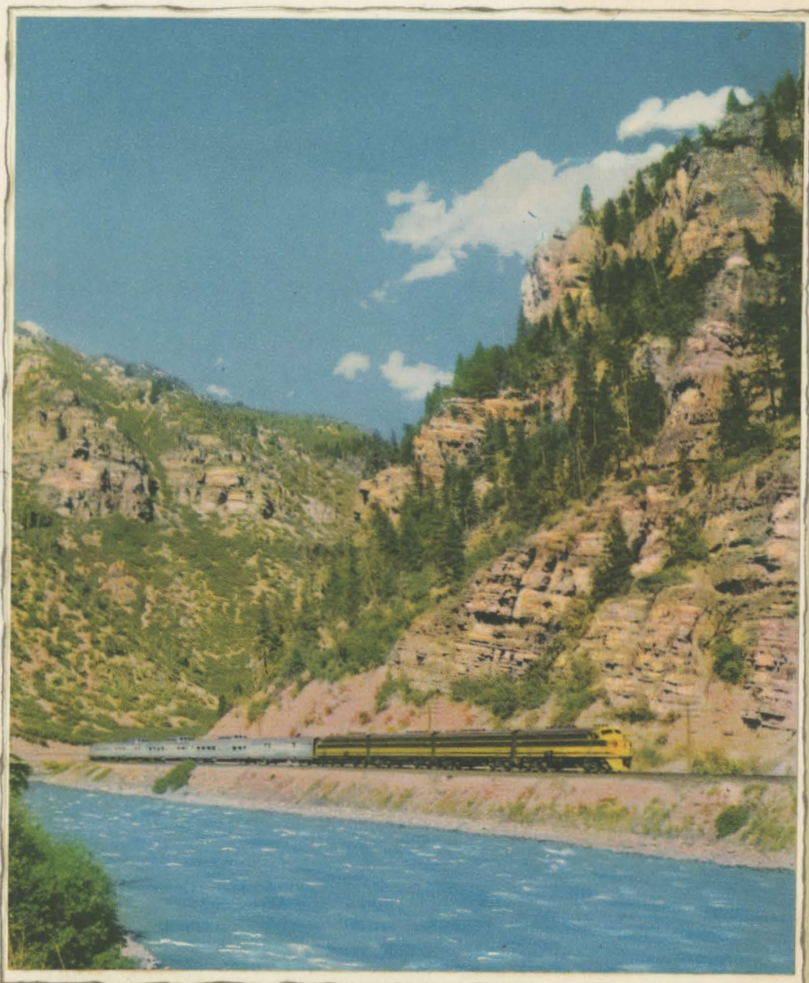


# Dinner



*Dream Come True*

*Rio Grande*

DETROIT KNIGHT TEMPLARS

Enroute

to the

44th TRIENNIAL CONCLAVE

SAN FRANCISCO, CALIFORNIA

September 18-22, 1949

1 1 1

Via

***Rio-Grande***

Thru the Rockies

1 1 1

SOUVENIR MENU

# Dinner

1 1 1

Mixed Olives

Crisp Radishes

Cream of Chicken Soup or Consomme, Hot or Jellied

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Colorado Mountain Trout, Drawn Butter

Baked Stuffed Long Island Duck, Apple Sauce

Roast Prime Rib of Beef, au Jus

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Potatoes, au Gratin

New String Beans

Hot Dinner Rolls

Combination Salad, Club Dressing

Chocolate Nut Sundae

Chilled Melon

Berry Short Cake, Whipped Cream

Individual Camembert Cheese, Toasted Saltines

Coffee

Tea (Hot or Iced)

Milk

Buttermilk



## **Dream Come True**

Beautiful Glenwood Canyon of the Colorado River provided the inspiration—in 1944—for the Vista-Dome—the startling innovation in railroad passenger car design which gives unsurpassed “see-ability” from a glass-enclosed observation compartment raised above the normal roof line.

Less than five years later, the California Zephyr—America’s most modern and beautiful train, featuring five Vista-Domes in its 11-car consist, went into regular daily service between Chicago and San Francisco. Early every afternoon, the east and westbound California Zephyrs meet in the same canyon which inspired their outstanding feature.

The story of the idea and development of the Vista-Dome began in July, 1944. Mr. C. R. Osborn, vice president of General Motors, was riding in the cab of a Rio Grande Diesel locomotive thru Glenwood Canyon. Never before had he seen such an unimpeded view of this scenic region.

“A lot of people would pay \$500 for this fireman’s seat from Chicago to San Francisco,” he commented. “Why wouldn’t it be possible to build a glass-covered room in the roof of a car?”

That night in a Salt Lake City hotel he sketched out the idea. Later, General Motors engineers perfected the designs and built the experimental “Train of Tomorrow,” which was exhibited thruout the country. Meanwhile, the Burlington, Rio Grande and Western Pacific railroads—whose combined route from Chicago to San Francisco is “the Scenic Way Across America,”—placed orders for six complete stainless steel trains, embodying the Vista-Dome feature, as well as all other improvements in passenger car design—to provide daily streamlined service over this route. The last of the 67 cars required was delivered, and service was begun, early in 1949, and the California Zephyr, Mr. Osborn’s dream train of tomorrow, became the train of today.

**DENVER AND RIO GRANDE WESTERN RAILROAD**