

Fifty Years of Amtrak Trains Errata and Update

Despite the best efforts of the authors and editor, some errors will creep in. New information is also discovered. This list is complete as of January 15, 2024

Pages 12, 13: System Maps: May 1, 2011 & May 1, 2021

Petersburg-Raleigh route segment incorrectly shown as existing.

St. Louis-Centralia route segment incorrectly shown as existing.

Page 21: Metroliner/Acela Express Schedule Pattern, Washington-New York Departures Table

12/11/10 first three departures should be 500a x67, 525a x67, 600a x67.

Page 53: LEFT Photo Caption (*Comment*)

Photo location is Whitehall, NY, taken from Route 4 overpass.

Page 56: *Ethan Allen Express*

First paragraph, seventh line. The Rutland Branch junction is at Whitehall, NY, not Ft. Edward. The junction is south of the Whitehall station, so the *Ethan Allen Express* does not stop in Whitehall.

Pages 92/92: Capital Limited Schedule Grid and Stops Table

Date of first column in schedule grid should be 10/1/81 (not 10/25/81 which was the first National Timetable in which the train appeared.) The stops shown as effective 10/25/81 should read 10/1/81).

Page 94: Goodbye Broadway Limited (*Comment*)

In the spring of 1999 a sleeper was added to the consist of the Three Rivers, first an HEP sleeper, replaced in 2001 with a Viewliner.

Page 123: Caption MIDDLE Photo

The train is the 6:05 pm SaSu *Blackhawk*, Train 375 to Dubuque, IA. The *Illinois Zephyr* information which turns west under the St. Charles Air Line in the background is correct.

Page 131: Caption FACING PAGE Photo

The location is Moreau, Mo.

Page 140: Black Hawk Schedules Westbound

SaSu train number for 10/26/75 should be 375.

Page 144/145: Caption FACING PAGE TOP LEFT Photo

Date of the photo is fall, 1974.

Page 149: Hoosier State/Cardinal/Kentucky Cardinal Schedule Grid (Northbound)

The running time row labels for Louisville-Chicago and Indianapolis-Chicago are interchanged. The running times shown in grid columns are correct.

Page 158: Caption LEFT Photo

The 1991-vintage Horizon car is misidentified as a Heritage coach.

Page 175: Dallas At Last

Date in first sentence should be March 13, 1974.

Page 198: Caption LEFT AND ABOVE Photo

Train name should be *Denver Zephyr*; not *City of Denver*.

Page 202: *City of SF/Denver Zephyr/San Francisco Zephyr/California Zephyr Stops*

Holdrege first service dates should be 5/1/71-6/30/20 (not -6/20/30)

Ogden service dates should be 5/1/71-10/29/83 (not -7/14/83)

Page 212: *North Coast Hiawatha/North Coast Limited Schedule Grids*

Footnote “D” incorrectly lists the days of daily operation in each direction are between Chicago and Minneapolis, rather than the correct city pair of Chicago and Seattle. The correct footnote is shown below:

D=Departs Minneapolis MoWeSa and Seattle MoWeFr; except operates daily in each direction between Chicago and Seattle 12/15/72-1/7/73, 5/19/74-9/4/74, 11/23/74-12/1/74, 12/15/74-1/6/75, 6/12/75-9/15/75, 12/12/75-1/12/76, 6/15/76-9/8/76, 12/15/76-1/5/77, and 6/15/77-9/7/77.

Third column of text, third to last line: Senator Mike Mansfield represented Montana, not South Dakota.

Page 204: Caption Bottom Right (LEFT) Photo

The location is Glenwood Springs (not Grand Junction).

Emeryville Station Use by *California Zephyr*

Page 200 & 202: *City of San Francisco/Denver Zephyr/San Francisco Zephyr/California Zephyr Schedules—Eastbound and Westbound*

Footnote H, Emeryville effective dates should be 8/5/94 (not 8/13/93)

Page 200 & 202: *City of San Francisco/Denver Zephyr/San Francisco Zephyr/California Zephyr Schedules Stops*

Change Emeryville dates to 8/5/94- (not 8/13/93-)

Page 208: Text

3rd column, next to last line change to read: “In August 1994,...”

Page 220: Caption LEFT Photo

The rationale for selecting the Great Northern route was not more population. The correct selection reason is contained in the text on page 212. The caption should read:

The *Empire Builder* rolls through Shelby, Mont., on October 8, 1998. The isolation and lack of transportation options to communities along this former Great Northern route was a determining factor in Amtrak’s initial preference over the more southerly and more populated former Northern Pacific route between the Twin Cities and Seattle.

Page 230: Text

First paragraph incorrectly identifies the route to which the Capitols were shifted in October 1993. Correct, more detailed description follows:

On August 13, 1993, the Capitols began stopping at the newly-opened Amtrak depot in Emeryville, a city that previously never had an intercity passenger station. There were no intermediate stops between Oakland and San Jose until May 21, 1993 when the Santa Clara-Great America station opened. The next station to open on this route was Fremont-Centerville on June 4, 1993. When this station opened, the trains were permanently routed off the Southern Pacific's Mulford Line to SP's Centerville and Hayward Lines, but the latter line's namesake station did not open until May 29, 1997.

Page 234: Pacific Northwest Stops

Proper spelling is East Milwaukie/Milwaukie (not Milwaukee).

Page 239: Caption ABOVE Photo

The location is Los Angeles (not Oakland.)

Page 244: Amtrak Train Names, NEC Train Names

Chesapeake dates should be 5/1/78-7/1/83 (no break 10/25/81-4/24/82)

Senator second use date period should be (10/27/85-1/4/96) (not 4/1/96)

Page 245: Amtrak Train Names, National Train Names

Capitol Limited dates should be 10/1/81-present (not from 10/25/81)

George Washington city pairs (11/14/71-5/18/74) should be Chicago to Newport News/Washington/Boston

Rip Van Winkle dates should be 4/26/81-4/6/91 (not -4/6/71)

Page 248: Communities Served by Amtrak, Alphabetical Listing (Part 1)

Connellsville, PA, dates should be 10/1/81-present (not 10/25/81)

Cumberland, MD, dates should be 9/8/71-present (no service gap)

Fremont/Centerville, CA, dates should be 6/4/93-present (not 10/31/93)

Santa Clara, CA, (M) dates should be 5/21/93-present (not 10/31/93)

Page 252: Communities Served by Amtrak, Multiple Stations (Part 2)

Santa Clara (GAC) dates should be 5/21/93-present (not 10/31/93)

For further updates, please check <www.50yearsofamtrak.com>. You can also find a link for an order form on the page.

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