and musical ballads that bring the Orphan Train movement to life. Moore and Lancaster describe the motivation behind their performance "Few people today know much about the largest child migration in history. This seventy-six year experiment in child relocation is filled with the entire spectrum of human emotion and reveals a great deal about the successes and failures of the American Dream."

Loring Brace, founder of The Children's Aid Society believed that there was a way to change the futures of these children. He proposed that the children be sent by train to live and work on farms out west. Many of the children were not orphans but "surrendered" by parents too impoverished to keep them. The New York Foundling Hospital, a Catholic organization, also sent out children to be placed in Catholic homes. "Union Depot is a historic site, placed on the National Register of Historic Places in 1974," said Ramsey County Commissioner Jim McDonough, chair of the Ramsey County Regional Railroad Authority. "*Bringing Riders of the Orphan Train* to Minnesota was just one way we can keep the memories created at Union Depot alive for future generations."

Moore, author of the historical novel "Riders on the Orphan Train", and Lancaster were awarded the Charles Loring Brace Award in recognition for helping to preserve the stories of the Orphan Trains.



From Rick Krenske

### **Amtrak Exhibit Train.**

Through the display of artifacts, memorabilia and interactive exhibits, the Amtrak Exhibit Train tells the remarkable story of our advancement to become the leader in U.S. intercity passenger rail and high-speed rail initiatives. Originally created to celebrate our 40th anniversary in 2011, the Amtrak Exhibit Train allows visitors to take a complimentary, self-guided tour to learn about Amtrak history, our operations and future. In more than 40 years of growth and change, the dedication of our employees has ensured a safer, greener and healthier rail service, connecting communities across the country.

#### **Amtrak in the Community**

As America's Railroad and as the link that ties more than 500 hometowns together, Amtrak employs residents and serves as an engine of economic development. We also strive to be a neighbor, partner and member of the communities we serve. We look forward to visiting your community. Check back for updates. Locations may be added throughout the year. ***Scheduled December 7 St Paul Union Depot, St. Paul, MN Time TBD***

#### **Amtrak Exhibit Train Equipment**

Led by a diesel-electric locomotive arrayed in an historic Amtrak paint scheme, the Exhibit Train includes three display cars (former baggage cars) that have been renovated and transformed into exhibit space. Information on major events and achievements covering more than four decades of company history are shown.

At the end of the train, in a reconfigured Amfleet Cafe car, visitors may browse the gift shop. There are many items available for sale including Amtrak: An American Story, an illustrated company history written by employees with chapter introductions composed by past and present Amtrak leaders. In addition, a documentary DVD explores the history of Amtrak and its importance to the nation's transportation network.

From John Goodman, Excerpts:

### **Northern Lights Express Revised September 2013 Newsletter**

#### **About NLX**

The Northern Lights Express is a proposed high speed intercity passenger rail project to provide rail service between Minneapolis and Duluth. The NLX Project would operate on approximately 155 miles of existing BNSF rail corridor. The NLX Project is led by the Minnesota Department of Transportation and the Federal Railroad Administration in cooperation with the Wisconsin Department of Transportation and the Minneapolis-Duluth/Superior Passenger Rail Alliance.

### **Federal Railroad Administration Issues a Finding of No Significant Impact for the Tier 1 Service Level Environmental Assessment**

On Aug. 21, the Federal Railroad Administration issued a Finding of No Significant Impact on the Tier 1 Service Level Environmental Assessment for the Northern Lights Express High Speed Intercity Passenger Rail Project between Minneapolis and Duluth, Minnesota. FRA's issuance of a FONSI means that the NLX Project does not have significant environmental impacts and, therefore, will proceed to the preliminary engineering and Tier 2 project level environmental review phase.

