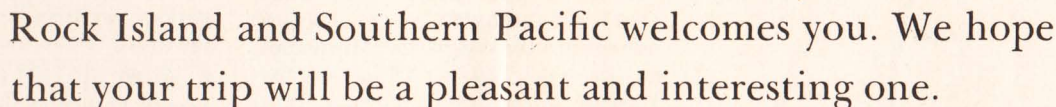


## CHICAGO—LOS ANGELES



Your Golden State Route from Chicago to Los Angeles passes through nine states and (depending upon

## Southern Pacific

Here are the buff and golden plains of Oklahoma and Texas. The saw-toothed mountains and tablelands of New Mexico. El Paso, Texas, is here, outside your train window, inviting you to see a bit of Old Mexico or to take a side-trip to Carlsbad Caverns. On goes the track, fast, smooth mile on mile, skirting Arizona's red mesas, driving past curious forests of crooked cactus into the beautiful ranch and resort country about Tucson and Phoenix . . . and into Southern California. First the white deserts and climbing ridges in the neighborhood of Palm Springs, later the orange trees and sunny gardens, the summery atmosphere of Los Angeles, and the curving, sun-drenched miles of inviting Pacific Ocean beaches.

## Rock Island

C. P. BRADLEY, General Passenger Agent, Kansas City, Mo.  
MURRAY SMITH, General Passenger Agent, Fort Worth, Texas  
R. E. KING, General Passenger Agent, Chicago, Ill.  
I. C. BRUCE, Asst. General Passenger Traffic Manager, Chicago, Ill.  
A. D. MARTIN, General Passenger Traffic Manager, Chicago, Ill.





When you know the stories behind the scenes you see from the windows of your Golden State Route train, your trip will be decidedly more interesting. What seems only a broad expanse of fields, forests, rivers, typical cities and towns, is a country replete with historic lore . . . a vast country of agricultural, live stock, and industrial development.

## ILLINOIS

Known as "The Prairie State," Illinois is the third most level state in the Union. Its more than fifty-six thousand square miles are drained by many clear water rivers. Located on Lake Michigan with the towering buildings of Chicago's Skyline, it extends to boundaries limited by the Mississippi on the west, and the Ohio and the Wabash on the south and east. It is one of the most important agricultural states and although limited in natural resources, much is produced to make it a great industrial state. Its flower is the Wood Violet.

The eastern terminus of the Rock Island-Southern Pacific Golden State Route is at **CHICAGO** (Alt. 606 ft.) the thriving metropolis on the shores of Lake Michigan. It is one of the world's greatest cities, noted for its population, commerce and industry and as a center of art, music and literature. It stretches for miles along the shores of Lake Michigan, reaching far back into the broad prairies and the Forest Preserves. It has an unequaled park and boulevard system, fine public buildings and splendid educational facilities. Its luxurious hotels and rail facilities are world famous. When incorporated as a city in 1837 it had a population of 3,297 and covered an area of 10 square miles. Today with its population of over three and a half million, it is the largest city near the country's center of population, manufacturing and agricultural wealth.

Departing from the LaSalle Street Station, on the elevated loop, in the heart of the business district, you speed south to **ENGLEWOOD**, a station where

travelers between the East and West may make close connections without the need of entering the city proper. Englewood is in Chicago's South Side residential district.

There are many interesting localities, towns and cities along the Golden State Route, and we pass through **BLUE ISLAND**, a city as old as Chicago. Its history dates back to 1675 when Marquette and Joliet camped during the winter in a cabin on the north bank of old Stony Creek. In those days Lake Michigan extended far inland beyond its present shore lines.

A short distance beyond is **OAK FOREST**, home of the Infirmary for the Aged and Crippled, located in a natural park of oak trees crowning the hill to the south of the tracks.

At **JOLIET** (Alt. 547 ft.), named for the famous French explorer, you cross the Chicago Sanitary and Ship Canal and shortly beyond is the point where the waters of the canal, Des Plaines and Kankakee Rivers meet, forming the Illinois. As you continue your journey, the interesting and picturesque old Illinois and Michigan Canal is dwarfed by the magnitude of the deep waterway of the Illinois. Passing through the cities of **MORRIS** and **MARSEILLES**, you see on every side the industrial development that makes for good living. As we cross Illinois, the countryside is scarred by the strip mining method of the coal companies. These once fertile farming acres are being considered for a reforestation project, one of the many methods of flood control to hold back rushing waters bound for the Gulf.

**OTTAWA** (Alt. 487 ft.), the county seat of La Salle County, is situated at the junction of the Illinois and Fox Rivers. It is the eastern gateway to Starved Rock State Park. First coal discovered in America was found near Ottawa. The first Lincoln-Douglas debate, an event that looms large in the annals of Illinois history, was held here in 1858. W. D. Boyce, who introduced Boy Scouting in the United States is buried here; his grave is to be made a



national shrine. On the south side of the Illinois River, between Ottawa and **UTICA**, rising to a height of 157 ft., is Starved Rock where, according to legend, a band of 1,200 Illinois Indians starved rather than surrender to the Pottawatomies and other tribal enemies. Starved Rock overlooks the valley of the Illinois, the river of the early French explorers, of Marquette, La Salle, Joliet and others.

**LA SALLE-PERU** (Alt. 470 ft.) is another center in this great industrial section; the gateway to the lovely country around Starved Rock and Deer Park. It too has its early Indian legends and stories of the first French adventurers. The industries of central Illinois manufacture a wide diversification of products and give employment to many workers. Silica, clay and coal are leading products of this territory.

Then comes **BUREAU** (Alt. 478 ft.), a picturesque nook in the hills and the junction point through which high-speed service links Peoria with Chicago. Direct connections are also maintained with Rock Island's through service to the West. Bureau is also the junction point of the old Hennepin and Illinois-Mississippi Canals, the latter being seen frequently from the train window.

**PEORIA** (Alt. 453 ft.), 47 miles south of Bureau, is the second largest metropolis in Illinois and extends for 8 miles along the Illinois River. It possesses an abundant supply of pure water, is surrounded by unlimited fuel deposits and blessed with scenic beauty and recreational facilities. Among its manufactured products are agricultural implements, steel and wire fabrications, alcohol and solvents, beer and liquors. Here were built many of the tanks and munitions used in both World Wars.

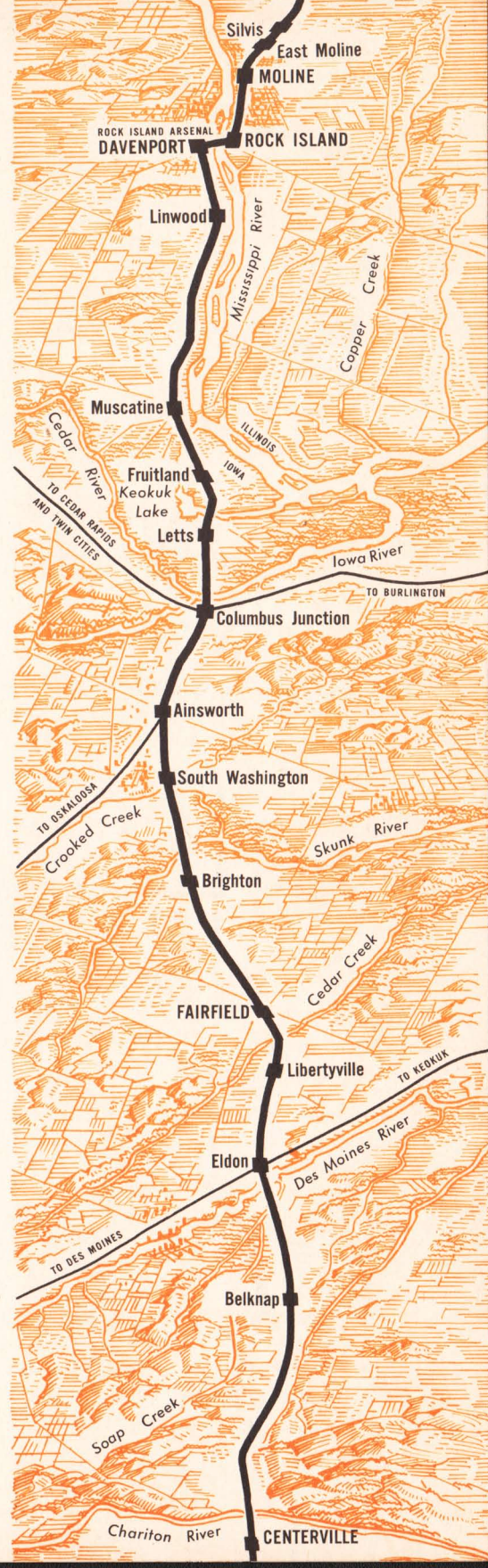
The towns flit by; all are vital to this great agricultural area. **GENESEO** (Alt. 643 ft.) is one of many providing homes for retired farmers of earlier days. Your train now approaches the Quad Cities of **EAST MOLINE, MOLINE, ROCK ISLAND** and **DAVENPORT**.

Before entering East Moline, you pass through **SILVIS**, one of the great hump retarder classification yards for the handling of freight to and from the West. Here are the shops of the Rock Island Lines where heavy repairs are continuously under way for the maintenance of engines and cars, also the great storehouse of materials and supplies needed by the railroad.

