



ProRail Nebraska NEWS

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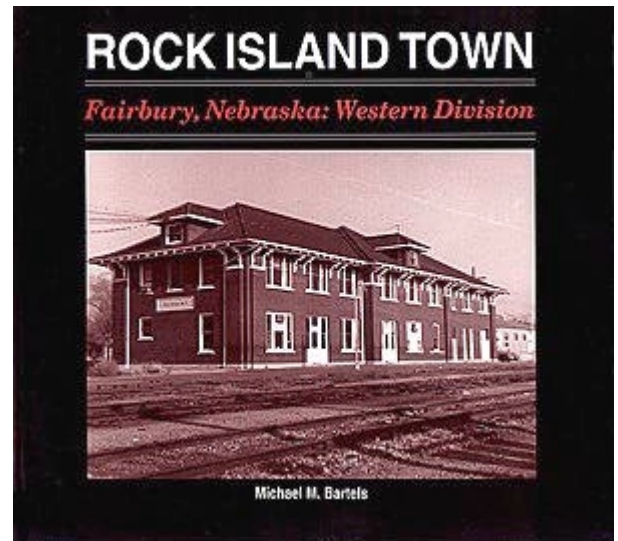
August 2002

Next Meeting at Fairbury Rock Island Depot

ProRail Nebraska's fall membership meeting will be held on Saturday, September 28 at the recently renovated Fairbury Rock Island depot. Registration and coffee will begin at 9:30 AM, the meeting will convene at 10:00 AM, and conclude at 3:00 PM. Denise Anderson will speak and deliver a welcome and summarize the Fairbury R.I. Depot restoration project at the opening of the meeting. **Please pre-register with the included reservation form.**

Topics to be discussed include: Amtrak's current condition, Omaha to Lincoln commuter rail study, Omaha 10th St. light rail line, Omaha Burlington Station, Nebraska transportation Legislative issues, "Football Special" (commuter and long-distance) possibilities, and review and approval of changes to Bylaws.

Registration for the meeting will total \$5 to cover costs for room reservation. For lunch, we will walk a couple blocks over to the Trailblazer Cafe, where we'll have a private room and order off the menu, which will include some special dishes in honor of GermanFest that is occurring the same weekend.



ProRail Nebraska History *by Dan Lutz*

There have been periodic questions regarding the actual starting date/year of ProRail Nebraska as an independent state affiliate of the National Association of Railroad Passengers. While looking through the archives (translation: huge piles of paper), I found the answer. While it is true we, as individuals and organizations, should avoid looking back, the thrust, goals, and topics identified in the organizational meeting bear out the statements: The past is prologue, and those who do not heed and learn from the mistakes chronicled in history, are bound to repeat them (not an exact quote, but you get the idea).

The then titled Nebraska Association of Railroad Passengers held its organizational meeting in Lincoln on September 11, 1993. Our 10th anniversary observance on 9-11-2003 will have double significance. The agenda included: interim

treasurer's report by Fred Henninger, still our faithful treasurer; adoption of budget, review of these issues, for priorities, programs and outreach.

We still need to do more in each of these areas:

- creation of Nebraska Dept. of Transportation.
- Proposed additions to Amtrak national network, specifically extension of River Cities (Kansas City-St. Louis train) to Omaha.
- Concern regarding low traffic density on Burlington Northern rail line to Denver (still route of California Zephyr).
- State Transportation Plan hearings - Nebraska Department of Roads.
- Increased public awareness of passenger rail, our state organization – task force on outreach.
- TEA-21 grant program - rejuvenation of Fairbury Rock Island Depot supported by ProRail.

- Get rail lines printed on Nebraska highway maps. This was accomplished thru efforts of ProRail Nebraska.
- Search for a "champion" to push rail-related legislation in the legislature.
- Quality, dependability of Amtrak service.
- Forming coalition with other organizations (still on our long range agenda).

Brief items from minutes of organizational meeting: membership increase from 28 to 34; statement from Senator J. James Exon's representative Mark Bowen (now chief of staff for Lincoln mayor Wesley): "Senator Exon is optimistic about the formation of a state organization. Funding for Amtrak continues to be a struggle...Exon is optimistic about Amtrak future due to the Clinton Administration's stated pro-rail position." Senator Exon later was given honorary life membership in ProRail Nebraska for these contributions to passenger rail. Convener Dan Lutz asked for volunteers to form a steering committee to formulate articles of incorporation and by-laws. The

following were approved as incorporators (a few more were added later): Roger Clark, James Foote, Fred Henninger, Dan Lutz, Henry Nipper, and Dick Schmeling. Only Nipper is not still active with ProRail.