The Tier 1 EA examined the 155- mile project corridor relative to social, economic and environmental impacts. The Tier 1 EA was available for public comment this spring and comments received were taken into consideration by FRA in preparation of, and included in, the FONSI, which is available at

**[www.fra.dot.gov/Page/P0624](http://www.fra.dot.gov/Page/P0624).**

Under the state environmental review process, the Minnesota Department of Transportation, serving as the responsible governmental unit, also issued a Negative Declaration, indicating that a state environmental impact statement is not required. The Negative Declaration is available at

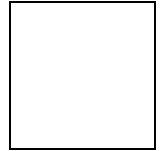
**[www.mndot.gov/nlx](http://www.mndot.gov/nlx).**

## **Railfan Events**

Greater Upper Midwest Trains Show & Sale	Saturday November 23 2013 9AM - 2PM	Century College West Campus 3300 Century Avenue North White Bear Lake MN	\$5 Children under 12 free
CHICAGO & NORTH WESTERN HISTORICAL SOCIETY West Wisconsin Division Meeting	Saturday October 26, 2013 10:00am - 3:00pm	Hudson House Grand Hotel, Hearth Room 1616 Crest View Drive – Hudson, Wisconsin (South side of I-94, next to Mills Fleet Farm) <b>Catered Light Lunch at Noon</b>	<b>COST IS \$17 PER PERSON</b>  <b>(same price for non-CNWHHS members)</b>
Newport Model RR Club Train Show & Sale	Saturday October 19 2013 9:30 AM – 3:00 PM	Woodbury High School 2665 Woodlane Drive Woodbury MN	\$5 Kids 11 and under free
North Metro Model Railroad Club Flea Market	Saturday November 2 2013 9 -2 PM	Coon Rapids VFW Coon Rapids Blvd Coon Rapids MN	\$5 (unconfirmed)
Granite City Train Show and Sale <a href="http://www.grainitecityshow.com">www.grainitecityshow.com</a>	Saturday November 16 2013 10AM – 3:00PM	St Cloud MN National Guard Armory	\$5

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Northstar News  
1515 Creek Meadow Dr NW  
Coon Rapids MN 55433 3768  
Address Correction Requested





Here is a 1963 brochure from the Famous California Zephyr. It left Chicago at 3:10 PM and arrived in Oakland CA at 3:10 PM on the Third day. Pictures from the Kurt Peterson Collection of Al Chione Slides. Brochure is from our Library Archives.