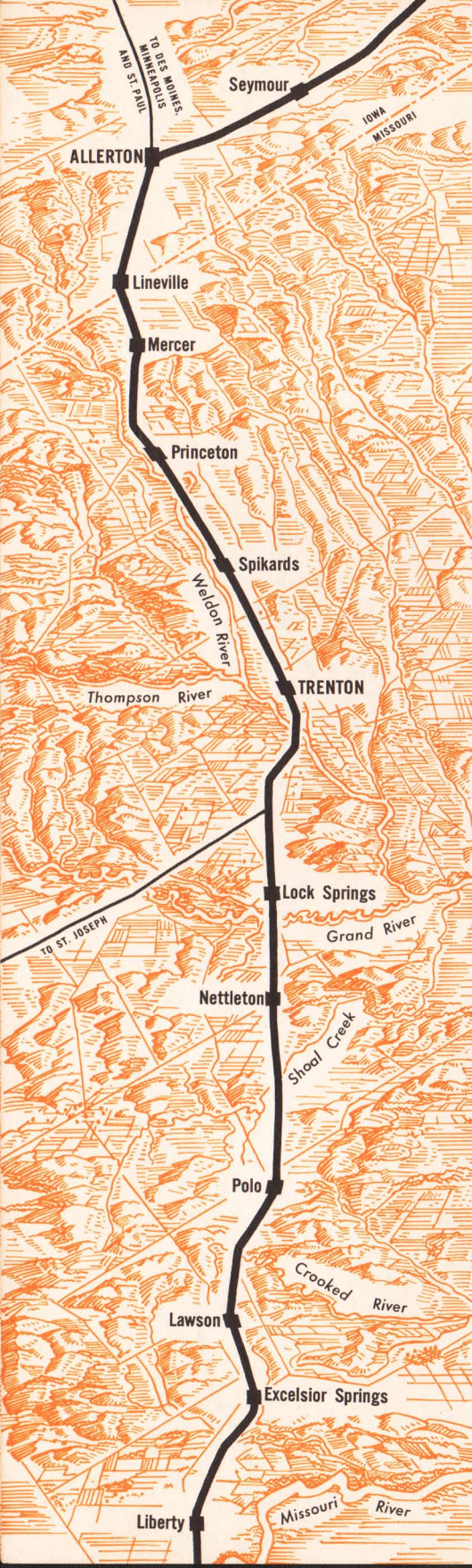
East Moline, Moline and Rock Island are on the south bank of the Mississippi. **MOLINE** (Alt. 569 ft.) is where the first steel plow was made. The manufacture of agricultural implements is still one of the most important of many industries in this thriving area.

Within the city limits of **ROCK ISLAND** (Alt. 570 ft.), on the banks of the Rock River is the site where once stood the main village of Sacs and Foxes, Indian tribes ruled by the Chieftain Blackhawk. A monument to Blackhawk was erected within the city. Near the Rock Island right-of-way is the mound upon which stood the council lodge of the Sacs. Near here is the site where Capt. Abraham Lincoln, with his command, camped during the Blackhawk War. Rock Island has a large diversified industry in addition to two large tractor plants. Plows and other farm implements were made in Rock Island as early as 1855. A large millwork company is the natural result of many thriving sawmills which operated along the river bank in its early days.

The "Island" of Rock Island is located in the Mississippi River, and has been a Government Military Preserve and Arsenal since long before the Civil War. It was one of the first military posts in the region and still is one of the most important arsenals in the country. On the Island are a National Cemetery and the graves of many Confederate soldiers who died while prisoners of war. It was on this Island where, in 1845, the founders of the Rock Island first envisioned a railroad that would connect Illinois River traffic with the Mississippi at La Salle. The first bridge ever to span the Mississippi was built in 1855, by the Rock







Island Lines between Rock Island and Davenport, Iowa. It rested on the southwest point of Arsenal Island. Two weeks after its completion a steamer the "Effie Afton" collided with one of the piers, and the boat with its cargo and a 250-foot span of bridge were burned. A bitter court struggle was carried on by the river and boating interests for removal of the bridge. The Rock Island interests, defending the bridge, won the case. Among counsel appearing for the Rock Island Lines was Abraham Lincoln. The draw-span of the present bridge is based on the Island at the point which was old Fort Armstrong, built in 1816, one of the first and most important military posts on the upper Mississippi.

## IOWA

The premier agricultural state of the Union, Iowa is proud of her many colleges and universities. It is known as "The Hawkeye State" and has the Wild Rose as its state flower. It has an area of fifty-six thousand square miles, mostly prairie, but with a great cliff area in the northeastern section. There are more miles of the Rock Island Railroad in this state than any other; important in the transportation of the prolific output of this great state.

**DAVENPORT** (Alt. 606 ft.) is Iowa's third largest city, first settled in 1808, named in honor of Colonel George Davenport, Commandant of Fort Armstrong. A city of diversified industries and the home of the largest sheet aluminum plant in the world. This "Big Brother" of the quad-city group, is situated among the hills that sweep back from the Mississippi and is a city of fine homes, churches, and schools.

Leaving Davenport, the railroad skirts the west bank of the Mississippi to **MUSCATINE** (Alt. 547 ft.), the Pearl Button Capital of the World. Muscatine also numbers two of the largest millwork plants in the Mid-West among its industries and the adjacent country produces vast crops of sweet potatoes, and various melons.

During the past decade the Rock Island straightened its right-of-way and reduced grades on its route to Kansas City and its trains now pass swiftly through the cities of **COLUMBUS JUNCTION, SOUTH WASHINGTON, FAIRFIELD, ELDON, DRAKESVILLE, and CENTERVILLE**, passing from the state of Iowa into Missouri and through the little town of **MERCER**.

## MISSOURI

A very highly diversified agricultural area known as "The Ozark State." Many are its tourist attractions including the nationally known health, pleasure and recreational resort at Excelsior Springs. The Lake of the Ozarks is one of the largest man-made lakes in the country. It has three great centers of population and industry at St. Louis, Kansas City and St. Joseph. Its flower is the Hawthorn.

The route across Missouri is picturesque in its setting of hills and valleys, of forested areas and fertile farms. Your train passes through such towns as **TRENTON** where one begins to see signs of the Old South; farther on we come to Excelsior Springs.

**EXCELSIOR SPRINGS** (Alt. 932 ft.) was established after the discovery of a natural spring of mineral water. Later, waters of four distinct varieties were discovered which, individually and collectively, assist in the relief or permanent cure of many ills and disorders. This Mineral Water center of America is an all year resort with splendid hotels and accommodations. Many places of interest are near at hand, such as the old Jesse James farm. As the train approaches the Missouri River, you may glimpse the Truman Bridge, built during World War II and dedicated to the President.

**KANSAS CITY** (Alt. 779 ft.) is the trading and supply center for the West and Southwest. The many rail lines converging here handle the products of a vast farming region rich in oil and minerals, as well as an empire of live stock and dairy cattle.



The American Royal Association of Kansas City promoted, since the start of the century, the outstanding American Royal Live Stock and Horse Show each Fall, and now sponsors the American Royal Dairy Cattle Show and Rodeo in the Spring. Today, the American Royal is numbered among the greatest live stock shows in the World. Through this city flows an almost inexhaustible "river of food," wheat, oats and corn to the mills and markets in all directions. For processing into various food forms, come countless hogs, sheep, and cattle.

Among the industries, meat and food processing rank first. In second place is petroleum and its products; garment manufacturing is third. It is surprising when one learns that the garment industry employs more people in Kansas City than many other industries and ranks eighth in the nation in the production of clothing and shoes. Kansas City ranks second in the United States in live stock and first in flour milling. Its manufacturing industry also leads in the production of soap and steel fabrications.

Much rail traffic is handled through this gateway, it being almost the geographical center of the United States. It is also the hub of Rock Island Lines' 8,000-mile network of rails.

## KANSAS

The greatest wheat state in the Union, Kansas is often called the "Breadbasket of the World." It is nicknamed the "Sunflower State." It has a great potato district along the Kaw River and is a very important producer of livestock. Among its natural resources are salt, oil and gas.

As we leave Kansas City, Missouri, we pass through **KANSAS CITY**, Kansas (Alt. 755 ft.), and to the south lies the modern freight hump yard at Armourdale, which represents an investment of more than \$1,500,000. It is a 40-track layout complete with pneumatic car retarders, giant floodlights for night operation and a new modern icing dock with automatic machines

to serve 90 refrigerator cars at a time. This improved yard service complements the faster running schedules of the Rocket Freights to provide shippers an even finer freight service.

From Kansas City to Topeka, we follow the north bank of the Kansas River, familiarly known as the Kaw, passing through **LAWRENCE**, home of the University of Kansas.

**TOPEKA** (Alt. 905 ft.) is the capital of Kansas. It is a manufacturing center as well as a charming residential city. It caters to the grain and live stock trade that pours into it in a steady stream. Washburn College is located here. The history of Topeka reaches back to Indian days, before the pioneers brought civilization to the Kaw River. In these days the site of what is now Topeka was the favorite camping ground of the Indians. Topeka had its beginning in 1854.