Transportation as economic development: Depots are potential recipients of grant dollars. Possibilities listed were Omaha Burlington Station, Hastings Depot, Nebraska City Burlington Depot, and Falls City U.P. Depot. "Omaha to Kansas City should be our organization's #1 routing priority. A Lincoln extension should be considered after the KC-Omaha route is established." This project is still a goal of ProRail Nebraska, and is so stated on our information brochure. There were other items of interest, but especially for our newer members, I felt it would be productive to "go back to our roots" as a guide as to where we came from, where we are now, and where we are heading for in the future. Look for the "high green" and full speed ahead!!

Group Information

Welcome to new PRN members who have joined since May 1:

Randall Goeke, Atkinson
 Arvester Chapman, Lincoln
 Hal Daub, Omaha
 Kevin Swartz, Columbus

ProRail Nebraska has a discussion group (through "Yahoo Groups") in which any ProRail member or visitor can participate. You can choose just to read the messages or to actively participate with your comments to the group. Many up-to-the-minute

news items about Amtrak and other railroad issues of interest are contributed regularly by members of this group.

To SUBSCRIBE to the ProRail Nebraska discussion group, send an e-mail to: ProRailNebraska-subscribe@yahoo.com. You will receive a verification e-mail from Yahoo Groups.

If you have questions or wish to contact the group moderator, send an e-mail to gary@thejoneses.com

New Newsletter News

This newsletter will now come out on a quarterly basis and submissions are accepted, encouraged, and will be credited. Please only submit news you feel should definitely be included in the newsletter. Submissions for the next newsletter should be sent to the editor's house address or via email on or before October 20, 2002.

Do you think ProRail Nebraska's newsletter should have a unique name, as opposed to the title "News"? If so, please submit your idea of a new name to the editor by letter or email on or before the submission deadline. The names will be considered by the Board of Directors and a name will be chosen. If you believe the newsletter should remain as it is, let us know that, too.

Each quarterly newsletter will feature a photo taken by a ProRail Nebraska member. If you have a recent (approximately last 6 months) railroad photo, send it to the editor by letter or email on or before the submission deadline. Photo will be chosen by the editor and any material with a self addressed stamp envelope sent to the editor will be graciously and promptly returned.

Meet your new Board of Directors

The following is information on the board of directors elected into office at the May 4th Annual Meeting at Lincoln.

Mike Hromanik, President, lives outside of Murdock, Nebraska. He's been a member of ProRail since its creation. Mike is 37, married with 3 kids, and works as a mechanical engineer in Omaha. Mike is originally from Independence Missouri, later moving to Bartlesville Oklahoma. Mike's interest in passenger trains grew out of his father's preference for train travel. As a child, Mike took numerous trips out of Kansas City's Union Station on pre-Amtrak railroads. His childhood rail experiences included tripping and cutting his head on a Union Pacific train in the middle of Kansas. The train stopped at the next town and waited there till Mike returned from the local hospital with a couple of stitches!!

Gary Emenitove, Vice President, was born in Kansas City, grew up in Council Bluffs, and now lives in Omaha -- three great rail cities. His career has been in communications, focusing in radio, cable TV, and marketing. He's been a volunteer in theaters, museums, and community choruses. He likes to travel (by train as much as possible, of course) and his favorite destination is the Pacific Northwest. He has recently joined a number of other ProRail Nebraska members as someone involved in a major home remodeling project. (Volunteer help is welcome!)

Fred Henninger, Treasurer, is a professional historian (Ph.D., UNL, 1972) and still works part-time for the UNL Division of Continuing Studies as a grading instructor for two European History courses, besides being a public advocate for Amtrak rail passenger service. He considers himself a rail investor (owns investments in BNI, CSX, CP Rail, Kansas City Southern, Norfolk Southern, and Union Pacific), a rail historian (taught himself railroad history from his archive of railroad books and newspaper articles), and a rail philatelist (collects stamps and covers with the theme of trains and railroads). He has been the ProRail Nebraska treasurer dating back to 1993 when the group first formed. He also considers himself a railfan and is a member of the Lincoln Railfans Club. He has taken several steam excursions in the past several years under the sponsorship of Union Pacific Railroad.

