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SPEED SCIENTIFIC SCHOOL
 JAMES BRECKINRIDGE SPEED FOUNDATION
 DEPARTMENT OF ELECTRICAL ENGINEERING

February 26, 1967

National Parks and National Monuments
 Department of the Interior
 Washington, D. C.

Re: The California Zephyrs

Gentlemen:

We are herewith enclosing copy of a letter which we sent to the Interstate Commerce Commission, our Kentucky Senators, the Honorable John Sherman Cooper, and the Honorable Thruston Ballard Morton, also to Mrs. Johnson's Beautification Commission (preservation of America's beauty) our newspapers, The Louisville Courier Journal and Times, regarding the above topic.

Also enclosed is a type-written copy of an article which appeared in TIME magazine, under "National Asset", February 24, 1967 (page 84, Railroads), on the same subject.

We would urge that immediate steps be taken to declare the California Zephyr a national asset, "National Monument", and that necessary subsidies be granted to insure continuance of this line for all time.

Quoting from Booklet "Glimpses of our National Parks"
 (United States Printing Office, Washington, D. C.) page 1 -
 (1951)

Secretary Work defined the national park system in the following words:

"Our existing national park system is unequalled for grandeur. Additional areas when chosen should in every respect measure up to the dignity, prestige, and standard of those already established. Proposed park projects should contain scenery of distinctive quality or some natural features so extraordinary or unique as to be of national interest in America.

We feel that the Zephyr trip is eminently qualified to be included in the category of "National Parks and Monuments", and to be in some manner subsidized to guarantee uninterrupted service on this line.

Very truly yours,

Claudine Meyer Fife & Samuel T. Fife
 Claudine Meyer Fife (Mrs. Samuel T. Fife)
 Samuel T. Fife

Professor of Electrical Engineering

Home Address:
 812 Perennial Drive
 Louisville, Kentucky 40217

February 18, 1967

Parks & National Monuments
Department of Interior
Washington, D. C.

SAVE THE ZEPHYRS FOR ALL TIME!
DON'T SELL OUR AMERICAN HERITAGE SHORT

Gentlemen:

We were delighted to learn from the Louisville Courier-Journal (AP Washington dispatch) Wednesday, February 15, 1967, that the Interstate Commerce Commission is ordering the Western Pacific Railroad to continue operating the "California Zephyr" between Salt Lake City and San Francisco. However, we note that this may be only a "reprieve" in that a one year time limit is mentioned.

Americans should rise up in arms peacefully to demand that the Zephyrs be continued in perpetuity. If necessary, this line from Denver to San Francisco (and the Western Pacific from San Francisco to Los Angeles) should be declared a "National Monument" and be subsidized by federal grants. Our American scenery is a heritage which we have received from the past, and which imposes on us an obligation that future generations be able to enjoy it also. Railroads were subsidized in their developmental stage; now some lines may need to be underwritten for the benefit of future generations.

Yearly thousands of Americans journey to Europe to see the majestic fiords of Norway, the unbroken evergreen forests of Sweden, the magnificent scenery along the Rhine, the superb Alps in their snow-clad grandeur along Lake Geneva, the austere beauty of Austria. Americans travel all that distance to see scenery which is encompassed in the forty eight hour journey from Los Angeles (along the Pacific Coast on the Western Pacific) to San Francisco, continuing on the Zephyrs from San Francisco to Salt Lake City, and on to Denver. Seeing noble elk silhouetted against the snow-clad Rockies at a distance of only twenty feet from the train window, traversing Feather River Canyon and the Colorado Canyon with its towering walls edging the railroad on either side, are unforgettable experiences.

Having been privileged to experience both the European trip and numerous trips to California on the Zephyrs, we speak from experience. The composite scenery of Europe is capsuled in the one incomparable forty-eight hour journey from Los Angeles, via San Francisco, to Denver.

America is attempting to solve the world's problems elsewhere, while we are in danger of losing our own cultural heritage at home. Beauty is a necessity for a civilized existence. Don't sell our American heritage short!