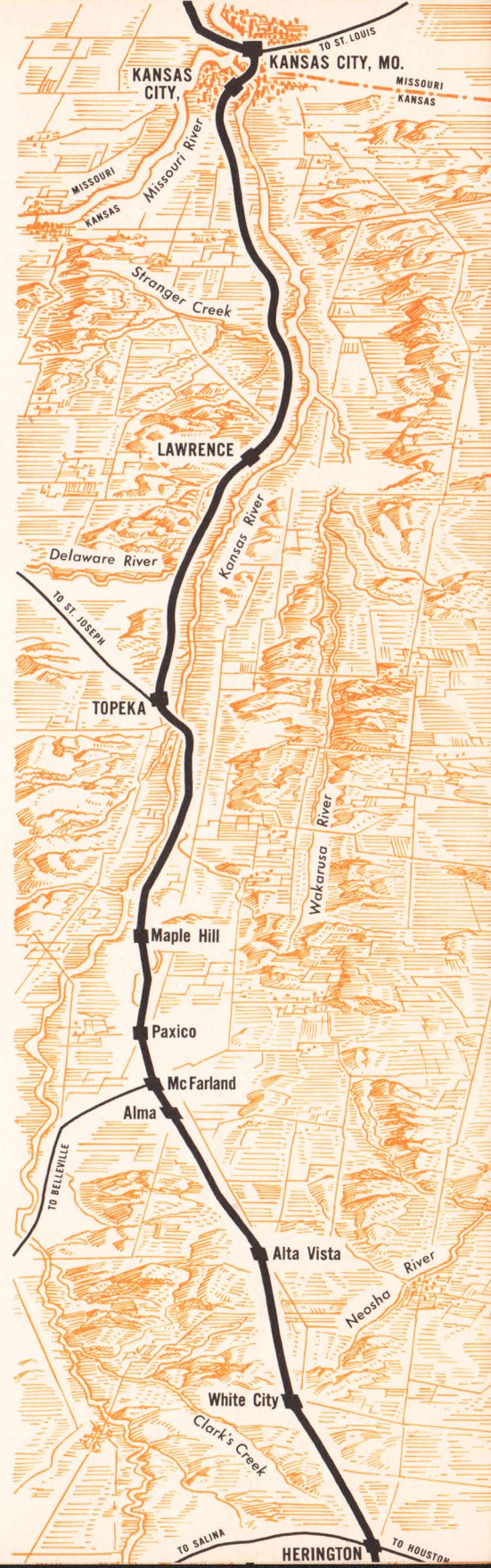
The Golden State Route continues in the southwesterly direction across the state of Kansas, passing through such cities as **McFARLAND**, junction point with the Rock Island Lines Route to Belleville and Colorado.

**HERINGTON** (Alt. 1,340 ft.) is located in a picturesque setting of hills covered with almost tropical verdure. It is the junction point with the line to Oklahoma and Texas over which operate the **TWIN STAR ROCKET** and the **OKLAHOMA ROCKET**.

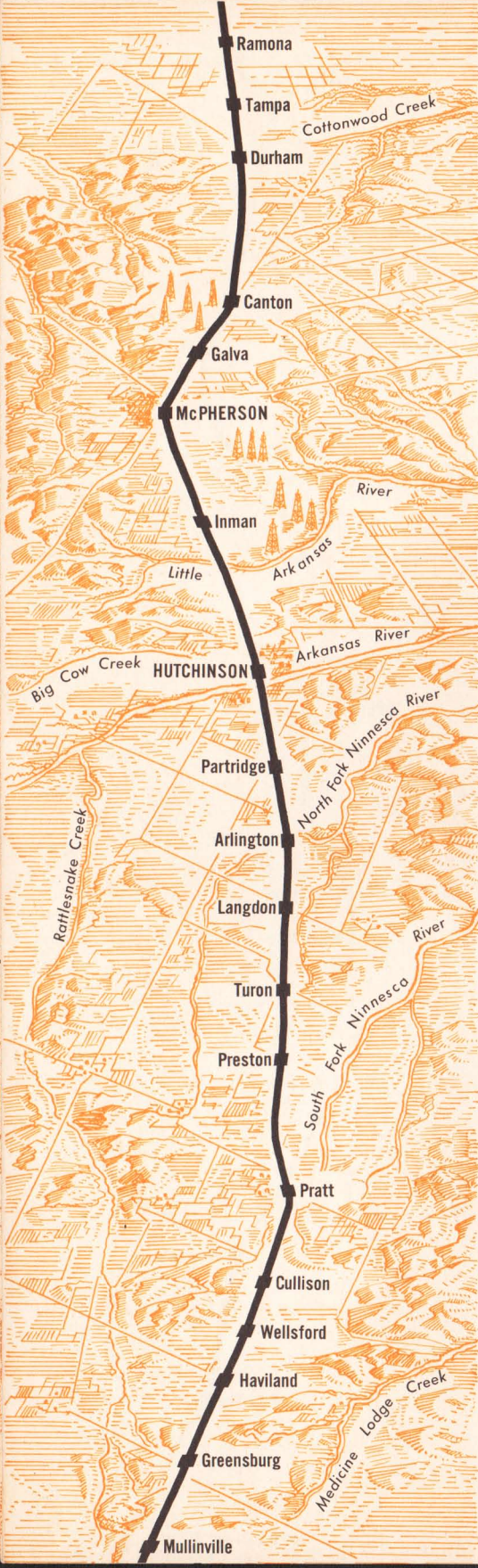
It is important to note, upon leaving Herington, that the route enters the heart of the hard winter wheat belt. Kansas ordinarily produces one out of every five bushels of wheat grown in the nation, so you literally traverse "The Breadbasket of the World."

Continuing on, we pass through **McPHERSON** (Alt. 1,506 ft.), the county seat of McPherson County. It is the home of McPherson College and Central College. It is the business center for a rich agricultural, oil and gas producing territory.

**HUTCHINSON** (Alt. 1,541 ft.), located on the Arkansas River, is a major salt-producing city and is declared to be the largest hard wheat terminal in the







world. Here are located many elevators, with storage capacity for millions of bushels of wheat, and flour mills of great daily output. It is also the manufacturing center for fibre board. Surrounding the city are many oil pools.

**PRATT** (Alt. 1,917 ft.) is another typical southern Kansas town surrounded by level prairies of black loam over which wave limitless fields of golden grain. You continue on swiftly through such towns as **GREENSBURG**, **BUCKLIN**, **MINEOLA**, **MEADE** and **PLAINS** over steadily rising country. Just east of **LIBERAL** you approach the "Samson of the Cimarron". This bridge was built just prior to World War II to overcome the rampages of the Cimarron River which yearly brought great destruction to this area. This engineering feat shortened the main line route in its approach to Liberal, an important city on the Kansas-Oklahoma border.

At **LIBERAL** (Alt. 2,847 ft.) passengers may note that there has been a gradual increase in altitude all along the route in this apparently flat country. It was the boyhood home of Glenn L. Martin, manufacturer of the well-known wartime Martin Bomber. Liberal is a center for live stock, grain elevators, mills, and oil companies. It is a division point from which a branch line operates directly to Amarillo, Texas. Beyond Liberal lies the Hugoton gas field, the largest producing gas field in the world.

## OKLAHOMA

Although having vast deposits of oil, gas and other materials, it is an agricultural state. Its great Indian reservations were open to settlement at the turn of the century. Oklahoma is known as "The Sooner State." Its flower is the Mistletoe.

Continuing on in almost a straight line across the Panhandle section of Oklahoma, **GUYMON** (Alt. 3,130 ft.) is one of the fastest growing communities in this section of the country. It is a great producer of carbon black, and is a center for the distribution of gas piped in from various fields. It is also im-

portant as a live stock shipping point and as a grain storage center. The route beyond Guymon is over the second longest stretch of straight track in the United States—79 miles without a curve.

## TEXAS

A proper description of Texas today is that of an empire—an empire of agriculture, industry, natural resources of oil, gas, live stock, fruits and vegetables, and in addition a scenic and tourist attraction. Its history is filled with a rich and romantic past having had the flags of France, Spain, Mexico, the Confederacy and the United States, as well as The Lone Star banner of the Texas Republic flying overhead. It is "The Lone Star State." Texas is the largest state in the Union with 267,339 square miles, over 3,000 of which are water surfaces. Its flower is the Texas Bluebonnet.

Your train enters Texas at the border town of **TEXHOMA** (Alt. 3,497 ft.). Fifty-one miles further, your train enters **DALHART** (Alt. 3,984 ft.). It is the largest town on the northern side of the Panhandle country and is an important marketing, cattle shipping and educational center. In this area was once located the famous XIT Ranch, one of the largest ranches in the world. The ten counties comprising the ranch were given to the men who financed the building of the capitol of the State of Texas.

Leaving Dalhart the topography of the land changes; with this you will note a definite change from a grain farming area to that of cattle and cotton. Shortly after leaving Dalhart, and after passing through **ROMERO** (Alt. 4,183 ft.), the Golden State Route enters New Mexico.

## NEW MEXICO

Encloses an area of 122,666 square miles. It is sparsely settled and has an agriculture dependent upon irrigation. It is known as "The Sunshine State" or "The Land of Enchantment" and has much in the way of natural scenic



attractions as well as being renowned as a health and winter vacation area. It is interesting to note that both the English and Spanish languages are used in the courts and in official documents. The white blossomed desert Yucca is the state flower.

**NARAVISA** (Alt. 4,183 ft.) is the first little town passed through in New Mexico. At **LOGAN** (Alt. 3,813 ft.) a crossing is made over the Canadian River on the highest bridge on the Rock Island Lines. Your train passes through other small towns and villages on its way to Tucumcari, and along the right-of-way may be seen verdant soil reclaimed through the use of irrigation waters from the Conchas Reservoir to the northwest. This reservoir was created through the recent completion of Conchas Dam by the Army Engineers to reduce flood damage in Texas and Oklahoma and to provide water for 100,000 people as well as for the irrigation of 45,000 acres of adjacent land. It is one of the largest bodies of water in the West.

In this cattle country, real rodeos are held annually at Guymon, Dalhart and Tucumcari. Although little publicized, they are well attended by working cowboys who still represent the Old West. Near Tucumcari was the original Bell Ranch comprising more than 312,000 acres. Here it was that large herds of Herefords were developed to replace the "long-horns" of the open range.

