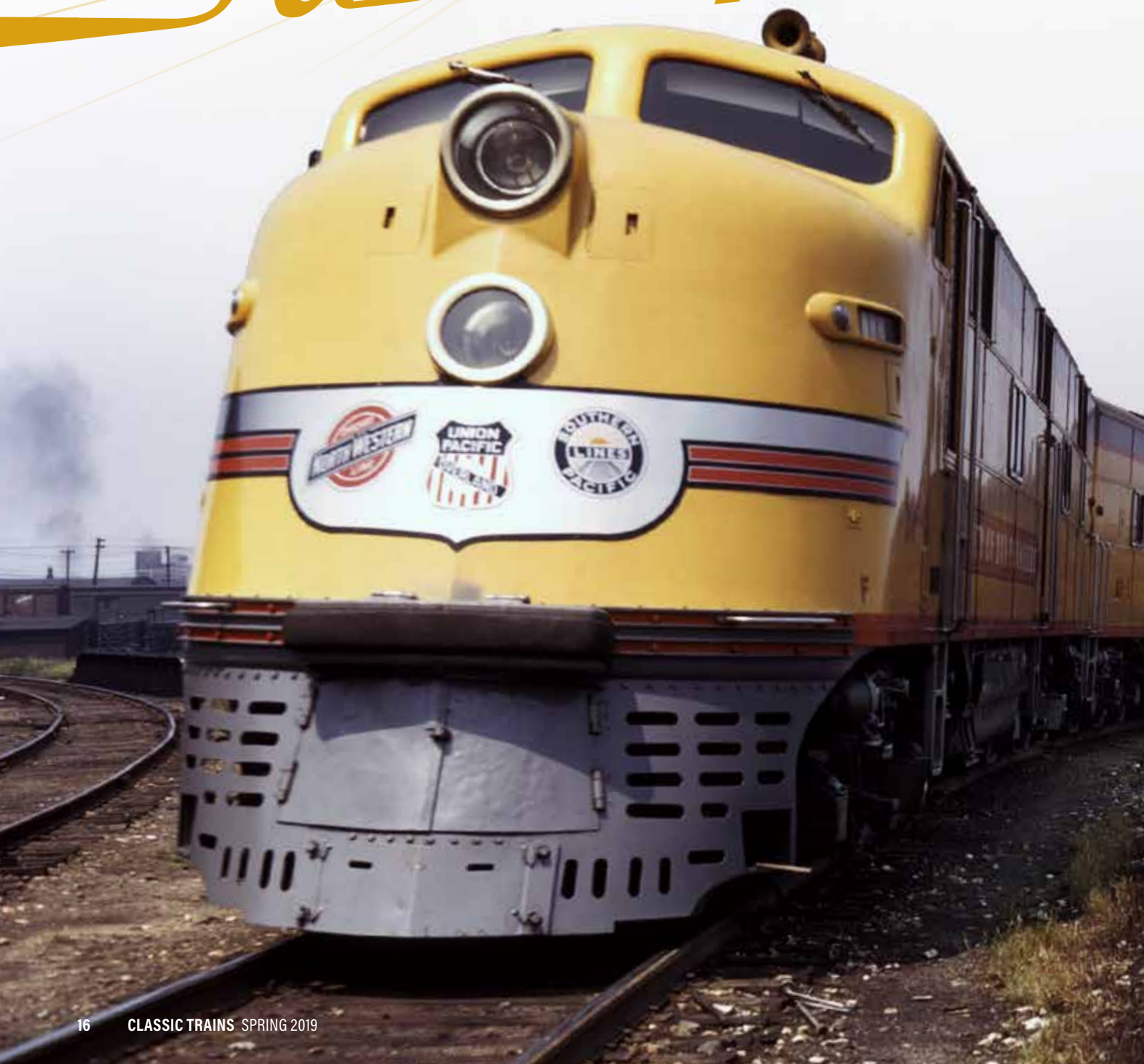


# City of San Fran



Often overlooked, and sometimes the victim of tragedy, a notable member of UP's Streamliner fleet plied its historic path for three and a half decades

