

CONDENSED  
**SCHEDULE**  
OF THE  
DEADWOOD CENTRAL RAILROAD

South-bound Read Down	Table No. 1	North-bound Read Up
Train 1		Train 100
Often	Lv. DEADWOOD Ar.	On Time
#	Ice Frolics	#
#	Florida in Chicago	#
#	San Francisco	#
#	New Orleans	#
#	Old Faithful Geyser	#
#	Rodeo Corral	#
#	Vacationland Chalet	#
#	Moffat Tunnel	#
#	Rocket Village	#
#	Indian Village	#
#	Central City	#
#	Vitarama Hall	#
#	Main Plaza	#
#	Wheels A-Rolling	#
#	Paul Bunyan	#
#	Famous Trains	#
#	Pullman Display	#
#	Spanish American Village	#
#	Car-Of-The-Week	#
On Time	Ar. GOLD GULCH Lv.	Often

# Does not stop June 25 to October 2, inclusive.



**The Passenger  
Is Warned**

against certain perils of the passage from Deadwood to Gold Gulch and return. Rustlers, bandits, horse thieves, train robbers, and just bad men—all abound in the desolate wasteland traversed by the DEADWOOD CENTRAL. Here, along the lonely shores of Lake Michigan, prowls the predatory red man. Here the geyser spouts. Here, the wonders of the West unfold. *The passenger, we repeat, is warned:*

If the pageants of the past and the wonders of the present . . . the hiss of steam and the squeal of brakes . . . the clarion steam whistle and the bellowing air horn . . . if all these leave him unmoved, the Deadwood Central is not the railroad for him. But if the passenger shares the in-born American love of railroads for their own sake, the CHICAGO RAILROAD FAIR and the DEADWOOD CENTRAL will provide an exciting interlude—an excursion into the past and a glance into the future.

**Winning the West . . .**

**Narrow-Gauge  
Railroading  
Made History in  
the Rugged Rockies**

**T**HE Colorado and Southern Railway, on which most of the Deadwood Central's equipment served, operated a narrow-gauge railroad which played a stellar role in the drama of the West. This winding, precipitous mountain route thrice crossed the Continental Divide. It helped build Colorado and Leadville, which became "the richest city in the world" and produced \$525,000,000 in precious metals.

*Engine Number Nine* was known throughout the Colorado frontier as the "Nine Spot." It saw service on the Colorado and Southern almost from the beginning of service into Leadville in 1883. It was retired in 1939 at the ripe old age of 53 (and after 1,315,518 miles of service).

*The express-mail car* (C. & S. No. 13) was built in 1880, and undoubtedly bulged with bullion on its runs out of Leadville. (This car has been reactivated as a United



States Railway Post Office. All mail posted at the Deadwood or Gold Gulch stations will carry a special cancellation stamp.)

*Open-air cars* are converted narrow gauge equipment, patterned after the colorful open-air summer excursion cars which once operated through the Rocky Mountains.

*The office car* (C. & S. No. 911) was built in 1872. Many personages have been guests aboard—President and Mrs. Grant, senators, mining tycoons and other celebrities of days gone by. This car has been renamed after Leadville, the famous city whose mineral wealth contributed to the development of the West.