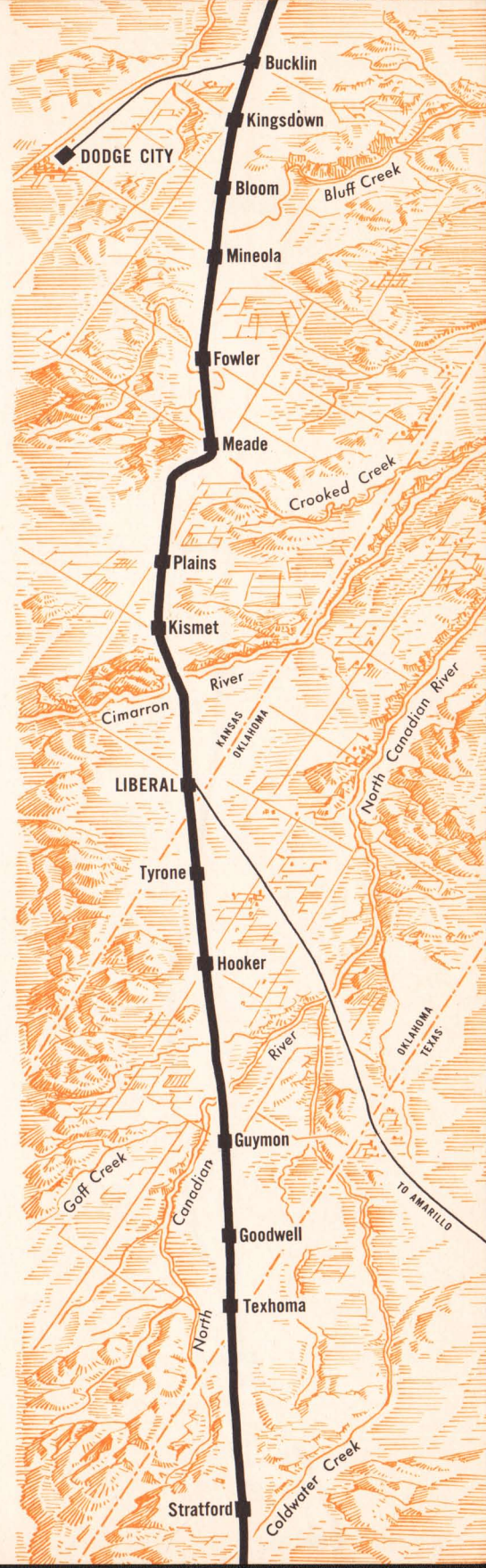
At **TUCUMCARI** (Alt. 4,075 ft.) time changes from Central to Mountain Time—set your watch back one hour. Tucumcari has a delightful climate. It takes its name from the mountain that rises to the southeast of the railroad. Here, Rock Island Lines join with Southern Pacific to form the fast transcontinental Golden State Route for the swift exchange of passenger and freight traffic between East and West. It is the seat of Quay County and center of a dry farming section, as well as a shipping point for cattle. A Southern Pacific branch line extends 132 miles northwest to **DAWSON** (Alt. 7,500

ft.), an extensive coal mining area. Westward your train passes cultivated fields with farm houses and windmills in the distance. Fence pastures enclose beef cattle. Less than 100 miles to the northwest is **LOS ALAMOS**, site of the atomic bomb center. **MONTROYA** (Alt. 4,319 ft.) is a loading point for the railroad. A typical Boot Hill Cemetery on the eastern edge of the village is a silent reminder of the frontier days of the West when bad men died violently with their boots on. **NEWKIRK** (Alt. 4,553 ft.) was a principal unloading point during the construction of the Conchas Dam.

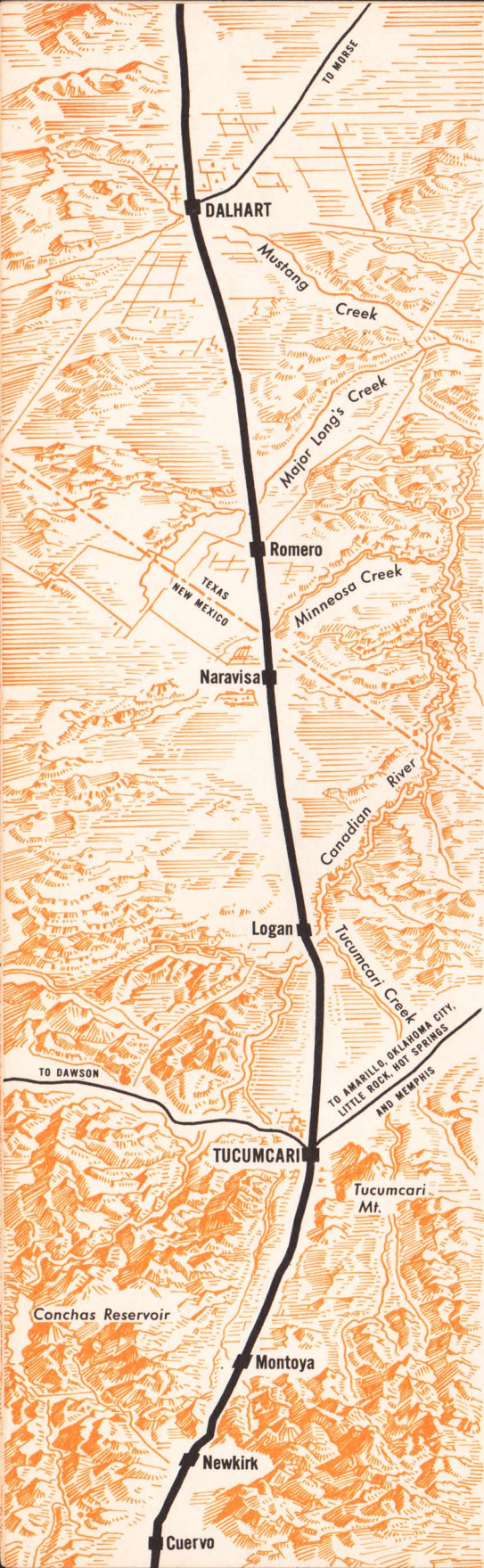
The next little town passed through is **CUERVO** (Alt. 4,834 ft.), followed by **SANTA ROSA** (Alt. 4,600 ft.) on the banks of the Pecos River. It is the seat of Guadalupe County. A shipping point for livestock and wool and a trading place for ranchers. About 85% of the population is of Mexican and Spanish descent. The first settlement here was called Agua Negra Chiquita—little black water.

Following Santa Rosa, you will pass through **PASTURA** and **VAUGHN** to **DURAN** (Alt. 6,268 ft.), a shipping point for the wool industry, and continue on to **CORONA** (Alt. 6,666 ft.), a trading and shipping center. It lies at the foot of the Gallo (Rooster) Mesa, just north and east of the Gallinas (Chickens) Mountains. Cattle, sheep and goat ranching are leading industries, and considerable dry farming is carried on with beans a major crop.

**ANCHO** (Alt. 6,116 ft.) in the Ancho Valley is a trading center for gold miners working in the Jicarilla Mountains, and for the ranchers running cattle and sheep on the mountainsides. The ruins of 16 brick kilns are all that remain of a quarter million dollar investment to use clay deposits here. The plant was never operated due to financial difficulties. It is in this region (Lincoln County) that Billy the Kid (William H. Bonney) gained his notoriety between 1871 and 1882. Although only 12 years old when he killed his first victim, and only 23







when finally shot to death by Sheriff Garrett, he had an eleven-year life of crime topping anything in the West.

Next comes **CARRIZO** (Alt. 5,439 ft.), deriving its name from the Spanish word "Carrizo," a reed grass. The town is the seat of Lincoln County and a supply center and shipping point. Today, Carrizozo is famous for its nearness to the site of the explosion of the world's first atomic bomb which took place at a secret site about 25 miles West on July 16, 1945. Leaving Carrizozo you cross the Tularosa Valley, with the White and Sacramento Mountains to the east. Thirty-six miles south-east of Carrizozo is **RUIDOSO**, gateway to Lincoln National Forest, an area of 11½ million acres, timber covered and rugged, and stocked with game. A summer and winter resort area.

From the train can be seen the Lava Beds—black basalt masses cooled and hardened in waves from one to twelve miles wide, winding and curving about the flat valley for 45 miles. Where blisters have formed and broken are large caverns in the lava's rough surface. A Navaho legend says that this lava is the blood of the great giant who was slain by the Twin War Gods in the Zuni mountains.

**THREE RIVERS** (Alt. 4,562 ft.) is a trading center and railroad loading point. This is the heart of a vast cattle empire whose history began in 1874. Passing through numerous hands during the ensuing years the lands are now owned by the Palomas Cattle and Land Company.

**TULAROSA** (Alt. 4,444 ft.) is a thriving community, with a large cotton gin and lumber mill. It is a shipping point for cattle. The town was founded in 1860 by Spanish and Mexican immigrants, but Apache Indian raids forced its abandonment. A second attempt to colonize the land was made a few years later, this time with success.

**ALAMOGORDO** (Alt. 4,323 ft.) or "big cottonwood trees," is a trading and recreational center. Its industries include large lumber mills, a railroad tie plant, repair shops and a marble works.

The New Mexico School for the Blind, a state institution, is located here. It is also the gateway to White Sands National Monument, established in 1933, and embracing 270 miles of dazzling white gypsum sand (not just light colored, but pure white), wind-blown into rolling dunes more than 100 feet in height. Twenty-two miles east is **CLOUDCROFT**, a summer and winter resort at the 9,000-ft. summit of the Sacramento Mountains.