Urge our Congress, if need be, to broaden the scope of "National Monument" interpretation to include subsidies to the railroad to continue operation of the Zephyrs for all time, and all future generations. A trip on the Zephyrs is a soul-renewing experience which we owe to all posterity.

We feel very strongly about this matter and would urge your support in the cause. One year is not a long time to accomplish the task on a national scale that may be needed to make continuance of the Zephyrs a permanent decision.

Sincerely yours,

Claudine Meyer Fife

Claudine Meyer Fife (Mrs. Samuel T. Fife)
Samuel T. Fife

Professor of Electrical Engineering
Speed Scientific School
University of Louisville, Louisville, Ky.

Home address:
812 Perennial Drive
Louisville, Kentucky 40217

P. S. The Louisville Times published the letter in Readers' Opinion Column
Friday, February 24, 1967.

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MAR 16 1967

Professor and Mrs. Samuel E. Rife
 Department of Electrical Engineering
 Bellamy Campus
 Louisville, Kentucky 40208

Dear Professor and Mrs. Rife:

Thank you for your letter of February 26 and the enclosures which accompanied it. Your proposal to have the California Zephyr designated a "national monument" followed by Federal subsidies to assure continued operation of the train is an imaginative one.

We are, of course, very much interested and involved in the preservation of natural beauty. That is one of our major programs. Thus, we would be greatly distressed if the most scenic country through which the California Zephyr passes were somehow to be lost or destroyed. If that were to be so, a proposal to establish the scenic areas themselves as national monuments would have meaning to us. We cannot, however, equate the California Zephyr with a national monument. National monuments are land and water areas possessing resources of such exceptional value or quality as to warrant their preservation by the Federal Government.

Moreover, even if the California Zephyr were to be designated a national monument, that in itself would not assure the preservation of the scenic lands through which it passes. The preservation of the scenery is a matter entirely separate from the operation of the railroad.

We are well aware of the scenic beauty of the country traversed by the California Zephyr. And we, too, agree that the routing of the Zephyr through that country is a "national asset," an expression used by the I.C.C. Thus, we are sympathetic to your objectives. But we are certain that the designation of the California Zephyr as a national monument would not provide the legal authority for Federal subsidization of that train. Such an action would involve many highly complex factors, all outside the purview of the National Park Service.

WASO

We appreciate your giving us the opportunity to comment on your proposal. And we are grateful for your support and interest in the programs of the National Park Service, which is implied in your proposal. Thank you very much for writing.

Sincerely yours,

(Sgd.) Raymond L. Freeman

Deputy, Assistant Director

cc:
Regional Directors, WRO and MW Regions
CAM
PS

RHM:eder:kem 3/13/67

DEC 26 1967

14269 Flathead Rd.
Apple Valley, California 92307
December 22, 1967

Congressman Jerry Pettis

Dear Mr. Pettis:

I have been working on a project to save the most scenic passenger train in America. The passenger train is the California Zephyr, which runs from Chicago to Oakland and San Francisco. The Zephyr runs across the prairies to Denver. Then over the Rockies through Glenwood Canyon and along the Colorado River. Then she makes a dash through Salt Lake City and over the great salt flats of Utah and through Nevada deserts. Then on the last leg of the trip she runs into the awesome Feather River Canyon in Northern California.

The Burlington, Rio Grande and Western Pacific railroads which run the California Zephyr have asked the government to discontinue the train. The Zephyr will be discontinued some time in 1968.

I want the government to take over the California Zephyr as a National park on wheels.

With the passenger trains disappearing like they are, I think the Zephyr should be saved as the last long haul passenger train in America. If someone does not do something about saving at least one long haul passenger train, there will be no passenger trains at all to ride.

I need your help in taking this project to congress. I have been giving talks to local chamber of commerces and have a number of them backing me.

In the next few weeks I will be writing letters to all the chamber of commerces along the route of the California Zephyr in hopes of getting them to back the project.

help me save the California Zephyr

Sincerely,

Chris W. Skow

Chris W. Skow

P.S. On January 12, 1968 I will be talking about the California Zephyr and my project on KAVR Apple Valley, a local radio station.