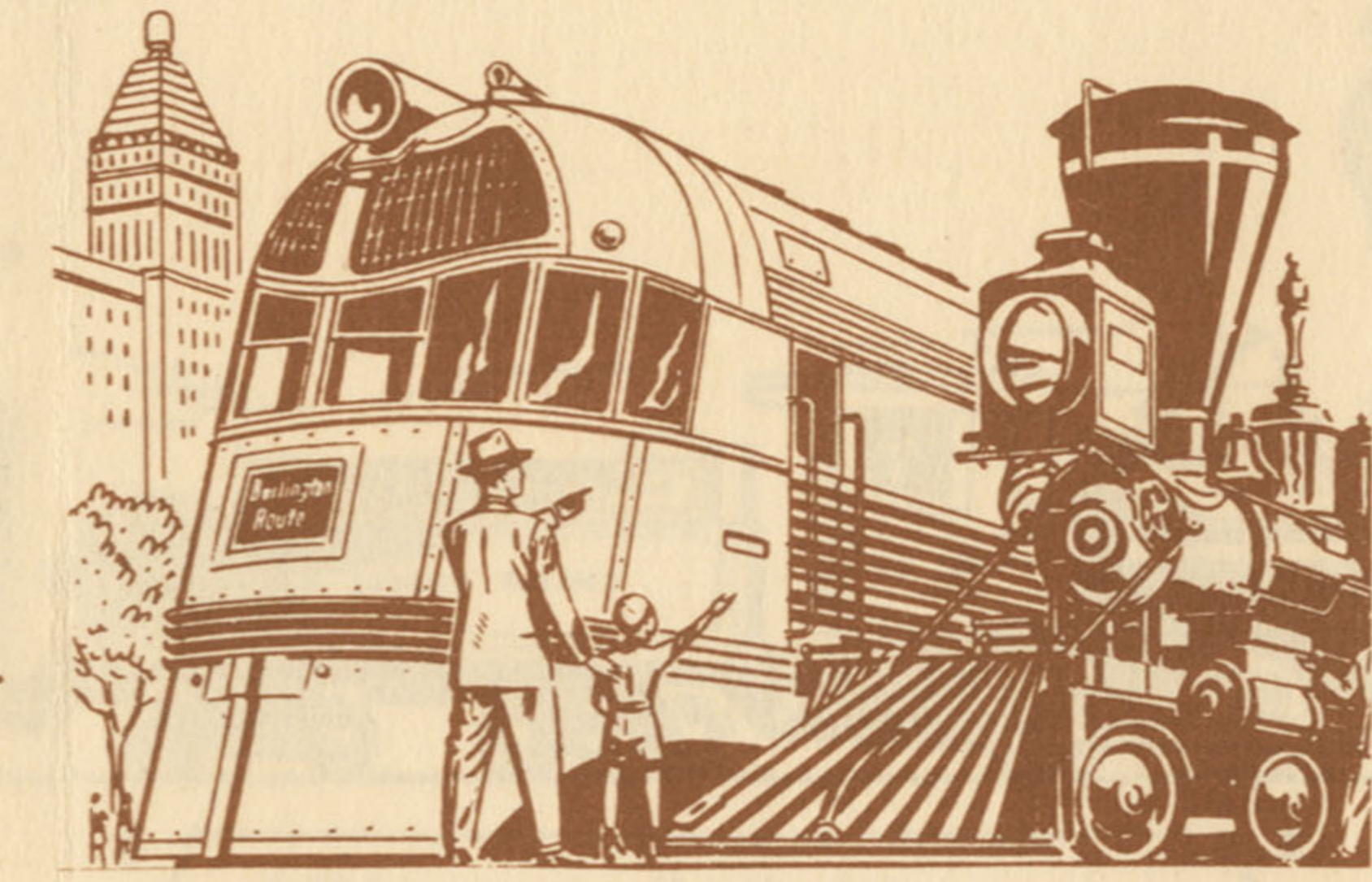
**The  
DEADWOOD CENTRAL  
Fact or Fiction?**

Although the terminal points of the Railroad Fair's Deadwood Central Railroad are fictionalized versions of famous Western cities, let no unwary traveler assume that the Deadwood Central itself is merely a fiction.

The narrow-gauge line of the Railroad Fair carries this famous name, in honor of a famous early Western railroad. The Deadwood Central is a direct descendant of the narrow-gauge line of that name chartered by the Territory of Dakota 60 years ago.

The actual Deadwood Central wound and puffed its way through the Black Hills, in the days when Dakotans wore spurs and six-guns—or buckskins and feathers. And many famous bad men and peace officers held on to their ten-gallon hats as the dauntless little engine sped on its way.

Today, the Deadwood Central is a part of the Burlington system—not as long as the Chicago, Burlington & Quincy or the Colorado and Southern—but, since its conversion to standard gauge, every bit as wide!