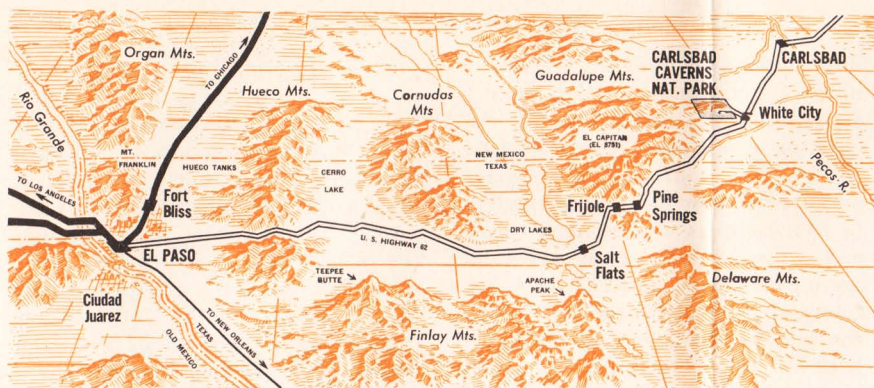
**ORO GRANDE** (Alt. 4,170 ft.), whose name means "much gold", lies south-east of the Jarilla Mountains. It began as a prospector's camp, grew into a little town and, with the gold rush in 1905 flowered into a small city. Most ore veins are exhausted, but some mining is still done. In this area turquoise was mined by the Apache Indians and later by white men. To the West lies White Sands Proving Grounds, a military installation and site of many Rocket launching experiments. Leaving Oro Grande, you pass through **NEWMAN**, after which you again enter Texas.

## TEXAS

Fifteen miles beyond Newman is **FORT BLISS**, Texas, on the outskirts of El Paso. Fort Bliss is one of our more important military posts. It was established in 1848 and covers an area of six thousand acres.

**EL PASO** (Alt. 3,719 ft.). This is the largest border city on our southern frontier and one of the principal gateways to old Mexico. The city is built in a natural pass at the crossing of several old trans-continental highways. It was on the route of the Butterfield Stage Line, whose stage coaches carried passengers from the east to the gold fields of California. One of the largest customs smelters in the United States is located at El Paso and may be seen from the train. Across the Rio Grande from El Paso lies the Mexican city of Juarez, reached by street car across the International Bridge. North of El Paso rise the Franklin Mountains (7,167 ft.), and to the south the Sierra Madre looms behind Juarez, in Mexico.





El Paso is gateway to Carlsbad Caverns National Park, largest known caverns in the world. The round trip to the caverns is made by bus from El Paso and requires one day. Seven miles of great corridors and vast chambers are shown to visitors by park guides. An electric elevator drops 750 feet down to the caverns, and a novelty of the trip is lunch at this level in a subterranean cafeteria.

Southern Pacific has two main lines between El Paso and Tucson, Arizona. Golden State Route passengers use either route, depending upon the train. Both lines leave the same depot at El Paso and parallel each other for eight miles westward, then gradually diverge until the tracks are 72 miles apart at Douglas. Thirty-eight miles east of Tucson, at Mescal, the lines cross and again run parallel to Tucson, where they rejoin.

## NEW MEXICO

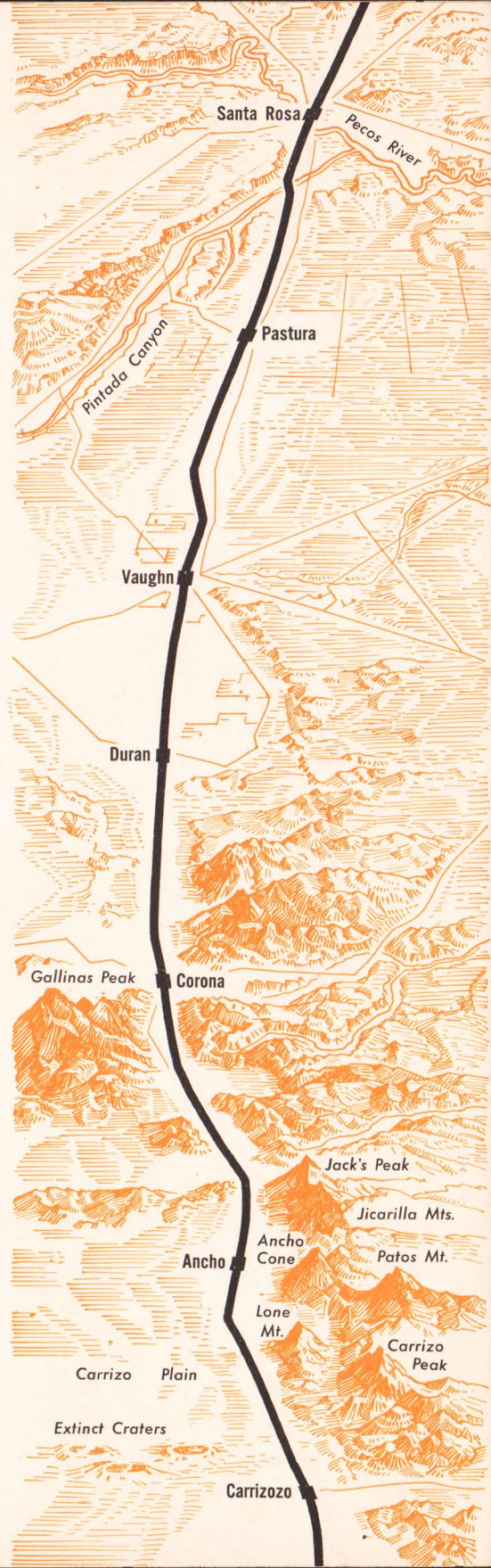
Leaving El Paso, your train crosses the Rio Grande and again enters New Mexico. Three miles west of El Paso, the train passes north of Sierra de Cristo Rey, a peak 4,576 feet above sea level. Atop the peak can be seen a cross 331½ feet high on a 9-foot base. The figure of Christ is 27 feet high. This is known as Cristo Rey "The Christ of the Rockies." It commemorates the 19th centennial of the Redemption. Cristo Rey is the largest

monument of its kind in America and is larger than the Christ of the Andes in South America.

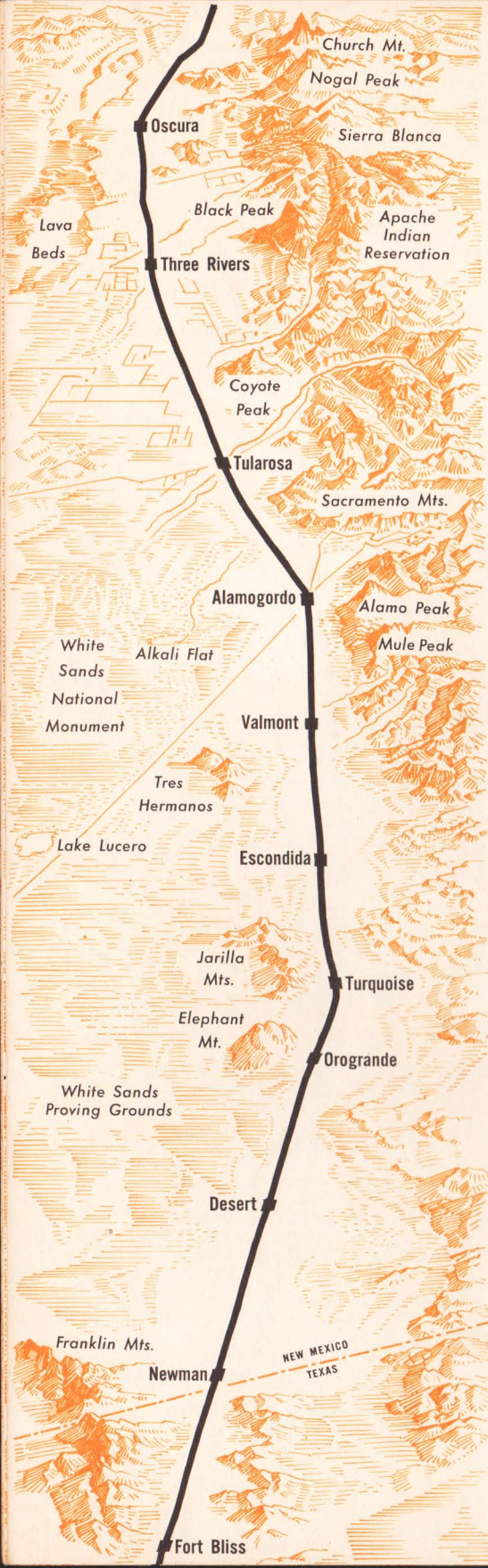
## THE SOUTH LINE (EL PASO TO TUCSON VIA DOUGLAS)

Centering a cattle-raising country is **COLUMBUS** (Alt. 4,057 ft.). It is on a main road from Mexico and has a customs house. In 1915, Columbus was the scene of a noted raid by the Mexican outlaw Pancho Villa, who operated machine guns from the small hill 600 feet west of the depot. The Mexican border town Palomas, 3 miles west of Columbus, can be seen from the train. Twenty miles north of Columbus are the Florida Mountains, the south end of which is plainly visible. To the northwest are the Tres Hermanas (Sp., three sisters) Mountains, named for the three conical peaks at the north end.

Before reaching **RODEO** (Alt. 4,119 ft.), 91 miles beyond Columbus, the Chiricahua Mountains rise on your right, where Geronimo, the renegade Apache chief, led United States troops a wild chase in frontier days. Twelve miles west of Rodeo and to the right is Apache Canyon and, on the left, almost opposite, is Skeleton Canyon where Geronimo was finally captured. Visible from your train is a monument marking the spot of the surrender. Two miles beyond Rodeo your train enters Arizona.