# Vista-Dome Views

## Thrills Galore!

when you travel aboard the

# California Zephyr

BURLINGTON • RIO GRANDE • WESTERN PACIFIC

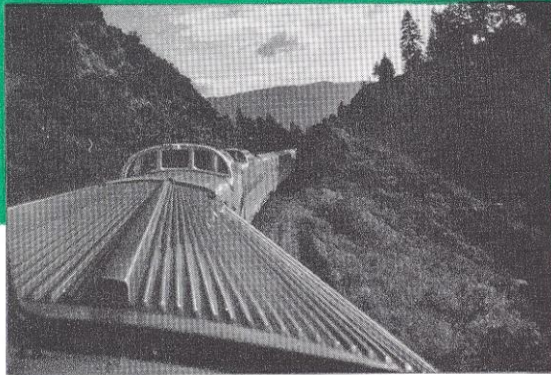
TRANSCONTINENTAL SCHEDULE OF THE			
California Zephyr			
CHICAGO • DENVER • SALT LAKE CITY			
OAKLAND • SAN FRANCISCO			
WESTBOUND (Read down)	Miles from Chi- cago	BURLINGTON ROUTE	Miles from San Fran- cisco
No. 17			
3.10 PM CST	0	Lv Chicago, Ill. (Union Station).....Ar	2532
a 3.47 " "	38	Lv Aurora, Ill.....Ar	2494
h 4.23 " "	83	Lv Mendota, Ill.....Ar	2449
h 5.01 " "	131	Lv Kewanee, Ill.....Ar	2401
5.32 " "	162	Lv Galesburg, Ill.....Ar	2370
6.05 " "	205	Cross Mississippi River	2327
6.16 " "	206	Lv Burlington, Iowa.....Ar	2326
6.43 " "	233	Lv Mt. Pleasant.....Ar	2299
7.31 " "	255	Lv Fairfield.....Ar	2277
7.31 " "	280	Lv Ottumwa, Iowa.....Ar	2252
9.11 " "	393	Lv Creston, Iowa.....Ar	2139
p 9.50 " "	443	Lv Red Oak, Iowa.....Ar	2089
	475	Cross Missouri River	2057
10.57 " "	476	Ar Omaha, Nebr.....Lv	2036
11.15 " "	496	Lv Omaha, Nebr.....Ar	2036
12.30 AM	551	Lv Lincoln, Nebr.....Ar	1981
2.18 " "	648	Lv Hastings, Nebr.....Lv	1884
		At McCook set watches BACK one hour westbound; AHEAD one hour eastbound	
3.45 AM MST	779	Lv McCook, Nebr.....Lv	1753
5.52 " "		Lv Akron.....Lv	1610
6.20 " "	1034	Ar Denver, Colo.....Lv	1498
		D. & R. G. W. RR.	
8.40 AM MST	1034	Lv Denver, Colo.....Ar	1498
	1084	Moffat Tunnel—6.2 miles—Conti- nental Divide.....Ar	1442
b 10.59 AM MST	1109	Lv Granby.....Lv	1423
	1109	From Granby parallel the Colorado River for 235 miles.....Ar	1423
		Byers Canyon—Gore Canyon	
12.26 PM MST	1163	Lv Bond, Colo.....Lv	1369
		Red Canyon—Glenwood Canyon	
2.05 PM " "	1219	Lv Glenwood Springs, Colo.....Lv	1313
3.50 " "	1308	Lv Grand Junction, Colo.....Ar	1224
4.00 " "	1308	Lv Grand Junction, Colo.....Ar	1224
		Ruby Canyon	
	1342	Colorado-Utah State Line	1190
	1347	At Westwater, Utah—last glimpse of Colorado River.....Ar	1185
d 5.21 PM MST	1387	Lv Thompson, Utah.....Lv	1145
7.08 " "	1485	Lv Helper, Utah.....Lv	1047
9.05 PM MST	1560	Lv Provo, Utah.....Lv	972
10.00 " "	1604	Ar Salt Lake City, Utah.....Lv	928
10.15 PM MST	1604	Lv Salt Lake City, Utah.....Ar	928
		Leaving Salt Lake City set watches BACK one hour westbound; AHEAD one hour eastbound	
1.25 AM PST	1867	Ar Elko, Nev.....Lv	665
3.57 " "	2000	Ar Winnemucca, Nev.....Lv	532
5.08 " "	2094	Ar Gerlach, Nev.....Lv	438
6.10 " "	2160	Ar Hurler, Calif.....Lv	372
7.05 " "	2211	Ar Portola, Calif.....Lv	321
		Feather River Canyon—118 miles	
8.20 " "	2251	Ar Kettle, Calif.....Lv	281
10.50 " "	2327	Ar Oroville, Calif.....Lv	205
11.24 " "	2353	Ar Marysville, Calif.....Lv	179
12.10 PM	2393	Ar Sacramento, Calif.....Lv	139
1.07 " "	2438	Ar Stockton, Calif.....Lv	94
2.10 " "	2491	Ar Pleasanton, Calif.....Lv	41
2.30 " "	2502	Ar Fremont, Calif.....Lv	30
3.10 " "	2525	Ar Oakland, Calif. (3rd & Washington) Lv	7
		San Francisco Bay	
4.00 PM PST	2532	Ar San Francisco, Calif. (3rd and Townsend Streets)	0
a—Stops regularly but only to receive passengers.			
b—Stops to receive revenue passengers for Sacramento and west and to let off from Omaha or east.			
d—Stops on flag to receive revenue passengers for Salt Lake City or beyond and to let off revenue passengers from Denver or beyond.			
g—Stops to let off revenue passengers from Salt Lake City or east.			
h—Stops to receive revenue passengers for Denver or beyond.			
j—Stops to receive revenue passengers for Salt Lake City or east.			
k—Stops to receive revenue passengers for Denver and beyond and let off revenue passengers from Salt Lake City and beyond.			
m—Stops to let off revenue passengers from Denver or beyond.			
n—Stops regularly to let off passengers. Passengers not carried locally Aurora to Chicago.			
p—Stops to receive revenue passengers for west of Denver.			
x—Stops to receive revenue passengers for Omaha or east and to let off from Sacramento and west.			
CST—Central Standard Time MST—Mountain Standard Time PST—Pacific Standard Time			

Schedules are subject to change without notice.

Issued April 28, 1963



# the California Zephyr



You enjoy unobstructed views of the Colorado Rockies from the Vista-Domes.



Every turn in the Feather River Canyon reveals a scenic thrill.