**{ Burlington's  
100th  
Anniversary }**

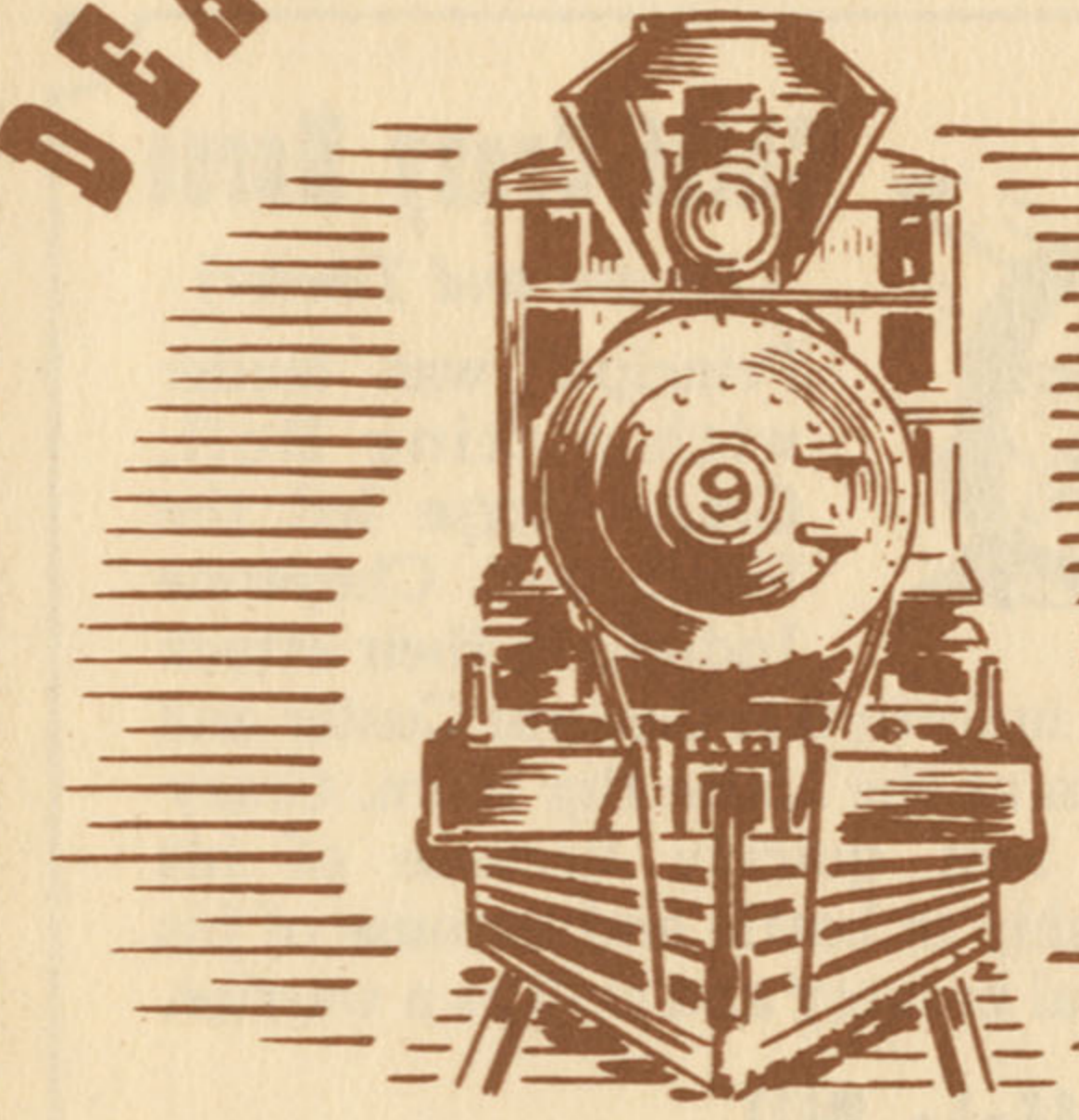
One hundred years ago, a little group of foresighted men obtained a charter for the twelve-mile Aurora Branch Railroad. From that humble beginning (on February 12, 1849) has grown the present Burlington system—11,000 miles of railroad, serving fourteen great states.

Rich in the pioneering tradition, the Burlington has contributed many important innovations in railroading . . . from the first railway post office (1862) to America's first diesel-powered, streamlined train (1934) and the first Vista-Dome car (1945).

The 35,000 men and women of the Burlington Lines are proud of its past progress and its present achievements. But they are more interested in the future. Ahead is a new horizon . . . a new challenge . . . a new opportunity—to serve more people better through the years to come.

Travelers' Guide, Time Tables and a  
**MASS** of Miscellaneous Information  
for Passengers of the