David Purdy, Secretary, is mostly retired engineer and still works part time for a firm named CTE Engineers, doing mostly sales. Immediately prior to retirement, he was Director of Engineering for APA, Inc., a small engineering firm in Omaha. Their railroad work, which he largely supervised, was in facilities - fueling facilities and shops. David is Secretary of AREMA (American Railway Engineering and Maintenance of Way Association) Committee 6, Railroad Facilities. He is a registered professional engineer in Nebraska, Iowa and Kansas. Prior to living in Omaha for twelve years, he lived and worked in New York, Lynchburg, Virginia, and the District of Columbia. His education includes a Bachelor's degree in Naval Architecture from Webb Institute.

Dan Lutz, Past President, is a Nebraska native, retired after 32+ years as a UNL faculty member and news editor. Following graduation from UNL in 1950, he worked on the Custer County Chief newspaper at Broken Bow and served in the Army during the Korean War, during which he was a

reporter for the Pacific Stars & Stripes newspaper. While growing up on a farm a short distance from the now defunct Sargent Branch of the Burlington Railroad, his interest in railroading and particularly passenger rail grew as he rode trains in the service and during his university-related travels. He was the principal founder of ProRail Nebraska in 1993 and served as president from 1994 until this year. His principal hobby is photography, including hundreds of railroad-related slides. He is active in a number of organizations and is a board member of the Preservation Association of Lincoln and the UNL Emeriti Association.

Richard Schmeling, District 1 Director, is semi-retired and works as a driver at the BNSF Hobson Yard in Lincoln when needed. He has spent four years on the Depot Committee for the Jefferson County Historical Society and helped restoring the Fairbury Station. He has been editor the Lincoln Railfans' Mainline newsletter since 1975 and has contributed as an author and photographer to several books. Richard also serves on a transportation task force in Lincoln to improve public transportation and also lobbies at legislative hearings for ProRail Nebraska, was vital when setting up N-TRAC, and is still working on renaming NDOR.

Eric Miller, District 2 Director, is a Political Science major at UNL. He has lived in Bellevue all his life and works part time for the State of Nebraska at the Department of Property Assessment and Taxation's office in downtown Lincoln. Eric enjoys model railroading (is slowly working on a 6'X2' Burlington Station area model with Amtrak and BNSF), is the adoptee of Iron Horse Park in the Haymarket, and also has a small collection of old postcards of railroad stations and other historic buildings in Omaha. His two main fronts of volunteer work are restoration of the Omaha Burlington Station and the Tenth Street light rail line. He plans to graduate from UNL with a master's degree in Community and Regional Planning and become a city planner, perhaps for the City of Omaha.

Jackson Hammit, District 3 Director, is retired from the music faculty at Chadron State College. Growing up along the Washington to Chicago main line of the Baltimore and Ohio Railroad began a life-long interest in passenger trains and train travel. He was perhaps the last CSC faculty member who came for his interview by train, taking the Burlington from Kansas City to Crawford in June of 1967. He and his wife still travel by train when possible even though it is a long way from Chadron to board Amtrak.

Tom Brewer, District 4 Director, enjoyed working for the Union Pacific Railroad for 42.5 years and served mostly as a ticket clerk. He worked across Nebraska station departments and worked at Grand Island for seven years. Upon the demise of Union Pacific's passenger service, Tom was a yard clerk at Valley for twenty years and also worked as a tower man at Tower B at 14th Street in Omaha from 1985-1990. He finished his career as a driver for four years at Council Bluffs and retired in 1994. He now lives in Hastings and takes pleasure in gardening and working in his yard, besides advocating rail passenger service.

Beech Grove goes back to work



Thanks to *Don Kaufman*, this is a truncated transcript of an interview with David Gunn. D:F's Wes Vernon interviewed Gunn in his Union Station

office on July 31. The whole interview is available on the internet at:

<http://nationalcorridors.org/gunn073102.shtml>

VERNON: Joe McHugh [Amtrak Director of Government Affairs] told me Monday night prior to the accident in Kensington (where the Capitol Limited derailed) you had 92 cars out of service, sitting idle in those yards.

GUNN: Yes, at Beech Grove, but we lost eight more.

VERNON: So you have 100 cars.

GUNN: Well, it's 105 cars, actually...

VERNON: Wow, 105 cars, that's a lot of equipment.

GUNN: It's a disaster.

VERNON: You have a bill in Congress while you're waiting for repairs, but I understand you're not waiting for that.

GUNN: First of all, we've got a loan from DOT for \$100 million, then the Congress put in a supplemental appropriation \$205 million which is not restricted, it's just operating cash. It's not for any specific purpose. This will keep us alive in the fall. We requested \$1.2 billion next year in prior appropriation, which is the money that actually the previous management put in. I didn't change it. It's tight, but I think it's doable.