## ARIZONA

Arizona has an area of 113,909 square miles. Its nickname is "The Copper State," and the state flower is the Saguaro (pronounced Su-wa'-ro) Cactus. Mining has always been of great importance and, with the development of irrigation projects, Arizona's fruit and vegetables are taking up more space each year in world markets. Arizona has many prehistoric ruins and the known history of the state goes back to 1536. Noted for its warm winter climate, Arizona is highly favored by winter tourists.

**DOUGLAS**, Arizona (Alt. 3,970 ft.) is the hub of a mining district which supports a large copper smelter, seen from the train west of the city. Douglas is the western gateway to Chiricahua National Monument, the Wonderland of Rocks. It is a border town—on the other side of a gate which spans its main street is Agua Prieta, Mexico, one of the towns attacked by the Mexican bandit, Villa. To the east the Chiricahua Mountains are visible; due north are the Swisshelm Mountains; and to the west are the Mule Mountains, rising 3,000 feet above the surrounding valley in which the mining center of Bisbee is situated. Twenty-two miles west of Douglas is **BISBEE JUNCTION** (Alt. 4,676 ft.) gateway to Bisbee, which is reached by bus lines from the Junction. The Bisbee District or, as it is sometimes called, the Warren District, comprises the towns of Bisbee, Lowell and Warren. This is one of the most famous copper mining districts of the country.

Passing through **NACO**, a small international settlement, we continue to **HEREFORD** (Alt. 4,183 ft.) at the bottom of the San Pedro Valley, covered by cattle ranges and small ranches. Fort Huachuca, 22 miles northwest, one of the few remaining frontier army posts, is reached by bus from Hereford.

In its heyday, half a century ago, **FAIRBANK** (Alt. 3,853 ft.) was a typical western frontier town, serving as a supply station for the mines at Tombstone.

Today it is a ghost town, its one street deserted, and only a few old timers remaining. Nine miles northeast of Fairbank, on a branch line, is Tombstone, famed silver camp of the Old West. Wild and woolly in its early days, Tombstone has figured extensively in fiction, the movies and in Arizona history. Many of the original buildings are still standing. From Fairbank your train continues in a northerly direction until it crosses the North Line at Mescal, from there the lines practically parallel each other to Tucson.

## THE NORTH LINE

### (EL PASO TO TUCSON VIA DEMING)

Sixty miles west of El Paso, at **CAMBRAY**, N. M., the rugged Florida Mountains appear to the southeast, with Capital Dome and the jagged rim of Devil's Arch outstanding. Twenty-six miles west of Cambray is **DEMING**, county seat of Luna County, center of a farming region. On the north is Cook's Range, with Cook's peak outstanding. Thirty-two miles west of Deming the Continental Divide is crossed, which separates the Atlantic and Pacific watersheds at an elevation of 4,587½ feet. A sign near the tracks marks the spot. Twenty miles west is **LORDSBURG** (Alt. 4,244 ft.), county seat of Hidalgo County. From here a branch line extends 70 miles to the copper mines of Clifton, Ariz. Lordsburg is a mining center and the base of extensive cattle interests. To the south are the Pyramid Mountains where silver, lead, copper, and gold mines are found.

## ARIZONA

First Arizona town passed after crossing the New Mexico state line is **SAN SIMON** in the bottom of the wide San Simon Valley, which is bordered by the Peloncillo Mountains on the east, the Chiricahuas and Dos Cabezas (Sp., two heads) Range on the southwest, and the Pinaleno Mountains on the northwest. San Simon centers an irrigated district watered by artesian wells.



As the train approaches San Simon from the west, on the crest of the Chiricahua Mountains to the south may be seen a remarkable rock formation known as "Cochise Head"—the unmistakable profile of a recumbent Indian—named after the fierce Apache chief who so long terrorized the settlers in the pioneer days of the state. Fifteen miles southwest of San Simon is Apache Pass, a saddle of moderate height separating the Chiricahua Mountains from the Cabezas Mountains, and formerly the route of all emigrant travel, including the Butterfield stage line. This region was a favorite haunt of the Apache Indians in frontier days.

**BOWIE** (Alt. 3,761 ft.) is the junction point for a Southern Pacific branch line extending 124 miles north to Globe, once a booming copper camp, but now a residence and trading town. Fifteen miles south of Bowie are the ruins of historic Fort Bowie. Located at the entrance to Apache Pass, the fort was built in 1862, and served to protect immigrant travel to California. **WILLCOX** (Alt. 4,167 ft.), 24 miles west of Bowie, is the principal cattle mart of Arizona. Large cattle ranches dot the surrounding hills and valleys. Six miles west of Willcox, to the left of the train, is the dry bed of an ancient lake. Mirages are frequent here, depending upon atmospheric conditions, and you may have difficulty convincing fellow passengers that your train is really not rolling along near a body of water.

From **COCHISE** (Alt. 4,225 ft.) ten miles westward, you can see Cochise Stronghold, a canyon in the Dragoon Mountains to the south, where in early days the Apache chieftain fled after a raid on the whites, and the white man was never able to rout him.

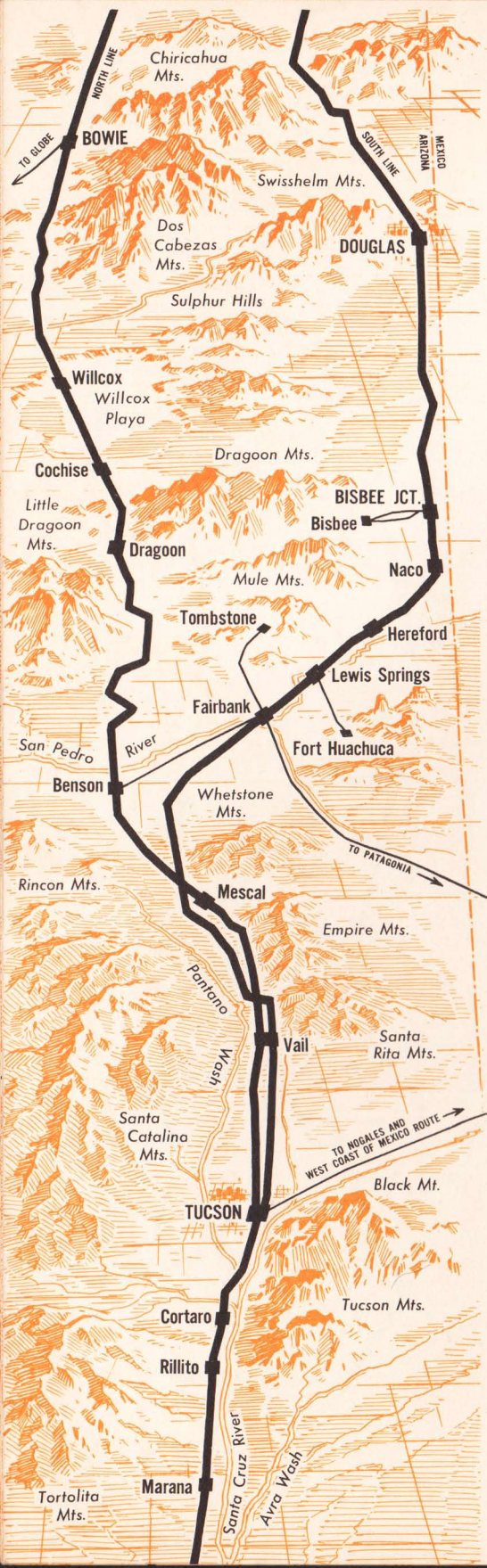
On the banks of the San Pedro River, at the head of San Pedro Valley, oldest artesian belt in Arizona, lies the town of **BENSON** (Alt. 3,580 ft.). This is a land of numerous ranches. In early days Benson was wild and woolly, but is now a sedate Western town. The mountains to the south are the Whet-

stone Range. Lying in an extensive valley, **TUCSON** (Alt. 2,386 ft.) is almost entirely surrounded by mountains. To the north are the Santa Catalinas, on the east the Rincons, to the South the Santa Ritas and, nearby on the west, the Tucson Mountains. The city stands on the banks of the Santa Cruz River which, like many Arizona rivers, is a subterranean stream. Water appears in the river bed only during the rainy season. Tucson was established in 1700 as a supply station for Mission San Xavier del Bac, founded in 1699, which lies nine miles to the south on the Papago Indian Reservation. County seat of Pima County, Tucson is the gateway to the West Coast of Mexico, reached by Southern Pacific Lines through the city of Nogales, Ariz., 66 miles to the south. Tucson is also the seat of the University of Arizona, and second largest city in the state. Twenty-five miles east is Colossal Cave, a State Park explored a distance of 27 miles. Leaving Tucson, in quick succession your train passes through a farming and stock-raising section, dotted by the villages of Cortaro, Rillito and Marana, and reaches **RED ROCK** (Alt. 1,864 ft.) 33 miles west. Seven miles west of Red Rock, a large butte rises abruptly from the desert floor on the left side of the track. This is Picacho Peak. Beginning here and continuing west for five miles, one of the finest natural cactus gardens in Arizona extends along the south side of the track. Known as the Picacho Peak Saguaro Forest, it includes, in addition to a forest of saguaro or "giant" cactus, specimens of the barrel or "candy" cactus, from which a delicious confection is made; nightblooming cactus; the cholla or "jumping cactus"; the ocotillo or "cane" cactus; the prickly pear and the passajo. Seven miles west of Red Rock a ten-foot stone monument just south of the railroad tracks marks the scene of the only battle fought in Arizona between Union and Confederate forces during the Civil War.