BY JOE WELSH

# San Francisco

## MODERN STAR OF A HISTORIC ROUTE

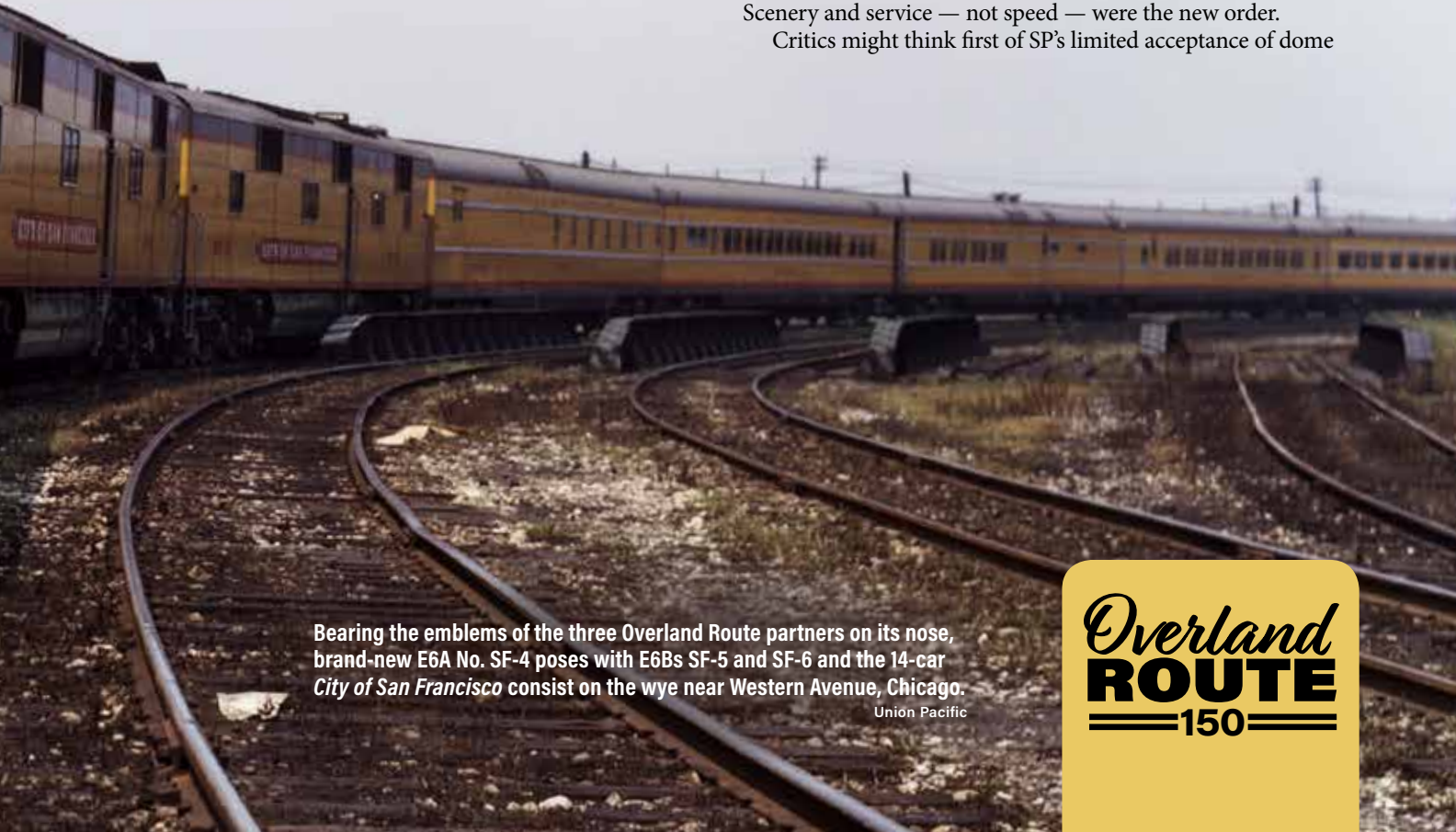
If asked to pick their favorite streamlined passenger train, Union Pacific fans might mention the *City of Los Angeles*, the flagship of the road's diesel-powered fleet of "City" trains. Or perhaps they would select UP's *City of Portland*, America's first overnight streamliner. Some might name the *City of Denver*, led by rakish automobile-like locomotives until the 1950s. Purists might pick the short-lived M-10000, the train that kicked off the streamliner era in 1934. Fewer likely would choose the *City of San Francisco*, arguably the most workmanlike and star-crossed of the *City* fleet. Still, for 35 years it reigned as the premier train on the nation's most historic rail route. And, partly because it was the only *City* train dependent on two other railroads to reach its terminals, it offered the most diversity.

Like the rest of the *City* fleet, the *City of San Francisco* was a Union Pacific creation, finished in UP's Armour yellow and bearing the title Streamliner (with a capital "S"). Also like most of the other *Cities*, between Chicago and Council Bluffs, Iowa, the train rode the Chicago & North Western — until fall 1955, when it switched to the Milwaukee Road. West of Ogden, Utah, Southern Pacific handled the train — but only as far as Oakland,

where passengers boarded ferries or buses for San Francisco.

Launched in 1936 and surviving until Amtrak's May 1, 1971, start-up, during its last couple of decades the *City of San Francisco* seemed challenged to keep up with its rail-borne competition. During much of the post-World War II period, the train made do with the antiquated Streamliner title and single-level lounge and dining cars, while most other Chicago–West Coast trains were sprucing themselves up with dome cars. Did the *City*'s otherwise innovative operators miss the postwar memo that to thrive, western long-distance trains had to be reinvented? Scenery and service — not speed — were the new order.

Critics might think first of SP's limited acceptance of dome



Bearing the emblems of the three Overland Route partners on its nose, brand-new E6A No. SF-4 poses with E6Bs SF-5 and SF-6 and the 14-car *City of San Francisco* consist on the wye near Western Avenue, Chicago.

Union Pacific

Overland  
**ROUTE**  
150

The original *City of San Francisco* passes famous Castle Rock at Green River, Wyo., during its weekly voyage west on November 6, 1937. Two-unit locomotive M-10004 represents the second generation of UP Streamliner power.