## Scheduled to Show You the Wonders of This Scenic Route in Daylight Hours

The schedule of the California Zephyr is so arranged that hundreds of miles of spectacular mountain scenery may be enjoyed during daylight hours.

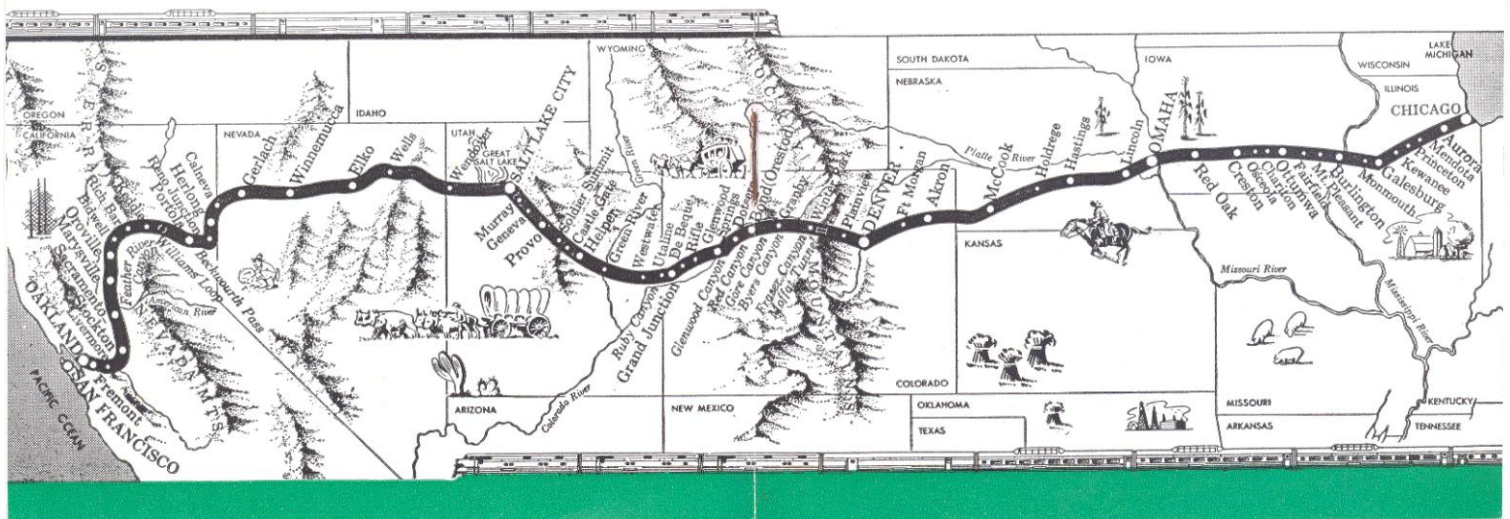
Westbound, the departure from Chicago is in mid-afternoon with arrival in mile-high Denver about breakfast time the next morning. All day the route is through the majestic Colorado Rockies, with their snow-capped peaks, rock-walled canyons, evergreen forests and tumbling streams. Salt Lake City is reached in the evening, and next morning the Zephyr enters California through Beckwourth Pass in the heart of the mighty Sierra Nevada. For 118 miles the tracks follow the twists and turns of the enchanting Feather River

Canyon, where countless scenic thrills make this one of the enjoyable highlights of the entire trip. Oakland, San Francisco, and the Golden Gate are reached in the afternoon.

Eastbound, passengers aboard the Zephyr likewise traverse the delightfully scenic regions between dawn and dusk. Leaving San Francisco in the morning, all of the beauties of the Feather River Canyon and the Sierra may be seen before nightfall. Arrival in Salt Lake City is in the early morning, and after a full day's trip through the Rocky Mountains, Denver is reached in the evening. Shortly after noon the next day is "journey's end" at Chicago Union Station.

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## Outstanding Features of

the

# California Zephyr

Luxuriously-Appointed

The California Zephyr was designed to give travelers between Chicago and San Francisco the ultimate in beauty, design, and modern appointments, and at NO EXTRA FARE.

It is built of stainless steel, is diesel powered, and is the only train between Chicago and San Francisco with five Vista-Domes. These cars add enjoyment to the trip, as they permit passengers an unobstructed view of the gorgeous mountain scenery. Seats in the Vista-Domes are not reserved, and may be occupied without extra payment of any kind. Articles left in Vista-Dome seats are at owner's risk.