**DEADWOOD CENTRAL**

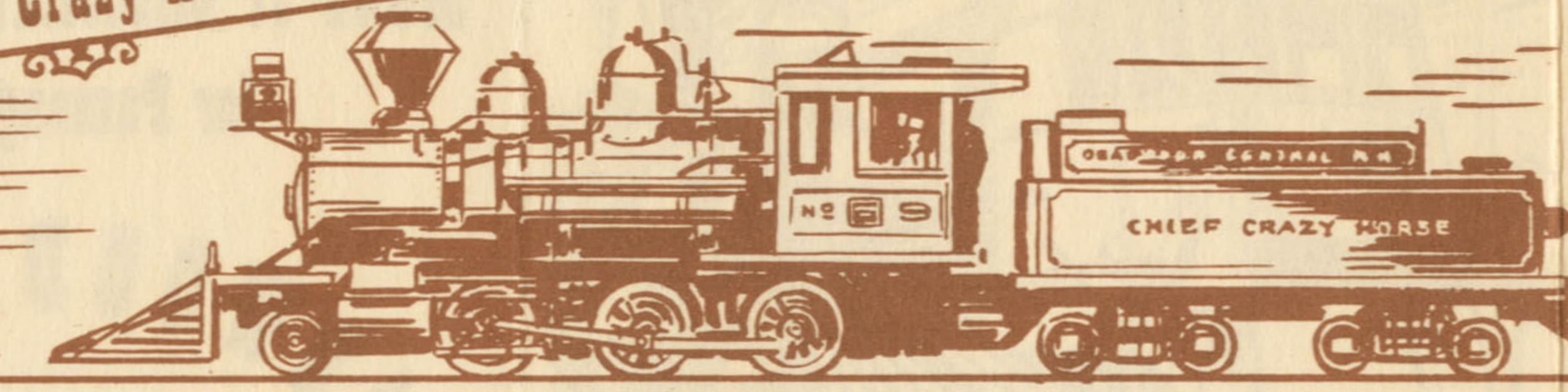


**RAILROAD**

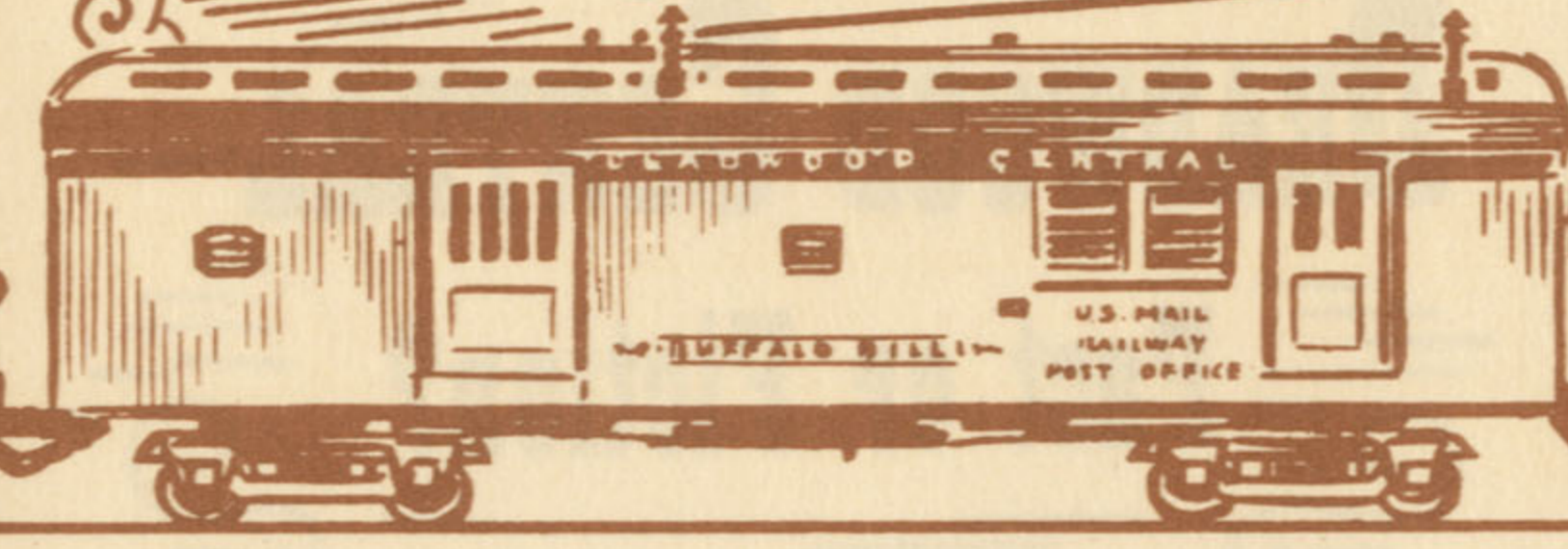
**The Scenic Route of the  
Chicago Railroad Fair**  
Operated by the Chicago Railroad Fair, Inc.