R. H. Kindig, A. J. Wolff collection



A crowd gives the bright new *City of San Francisco* a hearty send-off at SP's gloomy Oakland Pier terminal on the train's first eastbound run in June 1936. The rounded rear end housed not an observation lounge but a kitchen — note the white-clad worker seen in the window above the specially painted baggage cart.

Southern Pacific, Jim Beckwith collection



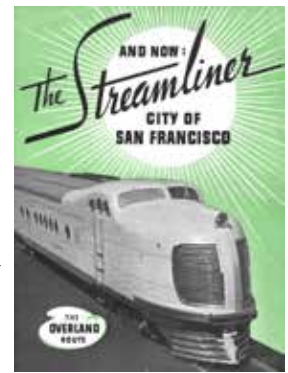


Electro-Motive E2 diesels SF-1, 2, and 3 lead the 1938 *City of San Francisco* (the “eighth train,” in UP Streamliner chronology) east across the Great Salt Lake in August ‘44.

Union Switch & Signal; above right, Joe Welsh collection

cars, but that wasn't the only factor. Despite heavy competition in the 1950s, when a DC-6 could fly San Francisco–Chicago nonstop in about 6 hours, the *City's* advertising slogan wasn't the catchiest: “The Fastest Thing on Wheels between San Francisco and Chicago.” The schedule was a bit under 40 hours for the not-quite-1,700-mile trip.

What it lacked in innovation, however, the *City of San Francisco* made up for in variety . . . by default. The always-interesting consist featured a fascinating mix of prewar and postwar cars well into the late 1950s.



## A LONG HISTORY

Then there was all that history. When the *City of San Francisco* was launched on June 14, 1936, it was one the most innovative transportation improvements the Bay Area had ever seen, but it was not the first great train to serve the area. This new streamliner wasn't creating a market, rather it was building on one that had been in place since shortly after the Union Pacific and Central Pacific railroads were joined at Promontory, Utah, on May 10, 1869.

The “Overland Route” eventually reached Chicago, which would become the natural eastern terminal for most “transcontinental” (to the Pacific Coast) passenger trains. This historic link between northern California and the nation's “railroad capital” existed for decades before Los Angeles became an important West Coast destination.

The five-day rail trip to San Francisco reduced the prior travel time by months, but in addition to speed, the railroad offered luxury. The short-lived *Golden Gate Special*, inaugurated in 1888, three years after the Southern Pacific leased the Central Pacific, offered unheard-of amenities. The train's quick demise just one year later cleared the way for the evolution of the *Overland Limited*, which would become the top train on the route in 1896 and hold the crown as the best train to the Bay Area from the Midwest for 40 years.

Real competition to the Bay Area would be sparse until after World War II. Notable exceptions were the *Scenic Limited* from St. Louis, introduced in 1915 via Pueblo, Colo., and Salt Lake City over Missouri Pacific, Rio Grande, and Western Pacific. Line improvements on the Rio Grande encouraged the development of a Chicago–Bay Area train via Denver and Salt Lake, which debuted in 1939 as the *Exposition Flyer* over the Burlington Route, Rio Grande, and WP. The spectacular scenery through the Rockies and the Sierra Nevada would eventually inspire the creation of the *California Zephyr* in 1949 — and give the Overland Route stiff competition.

## FIRST EDITION

In common with its 1935–36 Streamliner running mates to Portland, Los Angeles, and Denver, the *City of San Francisco* began as a single consist built by Pullman-Standard, with propulsion equipment provided by Electro-Motive. UP owned the rolling stock and operated it on SP and C&NW on a mileage rental basis, with additional agreed charges to help offset the cost of its sole ownership. Numbered M-10004 and known as the “fourth train” for its sequence in UP Streamliner history, the two-unit locomotive and nine cars made five round trips per month, each one-way trip taking about 39¼ hours. The Overland Route railroads advertised these departures in nautical terms, often “launching” the service on “maiden voyages.” Trips were sometimes called “sailings,” as their frequency mimicked that of contemporary ocean liners.

With a fully articulated nine-car consist, featuring cars with a low center of gravity built primarily of aluminum with sides that tapered inward from the bottom, and all painted in UP's newly adopted Armour yellow with a brown roof and gold lettering, the *City of San Francisco* resembled the earlier *City* trains except for the motive power. Replacing the turret-style cab and fish-mouth grille introduced by the M-10000 was a configuration that



A late-1940s view of the diesel tracks at C&NW's 40th Street Yard in Chicago shows (from right), the *City of San Francisco*, *City of Los Angeles*, *Twin Cities 400*, and *City of Denver*. On the main line beyond, the east-bound *City of Portland* passes.