### Convenience and Comfort in

#### *Vista-Dome Chair Coaches*

Each California Zephyr has three regularly assigned chair coaches, featuring Vista-Domes. The "main floor" is equipped with deep-cushioned reclining seats and comfortable foot and leg rests. These seats are individually assigned. They recline to three different positions by raising the metal knob in chair arm and leaning back to the position you prefer. *Foot-rest* may be raised with your toe to desired position; to lower, press metal pedal. *Leg-rest* is released by pulling plastic knob at base of arm rest, pushing black rubber bar forward with heel.

Other features of these regularly assigned coaches include:

- \* Spacious rest-rooms, located beneath the Vista-Domes, with ample toilet and lavatory facilities.
- \* Wall-to-wall carpeting.
- \* Pleasingly-modern interior decorating.
- \* Murals, depicting scenic and historic high-lights enroute.
- \* Radio and tape recorder for music, with speakers strategically located for listening pleasure.
- \* Public address system for special announcements enroute.
- \* Luggage compartments in the rear of each coach for larger pieces; racks over the windows for smaller cases and parcels.
- \* Windows are mist-proof, frost-proof, and heat-resistant.
- \* Hostess service by a uniformed Zephyrette.
- \* Fluorescent lighting.
- \* Venetian blinds. Raised or lowered and slats adjusted by slight pressure on release spring.
- \* Circulating ice water.
- \* Pillow service available.

### Relaxation and Refreshments in the

#### *Cable Car Room*

- \* Vista-Dome buffet-lounge located between coaches and sleeping cars.
- \* Buffet at forward end of car is directly connected with lounge beneath dome.
- \* Beverages and sandwiches, etc., served throughout the day and evening. Hot meal service available for supper.
- \* Vista-Dome is for sleeping car passengers.

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### *Sleeping Cars*

The California Zephyr offers a variety of sleeping accommodations. Drawing room, compartments, bedrooms, and roomettes.

Each room has automatically-controlled heating, ventilating and air-conditioning, which you can adjust to suit yourself, or if preferred, the porter will do it for you. Individual radios, and wire-recorded music. Shoe locker (for porter's shoeshine service) located at convenient eye level.

### *Bedrooms-Compartments*

Bedrooms may be used singly or en suite. When used en suite, the porter will fold back the hinged wall on request.

In Cars CZ-11, 14, and 15, Bedrooms B, D and F are made up with beds lengthwise of car. Bedrooms A, C and E have their beds across the car.

To adjust seats in Bedrooms B, D and F in Cars CZ-11 and 15, and Bedrooms A and C in Car CZ-10, to any of three semi-reclining positions, merely raise forward edge of seat and move to desired position.

In Car CZ-10 Bedrooms A and C have beds lengthwise of car while Bedroom B is crosswise.

In Car CZ-16 the bedrooms are all made up with their beds across the car. The compartments have beds lengthwise of car. The following rooms in this car may be sold en suite: Bedroom A and Compartment B; Bedroom C and Compartment D; Compartments F and G; Compartment I and Bedroom J.

Convenient, compact toilet facilities. Pull-down wash basin is emptied by pushing it back into the wall.

### *Roomettes*

Seats are adjustable to three positions. New-design beds can be lowered or raised without opening door. They are pre-made . . . can be occupied at any time. (Instructions for lowering are shown, but if assistance is desired, call porter.)

### Colorful, Attractive

#### *Dining Car*

Among the pleasing features of this car are:

- \* Delicious meals, expertly served.
- \* Main dining room, seating 32.
- \* Four semi-private nooks, seating 16.
- \* "Air curtain" keeps cooking odors from dining area.

### The Train's Most Glamorous Car—

#### *The Vista-Dome Observation-Lounge*

Innovations found here include:

- \* Vista-Dome (for sleeping-car passengers).
- \* Main-floor lounge, with settees and occasional chairs grouped to suit the convenience of passengers . . . writing desk and magazine library.
- \* Sophisticated buffet (located under dome) serving cool, refreshing beverages.
- \* Valet service.

This car also includes a drawing room with shower bath, and three bedrooms located forward of the buffet.