Southern Pacific has two main lines from Picacho, Ariz., to Wellton, Ariz.







One, the "north line," operates through the city of Phoenix. The other, the "south line," operates through Casa Grande and Gila. All Golden State Route trains normally operate via the North Line.

### THE NORTH LINE (PICACHO TO WELLTON VIA PHOENIX)

Leaving **PICACHO**, the north line heads almost due north into the fertile Salt River Valley. The first town is **COOLIDGE** (Alt. 1,425 ft.), center of a fast-developing agricultural area. Two and a half miles west is the Casa Grande National Monument which contains the ruins of dwellings of a prehistoric age. They were first visited by Fray Marcos de Niza in 1539 and stand in the center of the Casa Grande Valley. **CHANDLER** (Alt. 1,214 ft.) is in the irrigated area of the Salt River Valley of Arizona. Agriculture and associated enterprise are the town's principal sources of revenue. A popular winter resort hotel is located here.

**MESA** (Sp., tableland) was founded in 1878 by a colony of 77 Mormons who followed the original Mormon colony from Utah. The new colony at once commenced construction of a ditch, costing \$43,000, to irrigate about 5,000 acres. At present there is a very large area under irrigation and many crops are produced, including dates and citrus fruits. The Mormons have a large temple, several churches and an auditorium. Seven miles beyond Mesa lies **TEMPE** (Alt. 1,161 ft.) on the south side of the Salt River. Tempe is the site of the State Teachers College, and the University of Arizona has an experimental date garden here. The surrounding region is devoted to farming, dairying and stock raising. Leaving Tempe, your train crosses the Salt River and—nine miles beyond—glides to a gentle stop at . . .

**PHOENIX** (Alt. 1,074 ft.), capital city of Arizona and county seat of Maricopa County, a desert metropolis. Phoenix lies in the Salt River Valley, a rich irrigated area which produces crops throughout the entire year. The city is

also the center of an extensive resort region which annually entertains thousands of visitors from other states and even from abroad. An annual rodeo is held in February.

Sixteen miles west of Phoenix your Sunset Route train crosses the Agua Fria (Sp., cold water) River before passing **LITCHFIELD**, a small settlement where a considerable area of desert land has been reclaimed by irrigation. Fourteen miles farther west we pass **BUCKEYE** (Alt. 1,305 ft.). The wide fields of cotton, grains and other crops seen here are irrigated by a canal from the Gila River. The canal is 20 miles long and provides water for nearly 20,000 acres. North of Buckeye are the rocky slopes of the White Tank Mountains, and on the south are the Buckeye Hills. Eight miles to the west of Buckeye your train spans the Hassayampa River. An Arizona legend, variously attributed to pioneers, cowboys and Indians, holds that those who quench their thirst from the waters of the Hassayampa will never tell the truth again. If an Arizonan calls a man a "Hassayamp," he is using a polite substitute for "liar."

**HYDER** (Gr., water) is the railroad station for Agua Caliente (Sp., hot water) six miles south, where a health resort utilizes the hot springs which were known and used by the aborigines. For a long time Agua Caliente was a station on the old stage road. West of Hyder the Castle Dome Mountains are visible to the north. At **WELLTON** (Alt. 255 ft.), 52 miles west, the north and south lines rejoin. The town is a local trading settlement for the cattle and irrigation industries and headquarters for mining interest of the surrounding country. To the north are the Muggins Mountains and to the west the Gila Mountains.

### THE SOUTH LINE (PICACHO TO WELLTON VIA GILA)

Five miles west of Picacho, at **ELOY** (Alt. 1,508 ft.) is an irrigation district which extends 14 miles to Casa Grande. Cotton, alfalfa and lettuce



are the principal crops, together with melons and figs.

Centering a stock-raising and cotton growing district, **GILA** (Alt. 736 ft.) lies on a great curve in the Gila River. Headquarters for the Gila Bend Indian Reservation is nearby. An extensive copper mining area lies in the mountains to the south.

**SENTINEL** (Alt. 687 ft.), 29 miles westward, is a trading post in the center of four hundred square miles of lava beds of a recent geological age.

**MOHAWK** (Alt. 540 ft.), 34 miles on, lies in a pass. In frontier days, Mohawk served as a Butterfield stage station. The singular saguaro cactus abounds in this region, often attaining a height of 50 feet.

At **YUMA** (Alt. 142 ft.) the time changes from Mountain to Pacific time. Set your watch back one hour. Yuma is the county seat of Yuma County. The city is located on the east bank of the Colorado River, dividing line between Arizona and California. From the right side of the train can be seen on the edge of the river the old Territorial Prison in which were confined the bad men of frontier days. The town is surrounded by a large irrigated district producing citrus fruit, cotton, alfalfa and grain. Nearby is the Yuma Indian Reservation, and Indian women offer beadwork, baskets and pottery for sale on the railroad station platform.

Southern Pacific has two main lines between Yuma and Niland.

### THE NORTH LINE (YUMA TO NILAND)

After crossing the Colorado River into California, extensive sand dunes are visible to your left. These have been used by many Hollywood studios as background for movies requiring a desert setting. Portions of the plank road used in early days still may be seen along the dunes.

## CALIFORNIA

"The Golden State" (also known as "The Eldorado State") has an area of

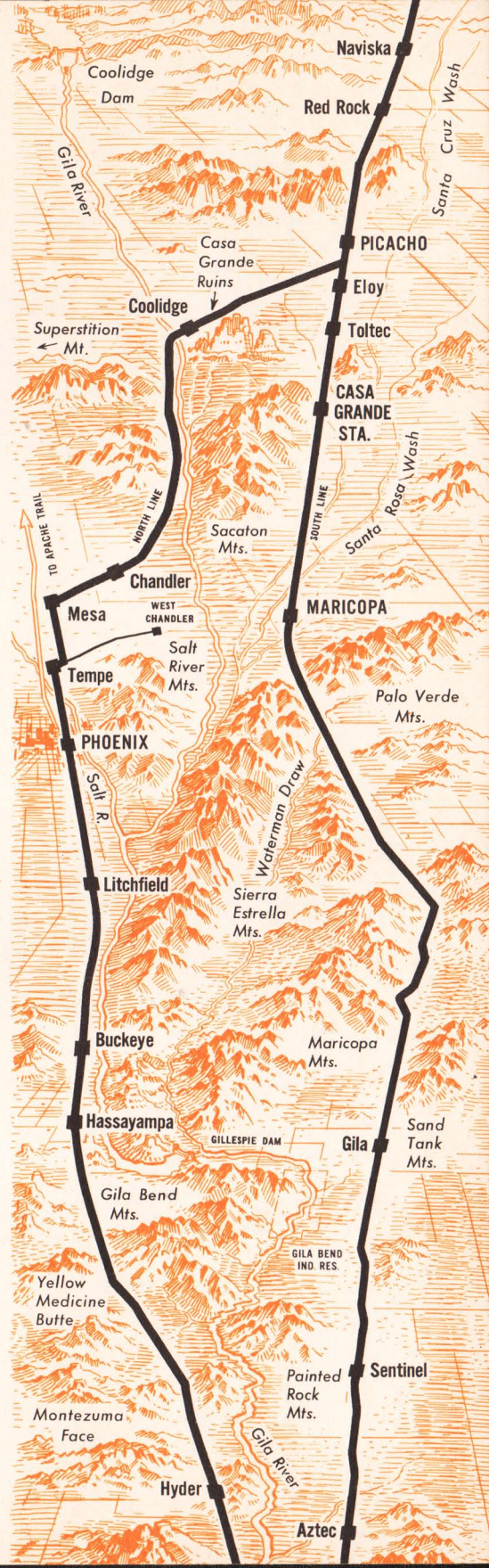
158,693 square miles. The state flower is the Golden Poppy. More than one-half of the Pacific coast line of the United States is occupied by California. It has two extensive mountain ranges, the Sierra Nevada and the Coast Range. Mt. Whitney, highest mountain in the United States, is located in California, as is Mt. Lassen, the only live volcano in the continental United States.

**NILAND** (Alt. 130 ft.), junction of the north and south lines from Yuma, lies in the northern end of the Imperial Valley, surrounded by extensive citrus fruit ranches. A few miles northeast of Niland are wells of carbon dioxide gas, from which dry ice is manufactured. To the north, extending from Yuma to Niland, are the Chocolate Mountains.