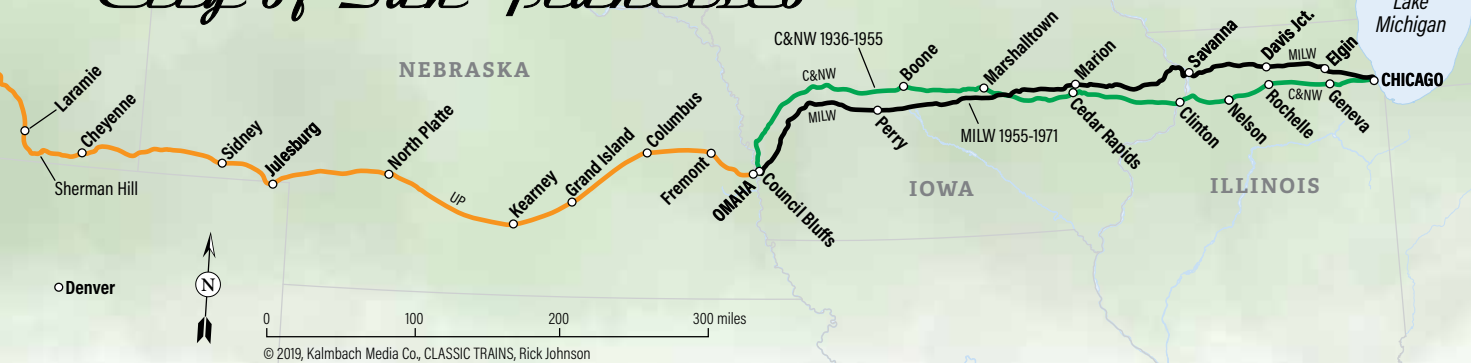
Chicago & North Western



Oakland Pier, 5 p.m., February 3, 1952: SP PAs prepare for the 5:27 departure of the *City of San Francisco*; three tracks over stands the *City's* main competitor after 1949, the *California Zephyr*, which arrived 45 minutes earlier.

Fred Matthews; right, Joe Welsh coll.

# Route of the City of San Francisco



resembled a contemporary automobile. Rated at 1,200 h.p., the two-unit (cab and booster) diesel locomotive was connected by a span bolster, giving it a wheel arrangement of B-B+B-B.

Behind the locomotive were nine cars: an auxiliary power-mail-baggage; a baggage-dormitory-kitchen; a diner-lounge; two 11-open-section sleepers; a 7-double-bedroom, 2-compartment sleeper; an 11-enclosed-section sleeper; a 48-seat chair car; and a 38-seat chair car with buffet.

On board, despite the cars' compact nature, diners could choose from entrées including sirloin steak, mountain trout, and roast lamb. For dessert, at least in summer, strawberry shortcake and peach Melba were offered. Service was on UP's new and distinctive "Winged Streamliner" china, which for a time was available for purchase on board!

The *City of San Francisco* was supplemented on July 8, 1937, by the exotic *Forty Niner*, a deluxe all-Pullman, extra-fare train that was steam-powered and operated every sixth day. It was composed of refurbished heavyweight cars except for its rear two, the articulated experimental Pullman lightweight duplex sleeper *Bear Flag* (formerly named *Advance*) and the sleeper-lounge-observation car *California Republic* (formerly *Progress*).

## FOR 1938, A NEW CITY CONSIST

Spurred by traffic demand and competitive pressures, UP continued to modernize, upgrade, and expand its Streamliner fleet. Consequently, just a year and half after the service was inaugurated, an all-new *City of San Francisco* (the "eighth train") was introduced on January 2, 1938. Drawn by an A-B-B set of E2 diesels (Nos. SF-1, 2, and 3), the new train consisted of 14 cars. Six days earlier, a nearly identical trainset entered service on the *City of Los Angeles* route. These new cars had straight, not tapered sides, but most of the newer cars were still articulated with their neighbors.

UP would make its *City* fleet memorable by introducing a series of innovative lounge cars. One example was the 1936 *City of Denver's* Frontier Shack, patterned after a rustic Western saloon. The new *City of San Francisco* and *City of Los Angeles* would continue the trend. The former featured Art Deco lounge car *Embarcadero*, which preceded the later and more adventurous interior designs that Henry Dreyfuss and Raymond Loewy created for New York Central and Pennsylvania trains. The *City of L.A.* offered the amazing *Little Nugget*, an opulent, Victorian-era saloon (complete with a *faux* canary in a gilded cage)

that looked like it was straight from a Hollywood set.

Another feature of the 1938 *City of San Francisco* was the attractive lounge-observation car *Nob Hill*. It offered a wonderful rearward view, something missing on the 1936 train, which housed a buffet kitchen at the end of its rear car.

After the 1938 train was ordered, UP and C&NW suggested to SP that it consider operating both the 1936 and the new trainsets to enable twice-weekly frequency. SP demurred, citing concerns about passengers' impressions and worrying that the original trainset would be considered "obsolete" compared to the new version. Instead, the 1936 *City of San Francisco* train would be heavily refurbished, expanded, and used to replace the original *City of Los Angeles* in August 1938, enabling *City of L.A.* frequency to be doubled.

In the development, staffing, and promotion of the new Overland Route trains, UP and its partners also built on the service's tradition. Many of the luxury features offered in older heavyweight trains that were still running, such as the *Overland Limited*, were retained for first-class travelers on the new *City* fleet. Barber and valet service were among the amenities, and for coach passengers, UP borrowed from innovations in successful newer running mates to the *City* trains. These newer *Challengers*, which focused on the coach and tourist trade, had proven popular because they offered expanded on-board services to coach passengers. One of their most popular features, stewardess nurses, were also available on the *City* trains.