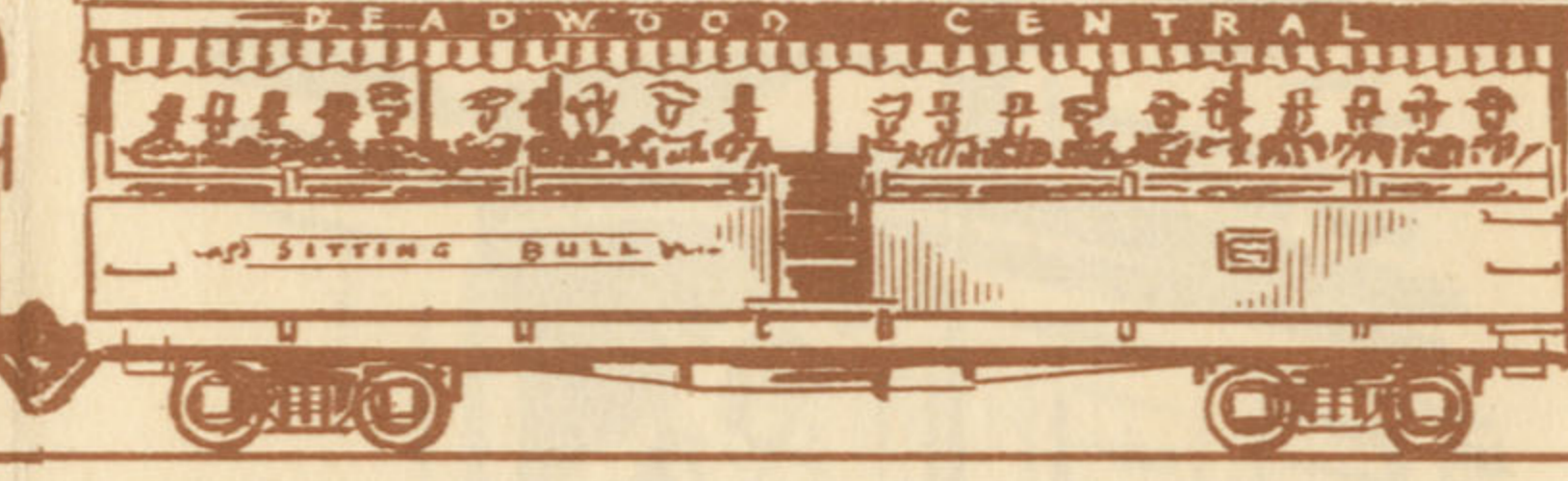
**ENGINE and TENDER**  
• Chief Crazy Horse •