The future of railroad for Victor Valley in question

APPLE VALLEY -- Are passenger trains on the way out? They may be as far as stopping for passengers in Victorville is concerned.

Santa Fe Railroad has asked the interstate Commerce Commission for permission to stop its Chicago and Los Angeles Chief, and the Grand Canyon Limited as of Jan. If this road's plan to drop all trains except the Super Chief El Capitan, Texas Chief and San Francisco Chief succeeds where will we be passenger train wise in Victorville? Union Pacific mail trains No. 5 and 6 will be discontinued in January.

This curtailment of passenger trains is of concern to young Chris Skow, a college student who has studied railroads in depth for the past five years. He has such love of trains he listens to them in the night. When he fails to hear the familiar train whistles even if he is in bed, he gets up. He has photos of overturned box cars, wrecks, and other rail-

road happenings due to his nocturnal interest.

Preferring travel by passenger train above all other modes of transportation, he admits that airplane travel is handy for those who are in a hurry. For real enjoyment, he suggests the California Zephyr run from Chicago to San Francisco. This is the apex of scenic railway routes in the country. Its loops and horseshoe curves are unbelievable, and its scenic panorama is unmatched.

This line was started in 1949, and will be discontinued in 1968. Young Skow would like to see it taken over by the government and run as a National Park on Wheels for the people of the United States.

Why not? The government has done a great job of establishing National Parks throughout the country that are visited by thousands of people every year who pay for this privilege. Why not a National Park on Wheels?

Why not preserve this railway route with its loops and

horseshoe curves that are unbelievable and its unmatched scenic route that starts at Denver traverses the Glenwood Canyon, the Colorado River country, the Utah country, the scenic Feather River canyon, the Nevada desert, and so on into San Fran-

cisco. Why not?

The people of Africa have developed parks to preserve their wonderful animal life. Why should not the people of the United States make a great effort to save this most scenic of all railway routes for posterity?

Chamber hears material request

APPLE VALLEY -- At the Apple Valley chamber breakfast meeting today Mel Edwards of the county economic development commission requested a new stock of photographs from the area on scenic attractions, historical sites, traditional special events and characteristic sport events and activities to further promote Apple Valley.

It was reported the San Bernardino County Council of Community Services is sponsoring a countywide awards program for outstanding achievement in the health and welfare field. Awards will be presented in January.

Leo Chase, chairman of the National Orange Show Queen Contest, Apple Valley division, gave a detailed report of the various committee chairmen and announced the awards dinner would be Feb. 9 at Roy Rogers Apple Valley Inn at 6:30 p.m. He said table seating would be arranged by priority to "first reservations."

Entry blanks for the Queen contest may be obtained at the

chamber and must be turned in at the chamber office not later than Jan. 8 at 5 p.m.

Chris Skow, a college student, interested in railroading, told of his interest in railroads and of his desire to have the government establish the California Zephyr as a National Park.

The California Zephyr is operated by three railroads and was started in 1949. It is scheduled to be discontinued in February, 1968. He was given a vote of confidence by the chamber, and Leonard Guy, president suggested that the secretary write a letter to the proper authority regarding this.



DEPARTMENT OF STATE

Washington, D.C. 20520

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~~DDJ~~
 GANT

January 23, 1968

Dear Mr. Secretary:

Is there anything the Department of the Interior can do to help save from extinction the most beautiful and rewarding railroad journey in the United States?

As you probably know, the famous streamline train, the California Zephyr, is threatened with being discontinued because one of the three roads that runs it, the Western Pacific, wants out apparently to concentrate on freight revenues.

This would rob the American people of a landscape treasure that coming generations would only lament.

The right-of-way from Denver, through the central Rockies, the Utah and Nevada deserts, and the Feather River Canyon in California is one of the landscape treasures of the world. The California Zephyr is the only means of seeing it, as a whole.

Would it be too fantastic to entertain a new concept in National Parks to save this treasure for the American people? Could the right of way of the California Zephyr from Denver to the Feather River Canyon be declared a National Park in a sort of condominium with the railroads that run the route, the Denver & Rio Grande and the Western Pacific?