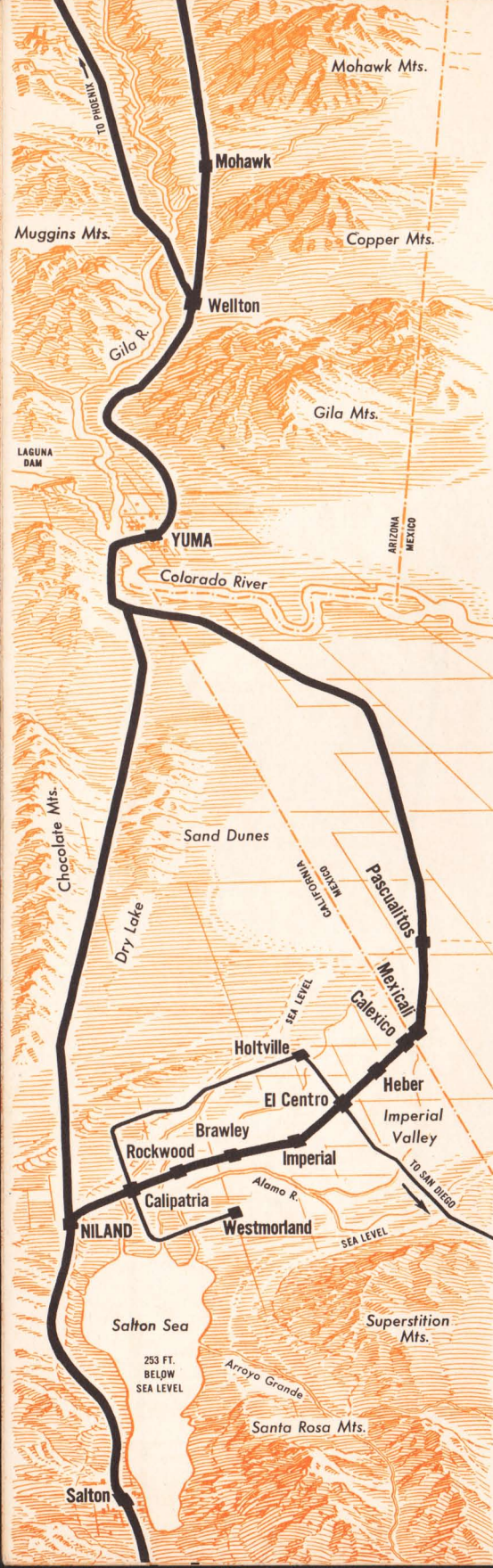
### THE SOUTH LINE (YUMA TO NILAND VIA EL CENTRO)

From Yuma the south line runs southwest and passes into Lower California, then skirts the Mexican border for 51 miles to **MEXICALI** on the Mexican side and **CALEXICO** on the California side. Calexico is a port of entry into the United States and an interesting border town. The line continues north through the fertile Imperial Valley. Once a desert wasteland, but now a vast man-made garden, watered by the Colorado River, the Imperial Valley produces tremendous quantities of fruits and vegetables for the country's dinner tables. It has many thriving cities and towns: Calexico, Holtville, Heber, El Centro, Brawley, Imperial, Calipatria, and Niland. The fertile irrigated fields about these communities produce a large percentage of the nation's lettuce and cantaloupe supply, as well as large crops of alfalfa, grapefruit, berries, grapes, etc. Dairying is also important.

With good hotel accommodations now available in these communities, tourists are finding this land of brilliant sunshine the year 'round a most pleasant place for winter vacations, and







winter resorts and guest ranches are being planned in the area. The range of interest throughout the Imperial Valley is wide, from the bubbling mud pots and spouting little mud volcanoes near the Salton Sea (an inland wonder itself) to the multi-hued walls of Painted Gorge, from an historic adobe structure of an old Butterfield stage station to the extensive system of modern man-made irrigation canals. For everyone, and every taste, there is something of interest. As an added feature, the attractions of Old Mexico are just minutes away—its border cuts across the lower end of the Valley at Calexico.

Mexicali, picturesque Mexican city, is just across the line from Calexico, the two cities separated only by a fence. Tourists can have a lot of fun in Mexicali and there are a number of good places to eat.

Four miles beyond Calexico is **HEBER**, a shipping and shopping point for the southern valley, and five miles farther is **EL CENTRO** (Alt. 52 ft. below sea level), seat of Imperial County, and one of the two largest towns below sea level in the United States, Brawley being the other. El Centro is one of the chief trade and shipping centers of the Imperial Valley, the locale of one novel and memorialized in another. It has a delightfully mild winter climate.

**IMPERIAL** (Alt. 67 ft. below sea level), four miles beyond El Centro is the oldest town in the valley, and an agricultural center. **BRAWLEY** (Alt. 115 ft. below sea level) is an important town and a large shipping center. **ROCKWOOD** is 5 miles beyond Brawley, and another 5 miles brings you to **CALIPATRIA** (Alt. 183 ft. below sea level), center of an area producing green peas and alfalfa. A local mill grinds the alfalfa into meal for cattle fodder. Eight miles beyond Calipatria, at Niland, you rejoin the North Line.

Leaving Niland, your train proceeds west to **SALTON** (Alt. 202 ft. below sea level), the lowest point on your trip from Chicago to Los Angeles. The body of water seen on the left is the

Salton Sea, some 30 miles in length. In prehistoric times the entire valley was the bed of a vast inland sea, whose waters rose high up the sides of Mt. San Jacinto, seen on the south. This sea was formed by the Colorado River, which, flowing into the Gulf of California one hundred miles below its head, in time created a delta entirely across the basin, the sand bar finally rising higher than the level of the gulf, severing it completely and converting its northern end into an inland sea. Through ensuing centuries the waters of this sea gradually evaporated until eventually the basin became a bed of dry salt. In 1905 the Colorado River broke its banks and for a period of about sixteen months poured its entire volume into this depression. Southern Pacific, by skilful engineering and the expenditure of more than three million dollars returned the runaway river to its old channel and saved the Imperial Valley. Now, the Salton Sea serves as a sump into which drains the water that irrigates the Imperial Valley. The mountains on the north at Salton are the Ocotopia Mountains.

At **MECCA** (Alt. 197 ft. below sea level) we enter the Coachella Valley. Here are extensive date gardens. The valley is irrigated by artesian wells which tap water flowing from the San Jacinto Mountains nearly two miles above the level of the valley. Ten miles west of Mecca is **COACHELLA** (Alt. 72 ft. below sea level), a town in the heart of the Coachella Valley. To the right are the Little San Bernardino Mountains and to the left the Santa Rosa Mountains. The valley produces a variety of agricultural products, irrigated by water from deep wells. At **INDIO** three miles west, a fine example of a bearing date orchard is seen on the north side of the track a mile beyond the depot.

**PALM SPRINGS** station, 28 miles west of Indio, serves the well-known desert winter resort of the same name, lying 6 miles to the southeast, a short distance from Palm Canyon National Monument. On the mountain sides you can see the beach line of Lake Cahuilla,



which in prehistoric times inundated this valley. Fifteen miles west of Palm Springs is **BANNING** (Alt. 2,318 ft.), a fruit producing area. Your train has now climbed from the desert and is near the summit of San Gorgonio Pass, gateway to Southern California. North of the pass, in the San Bernardino Mountains, are the granite peaks of San Gorgonio (11,485 ft.) and San Bernardino (10,630 ft.), snow-capped most of the year. Along with Mt. San Jacinto (10,805 ft.) to the south, and Mt. San Antonio (10,080 ft.) to the west, these are the loftiest peaks in southern California.

A few miles beyond Banning is **BEAUMONT** (Alt. 2,559 ft.) which crown San Gorgonio Pass. From here the grade descends through San Timoteo Canyon. The region around Beaumont is devoted to the raising of cherries and almonds. In the spring, when the trees are in bloom, thousands travel to Beaumont to enjoy the sight. Fifteen miles beyond Beaumont is **REDLANDS** station at the bottom of a bluff in San Timoteo Canyon. At the top of the bluff is Smiley Heights, a public park with trees and shrubs from all over the world. Beyond lies the city of Redlands, among thousands of acres of orange groves. The University of Redlands is located here. Eight miles west of Redlands station is **COLTON** (Alt. 964 ft.), an industrial town surrounded by orange groves. Colton has fruit packing houses and a plant for the pre-cooling of fruit and the icing of railroad refrigerator cars. There is a large cement works here, seen from the left, west of the city. Three important Southern California cities are reached from Colton—Riverside, eight miles south; San Bernardino, three miles north; Redlands, 12 miles east.

Four miles beyond Colton is **BLOOMINGTON** (Alt. 1,082 ft.) in an important olive and orange district. To the north are the San Gabriel Mountains, and to the south the Jurupa Mountains.

Leaving Bloomington, your train soon enters an area of vast vineyards. One of them, at **GUASTI**, covers 5,000 acres

and is claimed to be the largest in the world. To the right of Guasti are the San Gabriel Mountains. Three miles beyond is **ONTARIO**, a residential town surrounded by small ranches and orange groves, and seven miles west of Ontario your train reaches **POMONA** (Lat., goddess of fruit), shipping point for an extensive citrus-growing region. Pomona is the site of the Los Angeles County Fair Grounds, where one of the largest county fairs in the country is held in September of each year.

Beyond Pomona we pass in rapid succession the towns of **PUEENTE, BASSETT, EL MONTE, SAN GABRIEL and ALHAMBRA** (gateway to Pasadena), all so close together as to virtually join each other. At San Gabriel, 300 feet east of the track you can see the old San Gabriel Mission, founded in 1771. It is well preserved, and services are still held. San Gabriel is a suburb of Los Angeles and a residential city.

**LOS ANGELES** (Alt. 293 ft.) is the metropolis of Southern California, built upon the broad plains which slope seaward from the foothills of the Sierra Madre (Sp., mother of mountains). The first settlers, who came here in 1781, called the place "Nuestra Senora la Reina de los Angeles" (Our Lady and Queen of the Angels). The Spanish pueblo grew slowly and even after a century of existence had only twelve thousand inhabitants. Then, active development began and the population increased rapidly.

The city is famous for its schools and colleges. Among the latter is the University of Southern California, University of California at Los Angeles, Occidental College, California Institute of Technology (at Pasadena), and Loyola University.

With Los Angeles as a starting point, you may spend days visiting the many places of interest in the surrounding country, all of which are served by steam or electric railways. Among these are the many fine beaches, mountain resorts, the orange belt, and a myriad of interesting nearby cities, including fabulous Hollywood.





MAPS AND DESCRIPTION

# Golden State Route

CHICAGO • LOS ANGELES



**Rock Island**  
**Southern Pacific**

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LOS ANGELES • CHICAGO



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