What I had planned to do, to the extent I could, was to make significant reductions in non-essential stuff here at Amtrak and put the money into car rebuilding, track and so forth. That was going to happen. We were going to do that in the 2003 budget, which starts in October.

VERNON: So you do have money to start doing that?

GUNN: Well, whether we have the money or not, we're going to start doing it.

VERNON: How can you do it without it the money?

GUNN: Well, what I'm doing is... I have enough money to begin cranking up, and I've ordered the operating department to begin mobilizing and rebuilding cars, and also restore some level of

overhaul on these Amfleet cars. We don't know what our appropriations will be next year, but it doesn't matter, because if they're not going to give us more money to run Amtrak we'll just go out of business with our shops up and running. If they give us enough money we'll have rebuilt cars. In other words, we're at a point where it doesn't matter. We have to do this; we have to do it if we're going to run the railroad. I'm betting on the come, is what I'm doing. I can fund a lot of it internally, assuming that Amtrak is funded. We have an operation and within that operation I can take resources and redirect them to overhaul, that's what I intend to do. The big question is, 'is the operation going to be funded?' I don't know. I think so; I think we have a fair amount support over there for the \$1.2 billion.

VERNON: You had to terminate the "Cap" in Pittsburgh (for one day)?

GUNN: Yes, but that wasn't due to equipment. That was due to tracks. As we said after the last derailment, one more derailment and we would have trouble meeting our service – that's where we are. I haven't had a chance to go downstairs and find where they are, but as of last night they were still scrambling to try and figure out how to put together a Capitol Limited. There are a number of things we could do in the long run. I mean, we've got this; we really hurt ourselves on our transcontinental train. This express business and all the switching consume enormous amounts of time.

VERNON: And does it make enough money to really make it worth it?

GUNN: No, I do not think so.

VERNON: In other words, you want to eliminate the express service.

GUNN: Well, we're taking a hard look at it. There's no question on some of these issues.

GUNN: ...the attempt to put us under ...is ludicrous. It means they don't understand the economics of Amtrak. If Amtrak made the decision tomorrow to go out of the long-haul business, we'd save the first full year of being out of the long haul business. We might save \$18 –20 million – might! What that means is that if they really want to get rid of Amtrak and do it legally, they've got to fund us at least for a couple of years.

VERNON: Severance pay?

GUNN: Yes. I mean, do they want to fund us and run trains or fund us and not run trains? It's going to

cost them the same either way. So, I think that what I would say is that if someone is serious about doing us in, they better at least study the situation and have a plan that is real, although I'm not going to help them do that. You have a total divergence of views on this subject. I've met with a lot of the Senate and the House and even there, you have tremendous divergence of views, although you have a lot of support. That's why I'm saying I really think that if Amtrak can get its own house in order in terms of its finances, and be absolutely clear about what is going on here, and prove that we are an efficient custodian of public money, I think you got a lot of support over there. I think Amtrak will have a better time of it – and the other thing is, I think we've reached [the end of] this 'glidepath' notion. If that isn't dead now, it never will be because we have been really, really straightforward with what the economic reality of Amtrak is.

VERNON: Are any routes going to go?

GUNN: No, I've said no, unless we totally run out of equipment.

VERNON: Of course, that's a possibility too.

GUNN: Nah, we'll get some equipment. Once we get the shops going, we'll be able to begin to get the stuff back.

VERNON: There are some people, including some politicians on the Hill, who want their service but say that the long distance trains are losing too much money, they're too much of a drag.

GUNN: Now wait – the long distance trains are a red herring. If you look at Amtrak as a whole, commuter services are supposed to be self-sufficient. In other words, we get paid what we cost. Then you have the intercity, the long distance trains. Then you have the corridor, shorter haul type trains – they all lose money! Not the commuter, but the long distance and the short haul. The Northeast corridor does not make money. It's an absolute fantasy and in some sense it was perpetuated by this glidepath, where people were "Oh, we're going to be making money and we'll get the Acelas and we'll make..." It's not true. The Northeast Corridor barely breaks even on above the rail costs, and it requires enormous amounts of capital. I mean hundreds of millions of dollars just to keep running. The idea that getting rid of the long-haul trains leaves you with a profitable core is not true. The long-distance trains probably lose about \$300 million a year incrementally. Okay, you get rid of them, [but] you've still got an enormous deficit – plus you need hundreds of millions of dollars of capital. Use the \$1.2 billion – these are all rough

numbers – but if I say I need \$1.2 billion and everyone says get rid of the long haul trains, okay; now I need \$900 million.