This proposal, fantastic as it may seem, is born of a sense of desperation shared by thousands who have traveled the route that this unique experience, which should be a



DEPARTMENT OF STATE

Washington, D.C. 20520

national heritage, will soon be lost for good.

I would appreciate hearing from you your reaction to this proposal for a new concept in National Parks, that is, a railroad right-of-way with the railroad running through it to provide a view in passing of one of the world's great landscapes.

This proposal, of course, is made by me as a concerned citizen and has no connection whatsoever with the agency for which I work.

*The why use
to be talking?*

Sincerely yours,

A handwritten signature in cursive script that reads "Ernest Kroll".

Ernest Kroll
Public Affairs Officer
Bureau of Public Affairs

Secretary Stewart L. Udall
Department of the Interior
Washington, D.C.

Brown
2/2/68

L58 PS

FEB 5 - 1968

Mr. Ernest Kroll
Public Affairs Officer
Bureau of Public Affairs
Department of State
Washington, D. C. 20520

Dear Mr. Kroll:

Over the last year we have received other correspondence expressing concern for the continuance of the California Zephyr and the scenery which the traveling public can enjoy from the train. Some have suggested making the train itself a national monument. Your suggestion, proposing the right-of-way as a national park, would involve some of the same basic considerations.

We are, of course, very much interested and involved in the preservation of natural beauty. That is one of our major programs. Thus, we would be greatly distressed if the most scenic country through which the California Zephyr passes were somehow to be lost or destroyed. If that were to be so, a proposal to establish the scenic areas themselves as national monuments would have meaning to us. We cannot, however, equate the California Zephyr with a national monument. National Monuments are land and water areas possessing resources of such exceptional value or quality as to warrant their preservation by the Federal Government.

Moreover, even if the California Zephyr were to be designated a national monument, that in itself would not assure the preservation of the scenic lands through which it passes. The preservation of the scenery is a matter entirely separate from the operation of the railroad.

We are well aware of the scenic beauty of the country traversed by the California Zephyr. And we, too, agree that the routing of the Zephyr through that country is a "national asset," an expression used by the I.C.C. Thus, we are sympathetic to your objectives. But we are certain that the designation of the California Zephyr as a national monument would not provide the legal authority for Federal subsidization of that train. Such an action would involve many highly complex factors, all outside the purview of the National Park Service.

We appreciate your giving us the opportunity to comment on your proposal. Thank you very much for writing.

Sincerely yours,

As you probably ~~know~~ ^(Sgd.) ~~know~~ ^{Raymond L. Freeman} the California Zephyr, is threatened with being discontinued because one of the three roads that runs it, the Western Regional Director, Western ^{Acting Assistant Director} Mr. Brown-PS apparently to concentrate on freight

CCBrown:RUMaeder:kem 2/2/68

This would rob the American people of a landscape treasure that coming generations would only lament.

The right-of-way from Denver, through the central Rockies, the Utah and Nevada deserts, and the Feather River Canyon in California is one of the landscape treasures of the world. The California Zephyr is the only means of seeing it, as a whole.

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From the Sacramento Bee

Backer Suggests Zephyr Be Moving National Monument

FEB 9 1968

FEB 9 1968

B5/P3

ICC will probe request. Story on page A1.

W. W. Woods, cochairman of the committee trying to save local passenger trains, today proposed the California Zephyr be made into a moving national monument, either operated directly or financed by the federal government.

He made the suggestion as the Interstate Commerce Commission announced it will once again hold hearings on the WP's request to discontinue the western leg of the California-to-Chicago streamliner.

Woods was "very happy"

about the decision to hold hearings—which will put off any train discontinuance until at least mid-June—but warned it is only the first step.

"Even if we're successful in our presentations, it still will mean the ICC cannot force the railroad to run the train for more than a year," said Woods.

"That would mean we would have to continue forward through Congress to get some long-range plans made to save the train.

"Maybe it would be possible for Congress to incorporate the Zephyr in part of the National

Park Service. After all we have parks like Yosemite where people go to look at the scenery. But the Zephyr goes through some of the most fabulous territory our country has to offer—the Feather River Canyon and the Colorado Rockies—including more than 200 miles along the Colorado River.

