

MAPS AND DESCRIPTION **Overland Route**

Chicago & North Western, Union Pacific and Southern Pacific welcome you. We hope that your trip will be a most pleasant one.

This booklet has been especially prepared for use while on your train. It tells you about the country through which you pass, and things of interest to watch for along the Overland Route—the shortest, fastest, most direct route between Chicago and San Francisco. Special maps, based on United States Geodetic Survey maps and other authentic sources, were drawn for this booklet. We feel they will give you a better picture of the terrain through which you are passing, as well as a better idea of the location of points of interest along your way—many of which may be seen from your train's windows.

The descriptive sequence is westbound from Chicago. If you are traveling eastbound, follow your trip by starting from the back of this booklet.

You are about to travel—swiftly, smoothly—over 2,263 miles of gleaming track, the most historic of this country's transcontinental routes—"The Overland Trail"—blazed by fur-trappers in the early

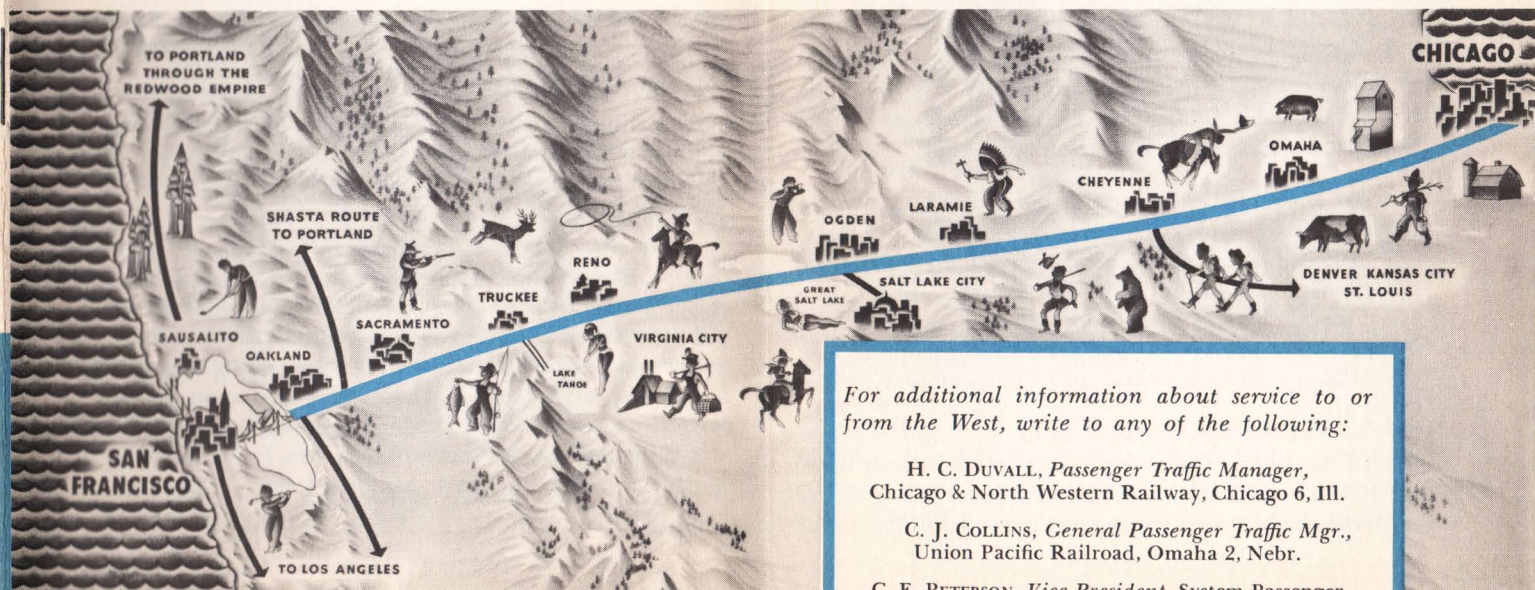
1800's, then followed by the covered wagons of land-hungry pioneers and home-seeking Mormons, reckless, gold-seeking "Forty-Niners" and the daring riders of the "Pony Express."

In 1862, following President Lincoln's belief in the need for a strong transcontinental tie, the enormous task of laying tracks for the Overland Route was begun. Westward, from Council Bluffs, Iowa, Irish construction crews of the Union Pacific laid out their steel and cross ties. Eastward, from the Pacific, Chinese crews of the Central Pacific (forerunner of the Southern Pacific) pushed their track over the monumental Sierra Range.