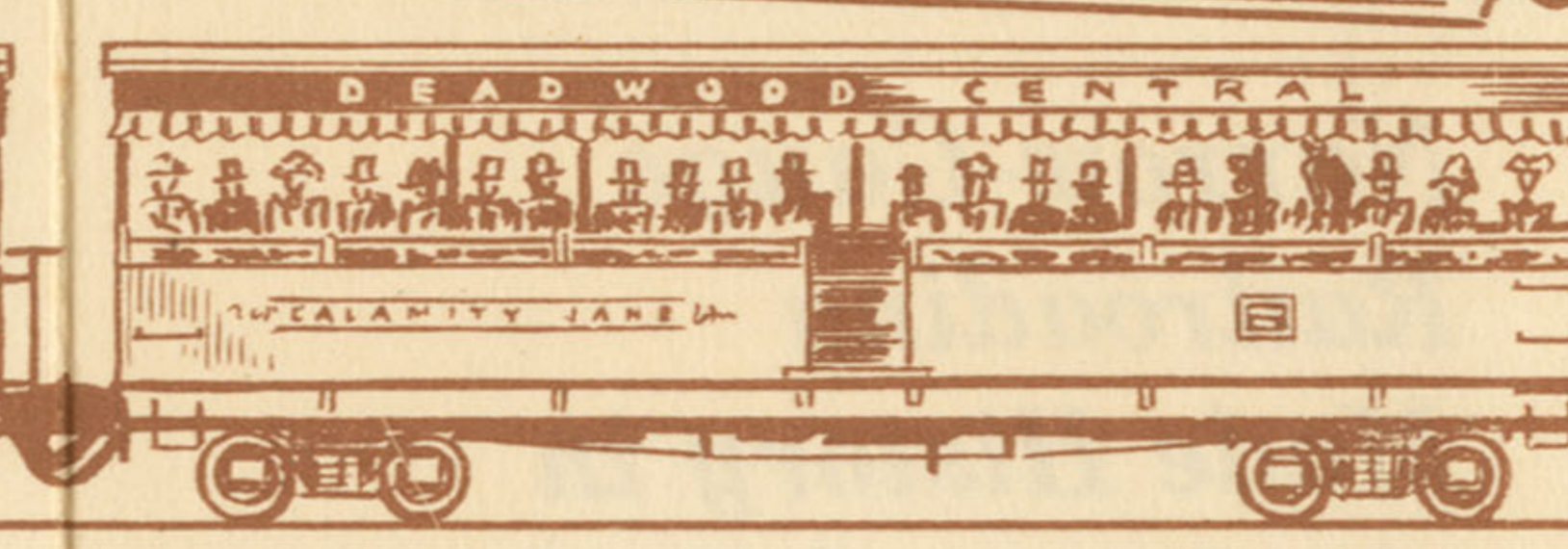
**MAIL EXPRESS CAR**  
• Buffalo Bill •



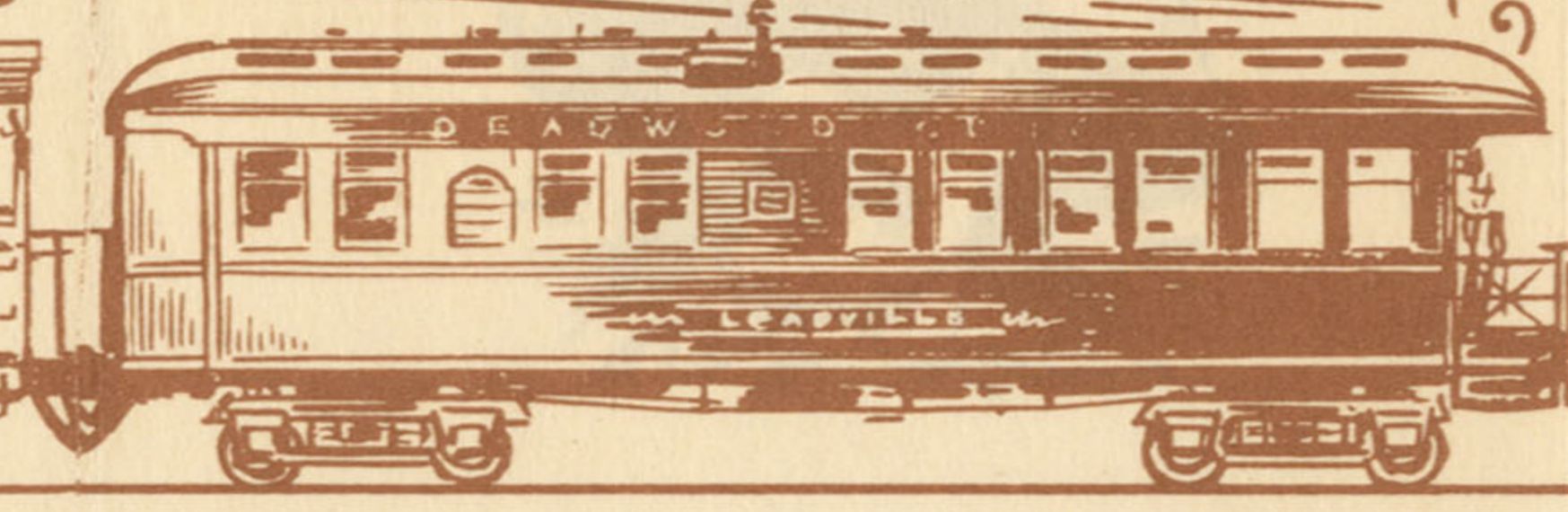
**FOUR OPEN-AIR OBSERVATION CARS**



• Sitting Bull • Calamity Jane •  
• Poker Alice • Wild Bill Hickok •

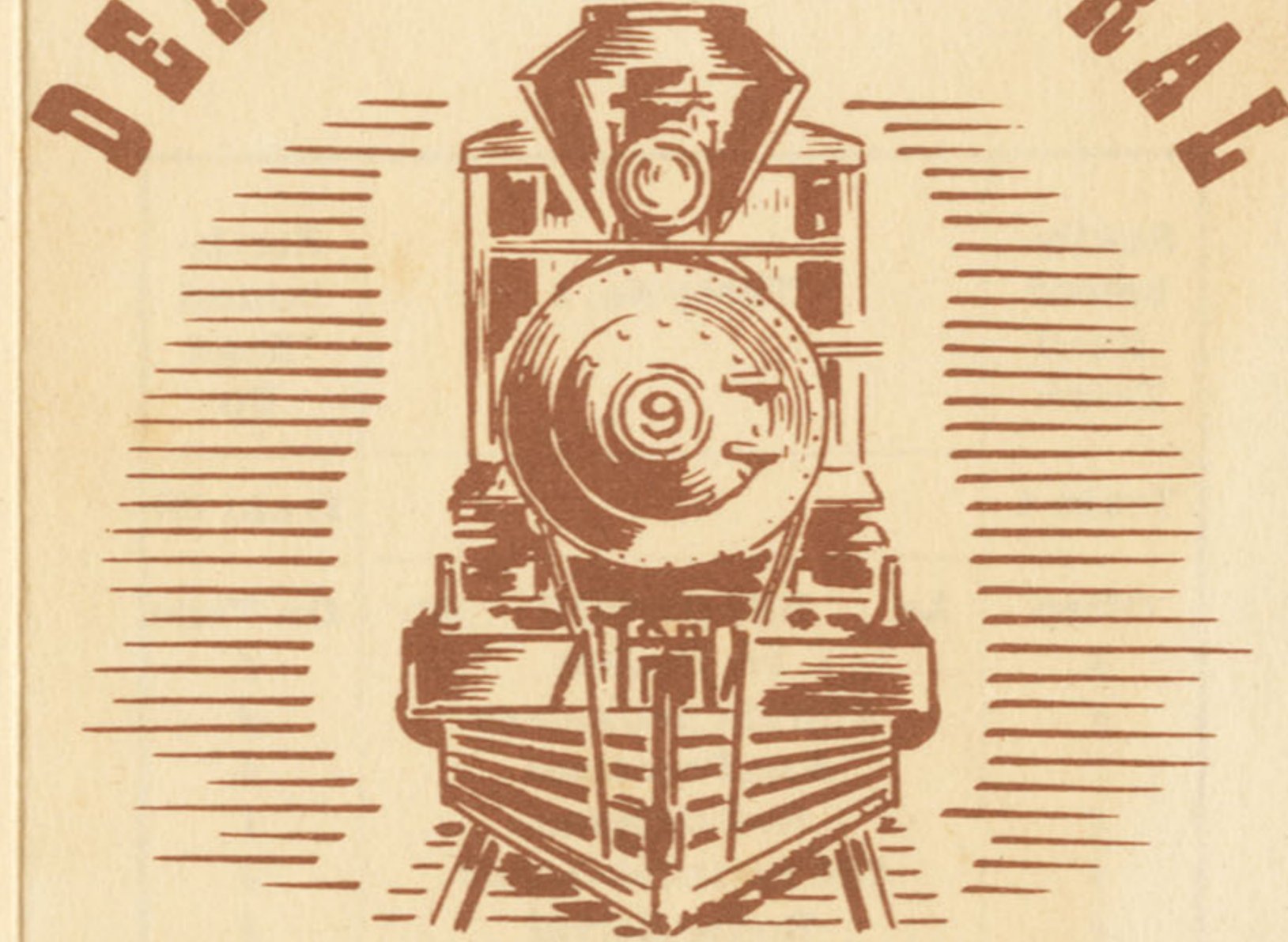