Another interesting Overland Route train was the *Treasure Island Special*, introduced on May 22, 1939, for the summer season to meet the demand of visitors to the Golden Gate International Exposition in San Francisco Bay. It ran for two summers.

## SABOTAGE!

In addition to on-board services and speed, the *City of San Francisco* unfortunately would become known for tragedy. Its first and most deadly brush with fate occurred on August 12, 1939, when westbound train 101 derailed at speed on the SP near Harney, Nev. The first 10 cars left the track at a bridge over the Humboldt River, killing 9 passengers and 15 employees and injuring 121. Five cars were destroyed: coffee shop-kitchen car *Presidio*, diner *Mission Dolores*, dormitory-club-lounge *Embarcadero*, and Pullmans *Twin Peaks* and *Chinatown*. Some passengers alleged the train had been speeding to make up time. A board of inquiry, which included state and federal law-enforce-



The *City of San Francisco* skims along San Pablo Bay just west of Pinole, Calif., about 19 miles from arrival at Oakland Pier, in the 1940s. In the foreground is the Santa Fe's line to Richmond, later to host the *San Francisco Chief*.

D. G. Edwards



Near Sherman, Wyo., on November 2, 1950, Union Pacific E7 No. 931A and two other E units take the *City of San Francisco* over the famous hill west of Cheyenne unassisted. Passing on the eastbound track is 4-8-4 No. 821, running light after helping train 103, the *City of L.A.*,

R. H. Kindig

ment and railroad employees, concluded that the rails had been forced out of alignment and blamed the wreck on sabotage, but no one was ever charged with the crime.

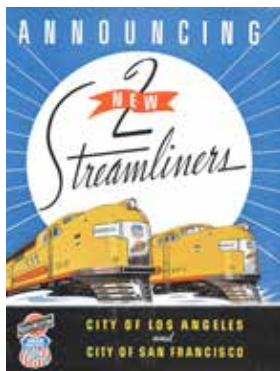
A replacement train was hastily assembled, entering service at Chicago on August 23. The replacement cars were a coach and a twin-unit diner from the *Challenger* and streamlined sleepers previously assigned to the NYC, PRR, and the Pullman pool. On the rear was the experimental observation car *George M. Pullman*.

The *City of San Francisco* remained popular and profitable, so on July 26, 1941, another train-set joined the pool, doubling frequency to twice weekly. In addition, the reconstituted eighth train was refreshed with new cars. At this time the *Forty Niner*, not as strong an earner as the *City*, was discontinued.

## TWO CONSISTS, THEN WAR

The 1941 *City* was referred to as UP's "10th train," or SF 4-5-6, the numbers assigned to its three-unit locomotive. A similar new *City of L.A.* had begun running a few weeks earlier. Powering each was an A-B-B set of EMD E6s. The *City of San Francisco* had 14 cars, with mid-train club car *Marina* boasting an Art Deco bar, a barber shop, a nurse's room, and a shower. The new equipment featured rivetless car sides, and fewer cars were articulated, with only the diner/coffee shop and two sleepers being paired. The livery evolved to an Armour yellow body, gray roof, and red lettering and striping — colors still used by UP today. As cheery as the new trains were, their advertising hinted at something darker, as after December 7, 1941, brochures were hastily rubber-stamped with notes that stewardess nurses on all UP trains were discontinued owing to a shortage of women, who were needed for Red Cross and other defense purposes.

With the advent of war, rail ridership grew dramatically, ris-



ing 400 percent nationwide from 1941 to '45. Railroad passenger-miles in the last three years of World War II were double the World War I figure and almost six times higher than the Depression year of 1932. As the fastest and most reliable link between its end points, the *City of San Francisco* was routinely ridden by high-ranking military officers, and it was difficult to secure space for a traveler without priority. The *City's* annual earnings increased from \$320,000 in 1940 to \$822,000 in 1942, and by war's end the train was earning more than \$1.3 million annually.

Those earnings might have been higher if the railroads could have expanded their capacity, but restrictions on passenger-car construction prevented that. Likewise, government regulations encouraged maximum capacity of passenger trains by, for example, ordering non-revenue cars such as lounges to be mothballed. This removed club car *Marina* and observation-lounge *Nob Hill* from service during 1942–46.

The *City's* meals also took an austere turn owing to wartime food rationing. The two-page prewar menu, offering a full-page of *à la carte* options and five complete dinner selections, shrank to a wartime version with only four meal options. The other inside page carried only an explanation of rationing and a mention of the increase in meals served to armed forces personnel.

## POSTWAR CHANGES AND CHALLENGES

By 1944, with the war's end in sight, UP and its partners began planning for postwar travel. The intent was to restore faster schedules and run more trains, including a daily *City of San Francisco*. It took some effort to get SP to increase the service. To compete with the Santa Fe into Los Angeles, UP and C&NW planned to run a daily *City of L.A.* They served notice to SP that it should boost the *City of San Francisco* to daily, or UP/C&NW would withdraw their lightweight equipment from the *San*



Southern Pacific 4-8-2 No. 4349 couples to the *City of San Francisco's* E2 diesels at Roseville for the climb up Donner Pass during World War II. As trains 101 and 102, the *City of San Francisco* held pride of place in the *City* fleet's numbering system.