By 1867, the Chicago & North Western had completed its track from Chicago into Council Bluffs thus closing the first link of the Overland Route. On May 10, 1869, at Promontory, Utah, the two tracks met and were joined by the driving of the last spike—a symbolic spike of gold.

Today, you are enjoying the results of their tremendous toil—safe, relaxed and luxurious travel through the West that is described on the following pages . . . we invite you to read on . . .

Chicago & North Western ★ Union Pacific ★ Southern Pacific

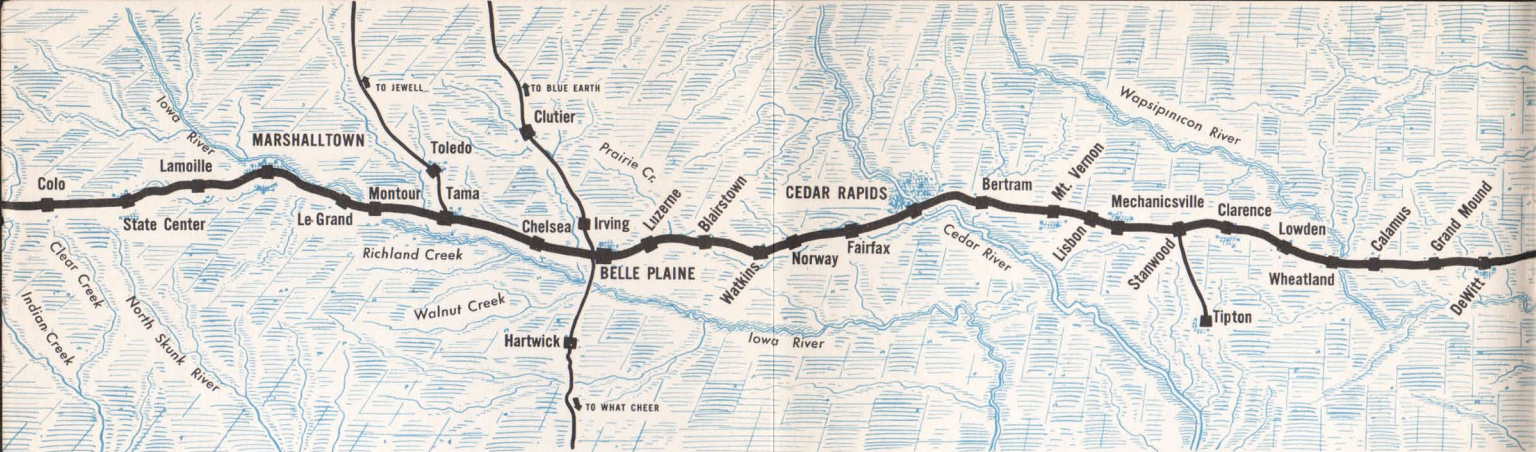


For additional information about service to or from the West, write to any of the following:

H. C. DUVAL, *Passenger Traffic Manager*,
Chicago & North Western Railway, Chicago 6, Ill.

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Southern Pacific, San Francisco 5, Calif.



ILLINOIS. Area 56,400 square miles. State flower: Violet. Nick-name: Sucker State.

CHICAGO (Alt. 614 ft.) today, is a busy, wide-spread city that is flanked by attractive suburbs. The metropolitan appearance of the nation's second largest city gives no hint of its modest beginning as Fort Dearborn. The setting in those days was a swampy area on the shore of Lake Michigan. Inland, the level prairies stretched out endlessly to meet the distant horizon. In 1812 the small stockade was burned; its inhabitants massacred by Indians. A second attempt at settlement was successful, and the Village of Chicago was incorporated in 1833. Since then the city's long-strided progress has been based on its unusual advantages as a transportation center. Forty railroads converge in Chicago, but not a single line passes through. Stock yards, packing plants, grain markets, steel mills, and a wide variety of manufacturing plants dominate the commercial life. In total value of manufactured products, Chicago stands in second place among the nation's industrial areas. Sports, entertainment and cultural activities have kept pace with the industrial development. Chicago's recreation includes everything from art to archery, from symphonies to skating.

Chicago charms its visitors with a beautiful lakefront—actually a series of parks that extend, almost continuously, from one end of the city to the other. A few of the major attractions are: museums and galleries; the Merchandise Mart, world's largest commercial building; the exclusive shops on Michigan Avenue; and State Street's shopping center, including the famed Marshall Field and Company.