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**OTTUMWA, IA.**

Westbound: 7:29 P.M.  
 Eastbound: 9:31 A.M.  
 Population: 33,871  
 Altitude: 650 ft.  
 San Francisco: 2252 mi.  
 Chicago: 280 mi.

of the world's largest hay machinery plants. Six miles east of Ottumwa, at Agency, Iowa, General Joseph M. Street, Indian Agent, established a trading post and agency in 1838. Just east of Agency is a tall shaft erected in memory of General Street, Major Beach and Chief Wapello, Fox Chief and friend of the white man.

**MISSOURI RIVER**

Westbound: 10:45 P.M.  
 Eastbound: 6:20 A.M.

navigated it by boats which were hauled upstream by men on shore with towlines over their shoulders. By 1857, a large fleet of steamboats operated as far north as Omaha.

**OMAHA, NEBR.**

Westbound: 10:57 P.M.  
 Eastbound: 5:49 A.M.  
 Population: 301,598  
 Altitude: 1,040 ft.  
 San Francisco: 2036 mi.  
 Chicago: 496 mi.

occupied this site. Fur traders were located here as far back as the 1820's. The Lewis and Clark explorers and the Mormon pilgrims passed by here.

**PLATTE RIVER**

Westbound: 11:38 P.M.  
 Eastbound: 5:17 A.M.

the north bank for several hundred miles. The Oregon Trail and the Pony Express route followed the south bank.

**LINCOLN, NEBR.**

Westbound: 12:15 A.M.  
 Eastbound: 4:39 A.M.  
 Population: 128,521  
 Altitude: 1,150 ft.  
 San Francisco: 1981 mi.  
 Chicago: 556 mi.

University of Nebraska, College of Agriculture and Nebraska Wesleyan University being located here. Not far distant to the west is the neighboring community of Crete, Nebraska, home of Doane College, organized in 1872.

**HASTINGS, NEBR.**

Westbound: 2:08 A.M.  
 Eastbound: 2:50 A.M.  
 Population: 21,412  
 Altitude: 1925  
 San Francisco: 1884 mi.  
 Chicago: 648 mi.

completed its line to this point.

Situated on the banks of the Des Moines River, the site of Ottumwa was a favorite camping place of many Indian chiefs. Today this prosperous and beautiful city is headquarters for John Morrell & Co., large mid-western meat packer and the John Deere Works, one

The river the Indians knew as Mini-Souri is the boundary between Iowa and Nebraska, and is at all times a turbulent stream. Early traders and one of fine retail stores, beautiful homes and excellent educational facilities. It is the nation's fourth largest rail center and the country's foremost livestock and meat-packing center. It was named for the Omaha Indians who originally occupied this site. Fur traders were located here as far back as the 1820's. The Lewis and Clark explorers and the Mormon pilgrims passed by here.

The Platte figured extensively in the early history of the west, its course being a natural route for the pioneers. The Mormons followed the north bank for several hundred miles. The Oregon Trail and the Pony Express route followed the south bank.

Founded in 1864, Lincoln became the state capital in 1867, and today it is distinguished by a ten million dollar capitol building—one of the most beautiful in America. Lincoln is a prosperous manufacturing, wholesaling and retailing city and a leading education center . . . the

University of Nebraska, College of Agriculture and Nebraska Wesleyan University being located here. Not far distant to the west is the neighboring community of Crete, Nebraska, home of Doane College, organized in 1872.

Settled in 1870 and now fourth largest city in Nebraska. Home of Hastings College. Hastings Museum contains many historic specimens of the Great Plains. Hastings had its first rail connection with the East in 1872 when the Burlington & Missouri River Railroad

As we approach Denver, we have a 200-mile panoramic view of the towering and irregular profile of the Rockies, with Long's Peak to the northwest and Pikes Peak to the southwest.

**DENVER, COLO.**

Westbound: 8:20-8:40 A.M.  
 Eastbound: 7:10-7:35 P.M.  
 Population: 493,887  
 Altitude: 5,280 ft.  
 San Francisco: 1498 mi.  
 Chicago: 1034 mi.

University of Denver is one of the nation's foremost independent universities. At nearby Boulder is the University of Colorado; at Golden, Colorado is the world-famous Colorado School of Mines.