J. F. Orem; top, Joe Welsh collection





**Left: The steward and waiters stand ready to serve in the 1938 train's 72-seat dining-room car, *Mission Dolores*. Right: Passengers enjoy a meal aboard one of the UP and C&NW 48-seat diners delivered in 1949 for use on the *City of San Francisco* and other members of the *City* fleet.**

Left above and opposite page, Joe Welsh collection; right above, Union Pacific

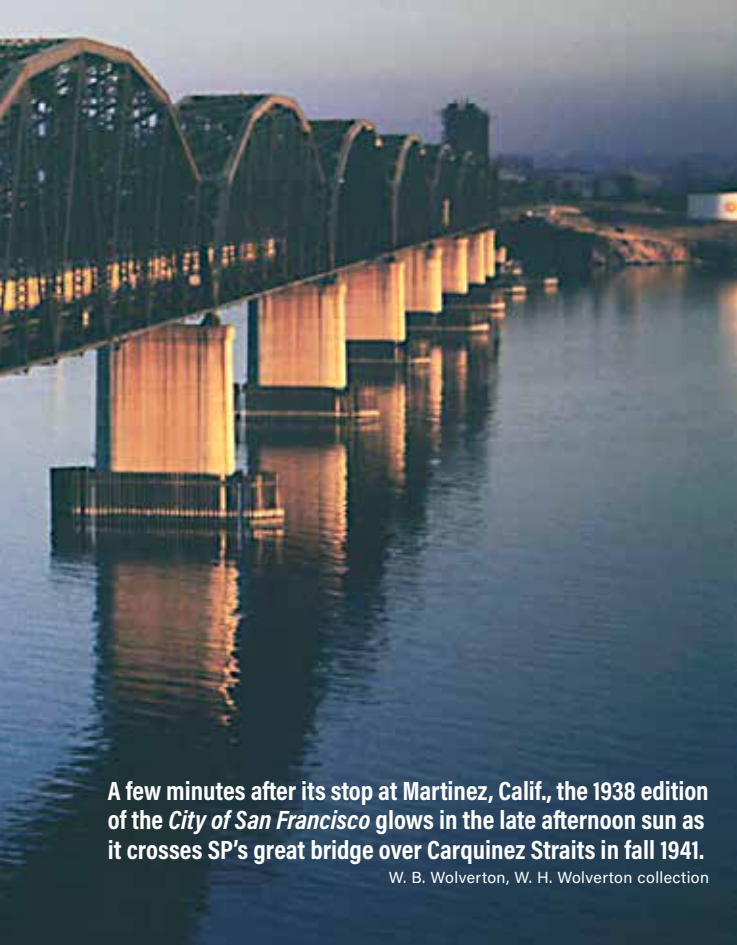
*Francisco Overland*. SP agreed to shorten the *Overland's* schedule, thereby reducing the number of trainsets required. The equipment released by this change helped create the four consists necessary to run the *City* daily starting September 1, 1947.

Later that year, at UP's instigation the *Overland* Route partners began determining the future of the cars built during 1937–41, which had operated in an unusual joint ownership arrangement. During 1948–56 this prewar fleet was parceled out among the three partners. Head-end, chair, dining, and lounge cars eventually were renumbered and lost their names.

Operating a daily transcontinental schedule with only four

consists left no margin for error. Late trains or bad-ordered cars meant substituting lightweight equipment with older heavy-weight cars. SP's Donner Pass crossing and UP's line across Nebraska and Wyoming, both subject to heavy snows, were particularly vexing. New equipment allowed a fifth consist for the *City* starting March 1, 1950. Each trainset was comprised of a roughly 50-50 mix of prewar and new cars. For a time, two of four *City* consists had old observation cars *Nob Hill* and *Russian Hill* on the rear, but by 1950 the train was unique in the *City* fleet in running without an observation car.

Just as the *City of San Francisco* was settling into its new rou-



A few minutes after its stop at Martinez, Calif., the 1938 edition of the *City of San Francisco* glows in the late afternoon sun as it crosses SP's great bridge over Carquinez Straits in fall 1941.

W. B. Wolverton, W. H. Wolverton collection

tine as a daily train, disaster occurred again. On November 12, 1951, UP trains 104, the *City of Los Angeles*, and 102, the *City of San Francisco*, were running east about 12 minutes apart when they encountered a driving snowstorm near the Utah-Wyoming border. With only 200 feet of visibility, and some signals coated with blowing snow, crewmen had a difficult time seeing signal aspects. The locomotives did not have cab signals, and crews were required to stop if they couldn't read a signal. Ahead, a freight had taken siding at Wyuta on the state line, and 104 had had to stop to ascertain three successive signal aspects. As it did so for the third time, 102, coming around a curve at 77 mph in near-whiteout conditions, and not having stopped at any signal, struck 104 with a phenomenal impact. Several cars of the *City of Los Angeles* were destroyed, including NYC observation car *Royal Crest* on the rear, which was split in half for nearly its entire length. Seventeen people died, including the *City of San Francisco*'s engineer. The fact that the Los Angeles train was carrying only 53 passengers at the time kept the toll from being higher.