For travelers between Chicago and the West, the Madison Street Passenger Terminal of the Chicago and North Western System is the arrival and departure point. It is a city in itself, containing restaurant, tea room, lunch counters, retail

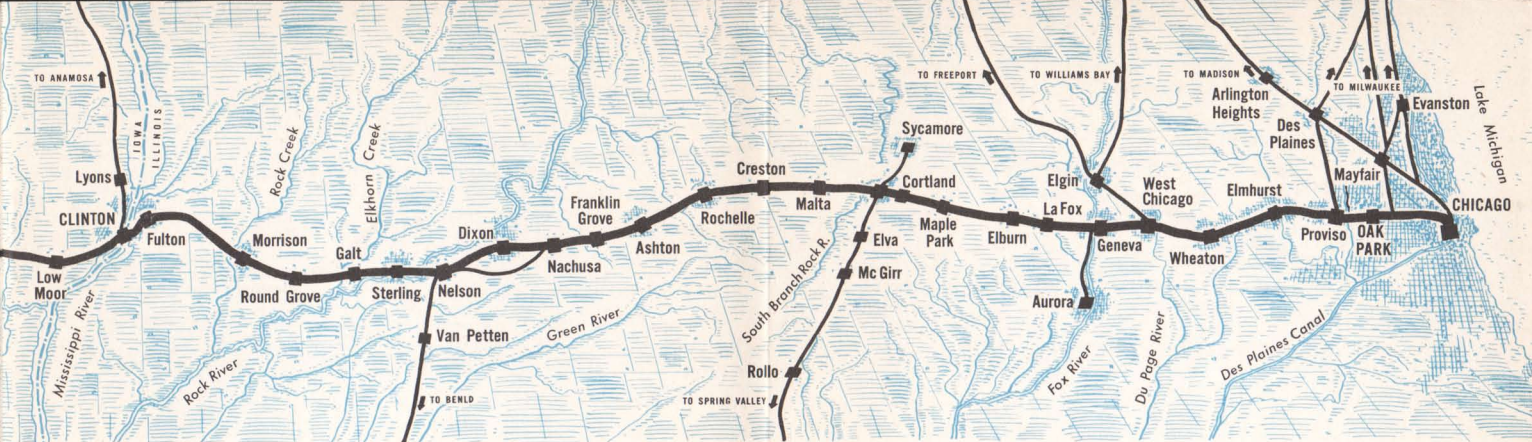
shops, rest rooms, and even an emergency hospital. Nearly 100,000 persons pass through the train gates each day—a passenger volume greater than any other of Chicago's seven great railroad terminals.

Leaving the station, your train will follow the route of Chicago's first locomotive, the tiny wood-burning Pioneer. The historic first trip, for a distance of five miles, was made in October, 1848. Just outside of Chicago is **OAK PARK**, a residential suburb and largest village in the world. Next, on the right, you'll see the sprawling Proviso freight yard. Proviso is another "largest in the world." It was built by the North Western System at a cost of 16 million dollars to speed up the classification and interchange of freight cars. Beyond the Proviso yard is another suburb, **ELMHURST**, and then **WHEATON**. To the north of the station, you can see the buildings of Wheaton College, one of the oldest in the West. The next town is **WEST CHICAGO** (Alt. 761 ft.), and a few miles west is the State Training School for Girls. The school is to the left on the east bank of the beautiful Fox River. On the west bank is the town of **GENEVA** (Alt. 717 ft.).

Your train is now speeding over the flat prairies that make Illinois one of the most level states in the country. Because of the fertile soil, Illinois ranks third among all states in the value of farm land and buildings.

DE KALB (Alt. 884 ft.) is an agricultural and manufacturing center. Barbed wire was invented and first manufactured here. To the right you'll see the buildings of the Northern Illinois State Teachers College. **ROCHELLE** (Alt. 796 ft.), 16 miles west of De Kalb, draws on the surrounding farm lands for the asparagus, peas, and sweet corn used by its canning factories. Other factories produce farm supplies and equipment for world-wide distribution.

Rolling on over the rich prairie land, your train passes through **DIXON** (Alt. 772 ft.), a farming center on the Rock



River—97 miles from Chicago. Condensed milk is the product of Dixon's largest factory. After the Black Hawk War, Jefferson Davis, Zachary Taylor, and Abraham Lincoln shared quarters in a blockhouse near the river. The train now follows the Rock River to **NELSON**, and then crosses the river to enter **STERLING** (Alt. 649 ft.). Agricultural implements and other products are manufactured in Sterling and its across-the-river neighbor, **ROCK FALLS**. There are Indian mounds nearby which vary in height from ten to thirty feet. They are typical of those built in the Midwest for ceremonial or burial purposes. Today these mounds stand as monuments to the memory of the ancient race that built them. After following the river to **GALT**, the rails of the North Western main line leave the valley to reach **FULTON** (Alt. 590 ft.) on the east bank of the great Mississippi River. Here, 137 miles from Chicago, your train crosses the Mississippi to enter Iowa.