VERNON: The Acela. You've got these sleek trains capable of doing 150 mph, but they only do it for 18 miles (on the whole trip) from Boston to Washington. You think that's putting the cart before the horse? They should have re-electrified the NEC south of New York first?

GUNN: We need new equipment. (With) the Acela you've got to separate the concept of a high-speed train from what we did, unfortunately. We're having a lot of trouble with the Acelas, I don't know if you're aware of that.

VERNON: I know about availability...

GUNN: ...and reliability, they're much less reliable than an AEM-7 [4,000HP electric locomotive].

VERNON: Of course, you've already sued Bombardier.

GUNN: No, forget the lawsuits. I don't even want to talk about lawsuits. Look, Bombardier built the cars, they engineered the cars and they maintain the cars, and we're having a lot of trouble with those cars and they're very expensive; but should we have bought high-speed? We need more equipment. Did we do the right thing there? Time will tell, but I think that clearly this company, if you read the press clips from about a year ago... They were acting as if this were going to be the salvation of Amtrak. It won't – it's only a hundred cars in a corridor. The first thing is to get the existing system back to where it's in good shape, and then you start making incremental improvements to pick up five minutes here, 10 minutes there. People tend to view this thing like we made a big mistake, and if we had put the money here instead of there everything would be okay. Life isn't that simple.

VERNON: All right, let's say, just for the moment, hypothetically David Gunn is not just CEO of Amtrak, he's dictator of it. He has a vision for what he wants the system to look like. What would it look like?

GUNN: ...The next thing I would like to see happen is I'd like to see a corridor success outside of California or the Northeast. I mean, I would really like to see some corridor, whether it's Midwest around Chicago, you pick...

VERNON: High speed?

GUNN: Yeah, 100 – 110 mph. You have to approach this thing in a realistic incremental fashion. I'd like to see some corridors - This idea that you're going to have Tokaido (Japanese bullet trains) lines all over the United States isn't going to

happen. We must have some victories out there where we prove what we can do in terms of well thought-out and reliable. Do you remember the way they did the Lindenwold line (An NJT commuter line between Philadelphia and South Jersey)?

VERNON: Oh yeah, that was a local effort.

GUNN: Yeah, and they did everything in a very workmanlike, logical fashion. They went to automatic train operation real early, they did automatic fare collection, but it was all done very methodically and it wasn't one of these great leaps forward where they bring in all the consultants and they run around and promise everybody, well, like the Acela. You over-commit and the whole thing just sort of flops. You need a situation where you take a corridor and it is planned on an engineering basis, both for the cars and the track. It's done based

upon the available, proven technology, and one of the things that's missing in this country is the railroad supply industry has collapsed.

VERNON: Now you don't need this job, you don't need the money you're getting from Amtrak. What would it take for you to say, "That's it guys, I'm out of here, I don't need this." What will it take to tick you off and send you back to the serenity of Nova Scotia?"

GUNN: I never look at a job that way. Not this job, this job is one where I'm going to be like Sewell Avery. You remember that story? They carried him out in his chair. So I'm going to do the right thing so if they don't like it they're going to act, not me.

VERNON: You're happy in your job, you like it?

GUNN: There are days when I get a little depressed, but basically I like it. Yeah. Yeah.

Nothing gained, nothing loss for rail bills during special session *by Richard Schmeling*

Because a number of bills potentially impacting transportation were introduced in the Special Session of the Nebraska Legislature, it was felt that ProRail needed to monitor the bills and, in some instances, take a stand and testify on the bills.

LB 15 (Indefinitely postponed 6-1) was an attempt to increase the amount of money transferred from the Highway Trust Fund to the Highway Cash Fund by \$621,000. This money is used for the Nebraska Public Transportation Assistance Program and the purpose of the bill was to help public transit by preventing cuts in funding.

LB 16 (Indefinitely postponed 7-1) would have moved money from the Highway Trust Fund to the Nebraska State Patrol Fund. The intent was to "borrow" from the Highway Trust Fund to lessen the drain from the General Fund.

LB 30 (Indefinitely postponed 8-0) would have transferred sales tax receipts from the sale of

motor vehicles from the Highway Trust Fund to the General Fund until October 1, 2004, which had been done once before during a budget crunch.