Westward from Denver our route is through some of the wildest and most rugged sections of the far-flung Rockies—an incomparable region where nature has expressed herself in unbounded beauty and grandeur.

**PLAINVIEW, COLO.**

Westbound: 9:24 A.M.  
 Eastbound: 6:16 P.M.  
 Altitude: 6,782 ft.  
 San Francisco: 1474 mi.  
 Chicago: 1058 mi.

**CRESCENT, COLO.**

Westbound: 9:35 A.M.  
 Eastbound: 6:08 P.M.  
 Altitude: 7,441 ft.  
 San Francisco: 1,467 mi.  
 Chicago: 1,065 mi.

"The Mile High City"—established in 1858 with the discovery of gold nearby—is the only American municipality owning and maintaining a system of mountain parks outside its city boundaries. It is a city of prosperous business and industry as well as a great vacation center.

From this vantage point almost one-fourth of Colorado's total area can be seen spreading eastward in a magnificent panorama. We pass through 28 tunnels from here to the great Moffat Tunnel.

Here we get our first thrilling view of the main range of the Rockies . . . now just a few miles to the west. Down below us, in *South Boulder Canyon*, is *Gross Reservoir*, part of Denver's water system. The reservoir has a capacity of about 14 billion gallons.

**MOFFAT TUNNEL**

Westbound: 10:15-10:27 A.M.  
 Eastbound: 5:09-5:20 P.M.  
 San Francisco: 1442 mi.  
 Chicago: 1084 mi.

**FRASER, COLORADO**

Westbound: 10:35 A.M.  
 Eastbound: 5:05 P.M.  
 Altitude: 8,561 ft.  
 San Francisco: 1,436 mi.  
 Chicago: 1,096 mi.

ski tows, large open slope,

This 6.2-mile bore through the Continental Divide is 9,239 feet above sea level at its apex, 4,021 feet under the lofty crest of James Peak. At the west portal of the tunnel, the *Winter Park* ski area offers ideal winter snow conditions, six lodge and other facilities for skiers.

Here we emerge into *Middle Park*, vast region of alternate meadowlands and canyons, drained by the Colorado river and its tributaries. Ages ago the floor of an inland sea, it is now a matchless ranching and recreational area.



**GRANBY, COLO.**  
(conditional stop)

Westbound: 10:59 A.M.  
Eastbound: 4:40 P.M.  
Altitude: 7,937 ft.  
San Francisco: 1423 mi.  
Chicago: 1114 mi.

Granby, in the center of *Middle Park*, is the gateway to *Grand Lake* and *Rocky Mountain National Park*. Here the railroad joins the fabulous Colorado River, which it will follow for 238 pleasure-filled miles. West of here, we traverse a series of colorful gorges. First is winding *Byers Canyon*, which we enter just after passing *Hot Sulphur Springs*, 11 miles to the west.

**KREMMLING, COLO.**

Westbound: 11:31 A.M.  
Eastbound: 4:10 P.M.  
Altitude: 7,322 ft.  
San Francisco: 1,395 mi.  
Chicago: 1,142 mi.

Just west of Kremmling, the railroad enters one of the deepest and most rugged of all western gorges—*Gore Canyon*. Jagged rock walls tower 1,500 feet above the river in this winding chasm.

**ORESTOD-BOND, COLO.**

Westbound: 12:20 P.M.  
Eastbound: 3:10 P.M.  
Altitude: 6,692 ft.  
San Francisco: 1369 mi.  
Chicago: 1168 mi.

Eastern terminus of the Dotsero Cutoff—the 40-mile link connecting the Moffat Tunnel and Royal Gorge routes of the Rio Grande. The name Orestod is the reverse spelling of Dotsero (see below). West of Orestod is *Red Canyon*, a brilliantly

colored scenic favorite with travelers. The “pagodas,” chiseled by the elements into the likeness of Buddhist temples, are strange multicolored rock formations that have withstood the onslaught of time.

**DOTSERO, COLO.**

Westbound: 1:21 P.M.  
Eastbound: 2:10 P.M.  
Altitude: 6,156 ft.  
San Francisco: 1331 mi.  
Chicago: 1206 mi.