IOWA. Area 56,280 square miles. State flower: Wild Rose. Nickname: Hawkeye State.

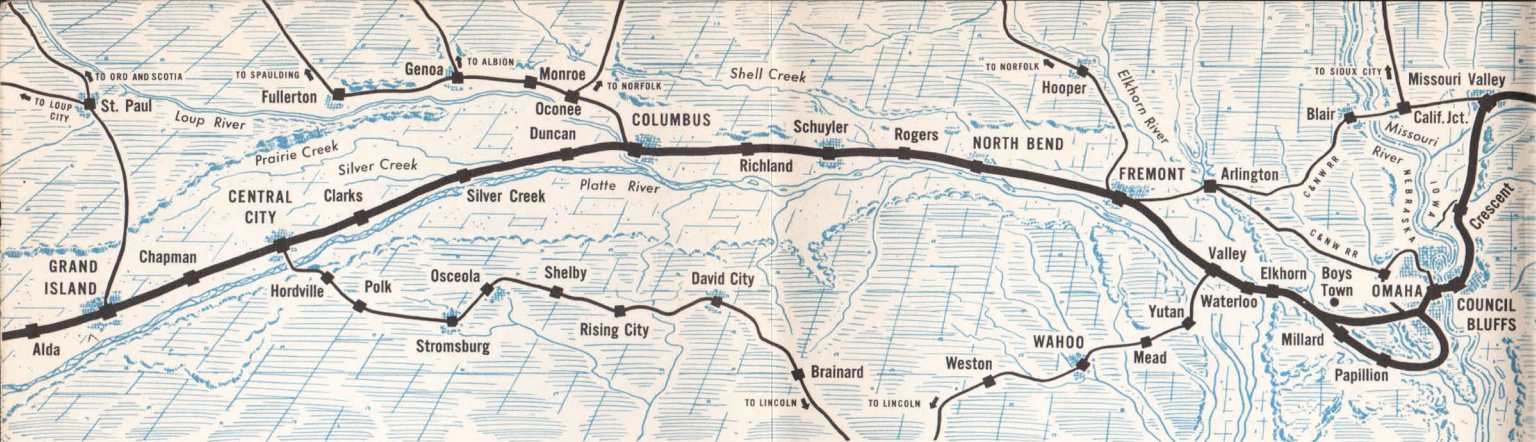
CLINTON, IOWA (Alt. 598 ft.) was named for De Witt Clinton, a former governor of New York. During its early days as a lumbering center, Clinton was the home of 17 millionaires. Many of the old mansions are still standing along the quiet, elm-shaded streets. Clinton today is a manufacturing center, producing corn products, feed, hardware, building woodwork and steel specialties. West of Clinton there is a succession of towns and villages surrounded by the fertile, rolling prairie. Iowa ranks first in the value of farm land and in the cash income from crops and livestock. Corn, the chief crop, has earned for Iowa the title of "Tall Corn State." The motto originated in the days when corn was open-pollinated and height was important. Modern hybrid corn stands about 6 or 7 feet high—the reason why you no longer see the annual crop of "tall corn" publicity pictures.

Iowa is served by a network of railroads so closely knit that no home is more than 12 miles from a stretch of tracks.

The first town west of Clinton is **LOW MOOR** (Alt. 643 ft.), established when the North Western tracks reached this point. A trade name stamped on rails imported from England inspired the name of the town. **DE WITT** is framed briefly in your window, followed by **GRAND MOUND** and **CALAMUS**. This last gets its name from a wild marsh plant that grew around the town pump. In **WHEATLAND** (Alt. 682 ft.), west of Calamus, the women of the village take just pride in their flower gardens. These are strung like colorful beads along the bank of the creek that winds through the village.

LISBON (Alt. 873 ft.) was originally colonized by Germans from Pennsylvania. The town is known throughout Iowa for its annual Sauerkraut Day. Barrels of kraut and hundreds of pounds of wieners are served here each year. The next town, **MOUNT VERNON** (Alt. 843 ft.), is 203 miles west of Chicago. It is the home of Cornell College. The "Cornell of Iowa" is noted for the high percentage of graduates reaching the pages of "Who's Who". Each year the college holds a May Music Festival which features the Chicago Symphony Orchestra.