**OFFICE CAR**  
• Leadville •



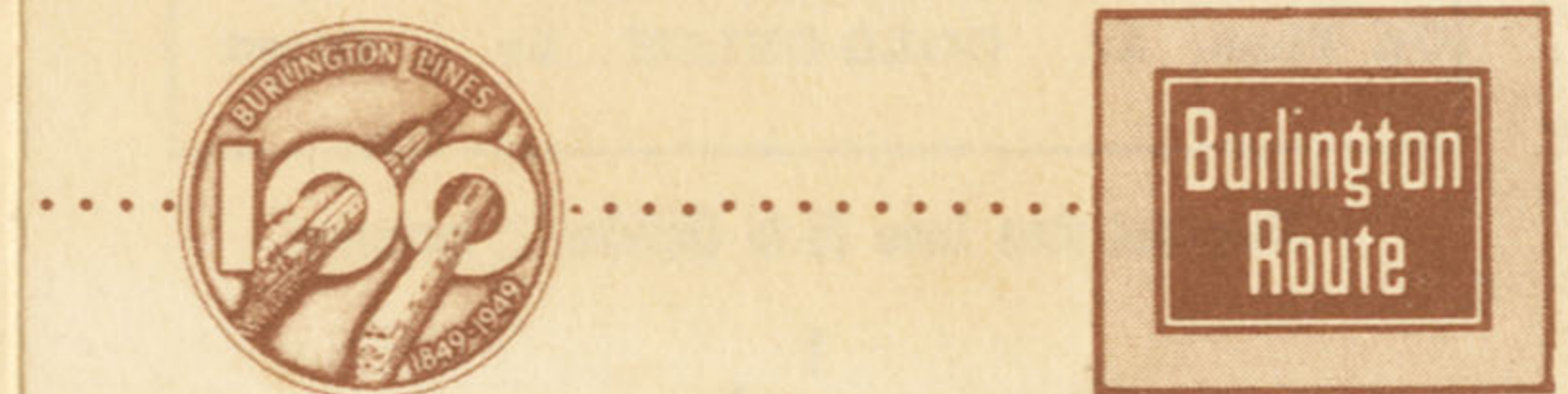
Travelers' Guide, Time Tables and a MASS of Miscellaneous Information for Passengers of the

**DEADWOOD CENTRAL**



**RAILROAD**

The Scenic Route of the Chicago Railroad Fair  
Operated by the Chicago Railroad Fair, Inc.