Just two months later, on Sunday, January 13, 1952, the westbound *City of San Francisco* was trapped in an epic blizzard on Donner Pass. The previous day's train had been halted temporarily by a snowslide and had backed up to change tracks to get through, but SP decided to keep the line open and run its most important trains behind rotary snowplows. With three Alco PAs up front, train 101 bogged down in two large snowslides at 12:15 p.m. near Yuba Gap. The 226 passengers, plus crew, on board were stuck on the train for four days; they all survived, but two men involved in the rescue effort died. [For a detailed

account of the ordeal, see "Stranded Streamliner" in CLASSIC TRAINS' latest special edition, MOUNTAIN RAILROADS.]

## DOMES AND DECLINE

Weather wasn't the only threat. Despite expected high traffic demand during the Korean War, the *City of San Francisco*'s revenues kept dropping — along with those of most of America's long-haul trains. In 1948 it earned \$3.7 million, but in 1953 it took in only \$3 million. Much of the 1953 earnings came from increased mail and express revenues; actual annual passenger revenues had dropped about \$1.2 million.

How much of this decline was due to the new *California Zephyr*, introduced in March 1949, wasn't clear, but the popular CZ sported five dome cars and ran on a schedule timed for scenery in daylight.

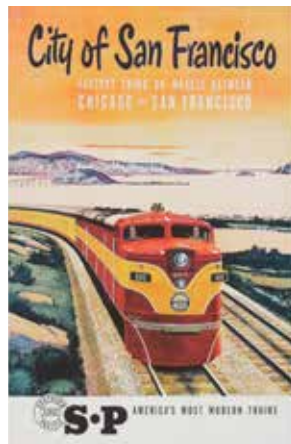
Moreover, Santa Fe in 1954 introduced the Chicago-Richmond (Calif.) *San Francisco Chief*, which included a full-length Budd dome-lounge car. SP had sought to piggyback on the order, but realized that to run those cars, it would have to spend millions to increase clearances in the mountains. Instead, SP built seven unique three-quarter-length dome-lounge cars, with a lower profile, in 1954-55. (UP's ACF domes, introduced on other *City* trains, had a higher profile and did not run on the *City of San Francisco*.) SP assigned three domes to the *San Francisco Overland* between Ogden and Oakland. Not adding domes to the *City* was a missed opportunity to strengthen the train in the face of mounting competition, on and off the rails.

The nature of rail ridership itself was changing, and the *City of San Francisco* got more coaches in the early 1950s. Pullman traffic was dropping, and in November 1954 the *City* lost one of its four lines, keeping a 4-double-bedroom, 4-compartment, 2-drawing-room car; a 10-roomette, 6-double-bedroom car; and a 6-section, 6-roomette, 4-double-bedroom car. The *California Zephyr* had four full sleepers plus a dome-lounge-sleeper-observation, a count that would remain stable into the 1960s. In January 1955, the *City*'s extra fare was eliminated, although the train did bolster first-class choices by moving the daily transcontinental New York-Oakland sleeper from the *Overland* to the *City*. East of Chicago, the New York cars ran alternate days on the NYC and PRR. This service lasted until 1957.

The *City* fleet's route made a big change effective October 30, 1955, when UP terminated its partnership with C&NW and shifted to the Milwaukee Road between Chicago and Council Bluffs, changing the Chicago depot from C&NW's North Western Terminal to Union Station. C&NW cited financial inability to continue the partnership, and some sources pointed to the road's deteriorating track.

The passenger train's general decline through the 1950s also resulted in UP and SP agreeing to combine the *City of San Francisco* with the *City of Los Angeles* east of Ogden, effective September 25, 1960, although they operated separately during summers. At the same time, SP shifted the *Overland*'s Ogden-Oakland dome-lounge to Nos. 101-102 — at last, the *City of San Francisco* had a dome car, but it never ran east of Ogden.

Little good happened to the *City* or any other long-distance train in the 1960s as Americans abandoned trains for super highways and jet airliners. The formerly "Friendly SP" became focused on eliminating its passenger-train losses. UP put on a brave face, but continued to combine trains. In April 1962 the *City* began carrying



The Portland, San Francisco, Kansas City, and L.A. *City* trains ran as one consist east of Ogden toward the end. In June 1970, 11 months before Amtrak, the 5 diesels and 24 cars of the "City of Everywhere" are near Green River.

Bob Schmidt



The *City of San Francisco* dashes through fresh snow at Forreton, Ill., 27 miles west of Davis Junction on the Milwaukee Road. It's November 19, 1955 — three weeks after the *City* fleet stopped using C&NW.

William D. Middleton



Alco PAs approach Auburn, Calif., as they descend the west side of Donner Pass with the *City of San Francisco* in 1967. SP's 64 units constituted the largest PA-PB fleet, nearly 22 percent of the total built.