"The only way to really see it is from the train.

"If the railroad can't afford to run the train, maybe the government can."

Unlike many passenger trains, total patronage on the Zephyr has not declined appreciably over the years. But the WP has

stated that although the train is popular it is mainly a vacation train with high usage only during the summer and the Christmas holiday season. WP claims the \$1 million it is losing

profits of a small railroad, which is having a tough time competing for freight business among the railroad giants.

Nearly Everyone Reads Bee Classified. Get the habit. (adv)

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REPRODUCED AT THE NATIONAL ARCHIVES

14269 Pleasant Rd.
Apple Valley, Cal.
February 23, 1968

Congressman Jerry L. Pettis
1517 Longworth Building
Washington, D.C. 20515

Dear Mr. Pettis:

Thank you for your help in the matter of the California Zephyr passenger train. I think the Department of The Interior misunderstood what I want to do. The main reason for making this passenger train into a national park is not only for the scenery, but for the train itself.

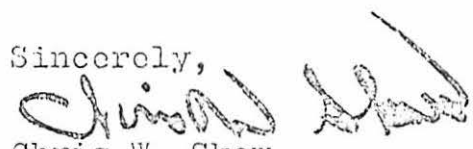
In a matter of years the transcontinental passenger train will be a thing of the past. I think the government should save one passenger train that runs to the west coast. We have to act now.

The editor of Trains Magazine in an issue a few months ago said, if railroads keep taking off passenger trains at the present rate, in a few years there will not be one passenger train running from Chicago to the west coast. We must act now to save one of these passenger trains so that people of today and tomorrow will be able to ride a transcontinental passenger train to the west coast. I think the California Zephyr would be the best train for this project.

If a national park would be impossible, then have the government pay the three railroads to run the Zephyr on a break even basis.

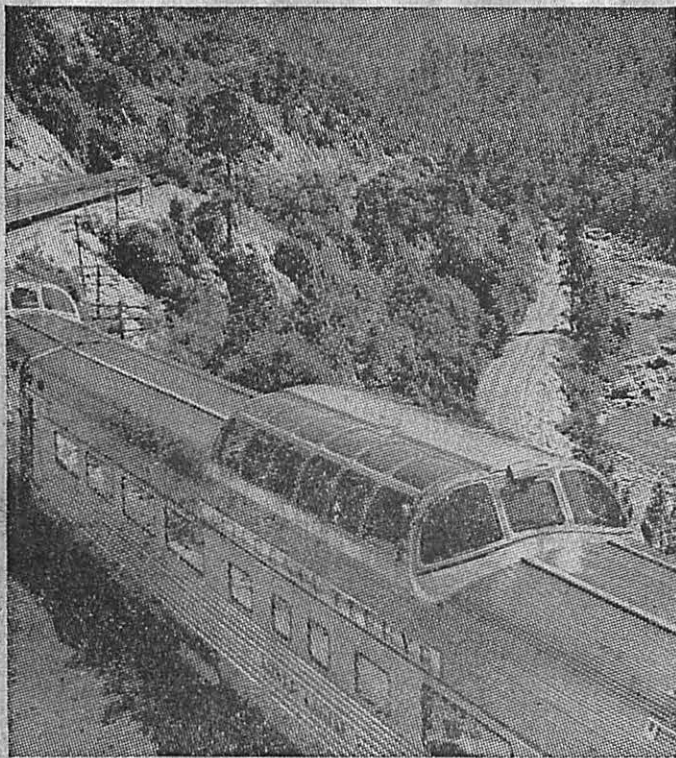
If we do not act now, the passenger train may very well go into history.

Sincerely,


Chris W. Skow

p.s. I just saw on the news that the Zephyr was given a year extension by the I.C.C. This gives us more time to work.

The California Zephyr still runs.



So you won't overlook America's beauty.

From the luxurious California Zephyr you see America's most magnificent scenery close-up. The Mississippi, the Colorado Rockies, Feather River Canyon.

Enjoy America's most magnificent ride while you can. Daily, between Chicago and San Francisco.

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Branges 3/21
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