Here the Eagle River joins the Colorado. And here the railroad joins the Rio Grande's Royal Gorge route from Pueblo. From this point a survey was made of the Colorado River in 1885. As the initial point, it appears on the record as “0”

(dot zero). Hence the name. West of Dotsero is color-splashed, 18-mile long *Glenwood Canyon*—one of the outstandingly beautiful regions of the entire trip. Sheer walls of red rock rise in rugged grandeur on both sides, blanketed in numerous places by myriad evergreens. Each turn brings a new and different series of grotesque and magnificent formations which only time and the elements can produce.

**GLENWOOD SPRINGS, COLO.**

Westbound: 2:05 P.M.  
Eastbound: 1:38 P.M.  
Population: 3,637  
Altitude: 5,758 ft.  
San Francisco: 1313 mi.  
Chicago: 1224 mi.

Apex of the Glenwood-Aspen-Redstone triangle—a vast recreation area favored by fishermen, hunters, skiers and other sportsmen—famous for its Yampah Hot Springs which pour their therapeutic mineral waters into the world's largest

warm water, open air swimming pool. The consistent warmth of the pool water permits year-round swimming.

**RIFLE, COLO.**

Westbound: 2:35 P.M.  
Eastbound: 1:15 P.M.  
Altitude: 5,310 ft.  
San Francisco: 1,286 mi.  
Chicago: 1,251 mi.

Primarily an agriculture and livestock center, recent developments presage an important industrial future for the region. The uranium-vanadium plant just west of town is a steady producer. But perhaps

the greatest potential lies in the development of the vast oil-shale deposits contained in the towering cliffs which rim the valley on the north.

**GRAND VALLEY, COLO.**

Westbound: 2:57 P.M.  
Eastbound: 12:58 P.M.  
Altitude: 5,104 ft.  
San Francisco: 1,269 mi.  
Chicago: 1,263 mi.

Just west of here the California Zephyr reaches the mid-point of its 2,537-mile journey. Grand Valley's future is also tied closely to the potential oil-shale development of the area. An experimental mine and refinery, operated for a number

of years by the Bureau of Mines, is held in readiness for further research whenever deemed necessary.

**DE BEQUE-PALISADE, COLO.**

Westbound: 3:10-3:20 P.M.  
Eastbound: 12:22-12:45 P.M.

Between these two towns we traverse winding *DeBeque Canyon*, to emerge into the famed Western Colorado fruit growing area, which annually produces more than 3 million bushels of luscious peaches, as well as smaller amounts of pears, apricots, apples and cherries.

**GRAND JUNCTION, COLO.**

Westbound: 3:50-4:00 P.M.  
Eastbound: 11:43 A.M.  
11:53 A.M.  
Population: 18,694  
Altitude: 4,583 ft.  
San Francisco: 1224 mi.  
Chicago: 1308 mi.

Located at the junction of the Colorado and Gunnison Rivers, this city is the trading hub of a vast agricultural and scenic empire. It is the rail gateway to *Mesa Verde National Park*, *Colorado National Monument* and *Grand Mesa*.

**FRUITA-LOMA, COLO.**

Westbound: 4:10-4:15 P.M.  
Eastbound: 11:27-11:32 A.M.

West of Grand Junction, a broad valley is rimmed on the south by the broken cliffs of *Colorado National Monument*.

At Loma is a unique new industrial plant, where gilsonite is refined into gasoline and metallurgical coke. Gilsonite is a solid hydro-carbon peculiar to a small area of Colorado and Utah, found nowhere else in the world.

**UTALINE, COLO.**

Westbound: 4:33 P.M.  
Eastbound: 11:08 A.M.  
Altitude: 4,343 ft.  
San Francisco: 1190 mi.  
Chicago: 1342 mi.

Located directly on the line dividing Utah and Colorado, in *Ruby Canyon*, an aptly named gorge where nature presents a riot of reds from pink to russet. A boundary marker is on the canyon wall.



**WESTWATER, UTAH**

Westbound: 4:37 P.M.  
Eastbound: 11:02 A.M.  
Altitude: 4,316 ft.  
San Francisco: 1185 mi.  
Chicago: 1347 mi.

Here the railroad leaves the Colorado River after following it for 238 miles. In that distance is seen the dramatic development of a small mountain stream into a great and mighty river.