CLASSIC TRAINS collection

the *Overland's* remaining St. Louis–Oakland cars for transfer to UP's *City of St. Louis*, which used the Wabash east of Kansas City. When SP discontinued the *Overland*, five stops were added to the *City of San Francisco's* schedule.

On-board amenities began declining too. In spring 1961 SP dropped the *City's* coffee-shop lounge cars, though it would reinstate them during busy periods. In April '63 SP's infamous Automat cars, offering heat-and-eat meals from a machine, replaced the coffee shops west of Ogden in the busy seasons. By 1965 the *City* carried only two Pullmans to Chicago and one to St. Louis, and effective January 4, 1966, the St. Louis Pullman was discontinued, forcing first-class passengers to change cars at Ogden. The short-lived dome-lounges came off the same day,

and the full diner was changed to a diner-lounge, which in July was replaced by a coffee-shop lounge. The Automat cars would be discontinued in November 1968, with low-price meals offered in the coffee shop, although both the Automats and the domes would return sporadically between 1969 and 1971.

In October 1967 the Post Office discontinued most of the remaining RPO routes, worsening the revenues of all involved trains. UP passenger revenues dropped 20 percent from 1967 to '68. Aesthetics changed too, as SP's 10 decidedly non-streamlined SDP45 road-switchers in 1967 began replacing the PAs west of Ogden, the *City* being the last assignment for SP's elegant Alcos. The sleek yellow E8s and E9s of UP (and occasionally MILW) stayed in charge east of the SP, however. And the *City's*



A pair of utilitarian SDP45s, successors to the stylish PAs on the SP's portion of the *City of San Francisco*, bring the train into Ogden on June 7, 1967. Once all-yellow, the *City* has become a hodge-podge of colors.

Gordon Glattenberg; below, Joe Welsh collection

once solid-yellow consist had gradually become a shorter, multi-colored string that included gray and silver SP cars.

One of the *City*'s two Oakland–Chicago sleepers came off in January '68, eliminating the need for a Pullman conductor west of Ogden in favor of a porter in charge. The Pullman Company itself would cease operating sleepers in the U.S. on January 1, 1969, the responsibility shifting to individual railroads.

### FINAL YEARS: A FLURRY OF FILINGS

The *City of San Francisco*'s last years saw a parade of legal actions. Citing an annual loss of \$926,000 on Nos. 101-102, SP on January 15, 1968, filed with the Interstate Commerce Commission to discontinue the train on February 15. The ICC suspended the application and ordered hearings at on-line cities. These were consolidated with Western Pacific's application to discontinue its portion of the *California Zephyr* between Salt Lake and Oakland. A July 17, 1968, ICC order denied both applications and required the trains continue for one year.

Southern Pacific introduced a \$10 first-class passenger charge on the *City* (\$5 in coach), although partners UP and Milwaukee Road refused to follow suit. A new SP discontinuance notice was suspended by the ICC on July 7, 1969, pending investigations and hearings. SP withdrew the notice July 15, filing a new petition to change operation to triweekly. After public hearings, the ICC on February 13, 1970, permitted triweekly operation contingent on SP and the Rio Grande arranging to interchange passengers at Ogden or Salt Lake City.

On March 23, 1970, the day after WP discontinued the CZ, Rio Grande reduced its train to triweekly but extended it up to Ogden to connect with the *City of San Francisco*. Burlington Northern, which had just succeeded CB&Q in the March 2, 1970, merger, con-

tinued to run through cars, which it called "California Service."

A Chicago District Court on June 4, 1970, upheld SP's triweekly operation, a decision challenged by several entities. The U.S. Supreme Court ruled in favor of SP on January 11, 1971, though this was a moot point because, meantime, as the National Railroad Passenger Corp. (Amtrak) was being organized, the ICC issued an embargo on all passenger train-off petitions and other service changes.

Amtrak began on May 1, 1971, continuing Chicago–Oakland triweekly trains 101 and 102 on BN to Denver, UP to Ogden, and SP on west. Beginning without an official name, the Amtrak service came to be the *San Francisco Zephyr*, reflecting its joint route. Meantime, Rio Grande chose to not join Amtrak and, with its share of former CZ equipment (minus sleeping cars), instituted its own triweekly Denver–Salt Lake (and briefly, to Ogden) *Rio Grande Zephyr*, operating it until joining Amtrak in 1983.

Amtrak renumbered its long-distance trains effective November 11, 1973, into a single series, and 101-102 became 5-6. After Rio Grande dropped its *Zephyr*, Amtrak adopted the *California Zephyr* name and moved the Denver–Ogden route from UP via Cheyenne and across Wyoming to the Rio Grande through the Colorado Rockies. The train would shift from Ogden to Salt Lake City to proceed into Nevada on the old WP, and during 1980–81 new Superliners replaced Amtrak's hand-me-down cars.

Eventually Amtrak's CZ changed its Oakland terminus from SP's 16th Street station, damaged in the 1989 earthquake, to a new depot at Jack London Square, then to a new station not far north in Emeryville. Bus connections across San Francisco Bay continue, and the train remains a popular member of Amtrak's transcontinental fleet, continuing the tradition begun by Union Pacific's 1936 introduction of the Streamliner *City of San Francisco*. ■

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