ProRail Nebraska took a position in favor of LB 15 and took a neutral position regarding LB 16 and LB 30. ProRail members Richard Schmeling and Eric Miller spoke for LB 15, as did MAT representative Chris Abboud, and Ralph Hayden attended the hearings as well. The Highway Lobby turned out in force and opposed all three of the bills.

LB 35 would have allowed state funds in the Light Density Rail Line Assistance Revolving Fund to be transferred to the General Fund. Richard Schmeling testified against this measure for ProRail as well as Pat Ptacek of the Nebraska Grain and Feed Association and Janie Orr of the Nebraska Northeastern Railway Company. This fund was found to be a federal-matched fund and no action has been taken on this resolution.

Congressman Bereuter supportive of Amtrak *by Dan Lutz*

ProRail members Dan Lutz, Richard Schmeling, and Eric Miller each attended a separate Town Hall meeting with Nebraska 1st District Congressman Doug Bereuter that took place on August 9th and 10th in Lincoln. Congressman Bereuter said he would strongly back a "national" Amtrak system and nothing short of that, and acknowledged that the appropriations bill to give \$1.2 billion to Amtrak is an important piece of legislation he would back; he confirmed doubts that there would be any action yet this year by the House on H.R. 5612, the legislation that would reauthorize Amtrak and provide funding, which we had in hand to ask him about. Bereuter was the Congress point person behind getting the federal grant for N-TRAC to conduct the Omaha to Lincoln commuter rail study. The ProRail Nebraska message on Amtrak reached approximately 100 grassroots citizens attending the three listening sessions at which we attended and offered questions or testimony.

AARP needs your help to support Amtrak *by Gary Emenitove*

Efforts are currently underway to encourage the American Association of Retired Persons (AARP) to come out in support of Amtrak as an essential transportation option for senior citizens. The 33 million member AARP is one of the largest and most influential lobbies in Washington, DC, a lobby that could be put to work for the 2003 legislative session in support of passenger rail.

All that is needed are letters from AARP members asking that the organization support both high speed corridor trains as well as a long distance network of lower frequency passenger trains. If a sufficient number of letters are received now, AARP will actively advocate for passenger rail legislation next year.

Such a request of AARP is entirely appropriate as many seniors throughout Nebraska and the Midwest, particularly

from smaller towns and cities, report that rail travel is the best and sometimes the only economic, safe, and reliable alternative they have to driving. There is no question that termination of Amtrak would seriously limit the mobility for many of the growing senior citizen population and thus is an issue AARP should enthusiastically embrace.

If you are an AARP member, please consider writing a letter. Please ask family and friends who are AARP members to write also. Letters should be brief (2 or 3 sentences) and mention a personal reason why you want train travel to survive and expand.

Send your letters to:

Judith Kenyon
AARP National Legislative Council
601 "E" Street, NW
Washington, DC 20049

email: jkenyon@aarp.org

Be sure to include your membership number with your signature and send yours today. Thanks for your help.

This effort was initiated by Doras Briggs, Vice President of Train Riders of California and a nationally known dedicated advocate for passenger rail. Doras has also been a long time activist supporting AARP issues. She originated and is the volunteer coordinator for the Emeryville (CA) Station Hosts program which welcomes and provides information for arriving and departing passengers.

If you are 50 or older and don't belong to AARP, you can join for \$12.50 a year.

ProRail Nebraska Day at DWHM

On Saturday July 20, from 1:00 PM to 4:30 PM, ProRail Nebraska held an informal gathering at the Durham Western Heritage Museum in Omaha Union Station. The activity was well attended by Omaha area members and presented time to enjoy magnificent railroad history and for members to talk business. This event serves as a model for having local meetings and provides an opportunity to discuss issues related to a certain area. Topics at this meeting included Omaha light rail, commuter rail, and the Burlington Station.

Omaha Burlington Station Update *by Eric Miller*

The Omaha Landmarks Preservation Committee voted to approve the designation of a landmark to the Burlington Station on August 14, 2002. However, the motion did not pass as the vote was tied 3-3. The request for designation was initiated by ProRail member Eric Miller on June 12th, 2002. Warren Oil Distribution, who owns the station and claims they have had plans to restore it while they have been trying to sell it for the past decade, opposed the designation. Eric Miller is now working to get the designation passed through the Omaha City Council. The status of being a landmark would put a more local interest in the station with added public input on restoration. Future possibilities for the station include a multimodal transportation terminal with Amtrak moving back in, becoming part of a museum, or both.

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Photo of the Quarter

California Zephyr #6 in front of Omaha Amtrak and Burlington Stations – *by Eric Miller*



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