**Chief Crazy Horse**

(Engine and Tender)

Principal war leader with Sitting Bull, Crazy Horse led the Sioux and Cheyenne Indians in their attack on the unfortunate General Custer and his men at the Little Big Horn. Crazy Horse rose quickly because of his leadership in battle and because of his personal bravery and skill as a warrior.

**Buffalo Bill**

(Mail-Express Car)

Pony Express rider, scout, Civil War veteran, buffalo hunter, Indian fighter and showman, William "Buffalo Bill" Cody was one of the most colorful of Western figures.



He was the best known rider of the Pony Express, mail-carrying relay system established in 1860 between St. Joseph, Missouri, western terminus of the Hannibal and St. Joseph Railroad

(now part of the Burlington), and California.

The name Buffalo Bill was given to him in 1867 for his spectacular success in supplying fresh buffalo meat to many railroad work crews.

First and last, Buffalo Bill was a good showman. There are many here and abroad who still remember his famous Wild West Show with the Indians, stage coaches, buffalo and fancy riding and shooting.

Buffalo Bill died in 1917 and was buried on Lookout Mountain, 20 miles west of Denver. Cody, Wyoming (Burlington's Gateway to Yellowstone Park) is named after this heroic figure of the West.



**Sitting Bull**

(Open-Air Car)

In the Indian Wars of the '70s and '80s, Sitting Bull was the famous leader of the Sioux and their allies. As the "Medicine Man" or "dreamer" of his people, Sitting Bull, through his great powers of planning and oratory, con-

tinued to arouse the Indians to fight the white man's steady advance into Indian territory.

The height of Sitting Bull's power and of Indian resistance was reached in 1876 with the massacre of Custer and his men at the Little Big Horn.

Death came in December, 1890. During a threatened uprising he was shot in a skirmish when threatened with arrest.

**Calamity Jane**

(Open-Air Car)

This frontier adventuress, born Martha Jane Canary, was given the nickname, Calamity because, it is said, wherever the breaks were very, very bad, there was Jane—Calamity Jane.



In riding and shooting ability, Calamity Jane was an expert. She was an expert, too, in getting a husband, though not in keeping him—alive, that is. Although she speaks of only one husband in her autobiography, frontier tradition says that Jane had twelve, eleven of whom met untimely deaths.

Calamity Jane died early in August, 1903, in Terraville, near Deadwood, South Dakota. At her request she was buried beside Wild Bill Hickok, another famous frontier character from early Deadwood Days.

**Poker Alice**

(Open-Air Car)

Properly nicknamed because of her delight and efficiency with the pasteboards, Poker Alice excelled at gambling in the boisterous, wide-open days of early Deadwood. In this "gentleman's" pastime, she was a past master. Many a gambling house bank was broken by the luck and skill of Poker Alice, who smoked cigars long before most members of her sex became acquainted with tobacco.



**Notice to**

**Gun-Toting Passengers**

Rules of the Deadwood Central expressly forbid the shooting of buffalo or Indians from moving trains.

**Wild Bill Hickok**

(Open-Air Car)



In the Civil War, Wild Bill Hickok distinguished himself as a sharpshooter, scout and spy for the Union Army. Captured several times and sentenced to be shot, his escapes were amazing.

As U. S. Marshal at Fort Riley, Hays City and Abilene, Kansas, he upheld the law in some of the most lawless districts of the Old West. He was recognized throughout the West as an outstanding peace officer. Wild Bill was shot from behind while playing cards in Deadwood, Dakota Territory, on August 2, 1876.

His cowardly but prudent murderer when asked why he did not shoot it out with Wild Bill face to face replied "I didn't want to commit suicide."



**Leadville**

(Office Car)

Leadville, (elevation 10,200 feet), world famous Colorado mining town, is located amid towering mountains 115 miles southwest of Denver. Its fabulous history began with the discovery of gold in 1859.

With these placer deposits exhausted within a few years, Ora City, as the original camp was known, dwindled to a small village.

Leadville was the new name given to that most turbulent and picturesque of Western mining camp cities that sky-rocketed in the late 1870's. The bonanza was the tremendous silver-lead ore deposits in the area.

The peak of Leadville's fame and fortune came in the 1880's when, with a population of over 35,000, it was the greatest silver producing camp in the world.