CEDAR RAPIDS (Alt. 731 ft.) is Iowa's second largest manufacturing center. It is located on the Cedar River. Industries include meat packing and radio manufacturing. The Quaker Oats plant, seen to the right after you leave the station, is the largest single-unit cereal mill in the world. Another of Iowa's educational institutions, Coe College, is located here. Leaving Cedar Rapids, your train continues west and passes through a series of busy western towns, including **BLAIRS-TOWN**, **BELLE PLAINE** and **TAMA**. On the right, just beyond Tama, you will see the picturesque homes of Indians on the Tama Reservation. It is not a government reservation, but



a tract of over 3,000 acres purchased by the Fox and Sac Indians for agricultural and living purposes.

MARSHALLTOWN (Alt. 884 ft.), named for Chief Justice Marshall, produces auto accessories, machinery, furnaces and canned foods. Marshalltown is a typical county seat, built around the central courthouse. The tall, arching trees that shade the streets are an interesting contrast to the flat, almost treeless corn country that surrounds the city. **STATE CENTER** (Alt. 870 ft.), 14 miles west of Marshalltown and 303 miles from Chicago, is located in the geographical center of Iowa (from east to west). **NEVADA** (Alt. 1,001 ft.), on the banks of West Indian Creek. An early settler named the village after his daughter, Sierra Nevada. Nearby is the birthplace of Billy Sunday, famed evangelist who left Nevada to become the star center fielder for the Chicago White Sox. Later he returned to Iowa to conduct his first revival meeting. Many of the frame churches, which he filled to capacity, had wooden floors covered with sawdust—the origin of the saying, “hitting the sawdust trail.”

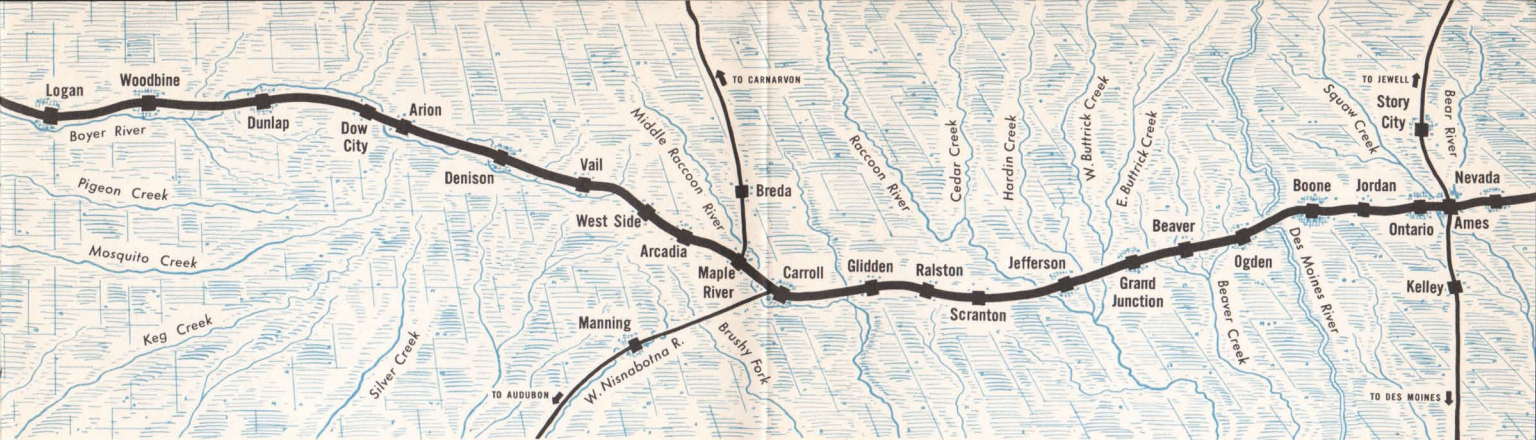
AMES (Alt. 917 ft.) is a clean, dignified city divided by the campus of the Iowa State College of Agriculture and Mechanic Arts. The college was established in 1858 to teach scientific farming. It has been of great value to western farmers. As your train leaves Ames, you will see the college buildings and experimental farms on the left. Because the two sections of the city are separated by the college farm-lands, each section has its own business center.

BOONE (Alt. 1,138 ft.) was named, not for Daniel Boone, but for his son, Colonel Nathan Boone. Boone is a manufacturing city located in one of the richest sections of the corn belt. There are several coal mines on the outskirts of the city. West of Boone you cross the Des Moines River on one of the highest railroad bridges in the world. From your window you'll have a fine view extending for several miles

up and down the bluff-rimmed valley. A few miles west of the river is **OGDEN** (Alt. 1,094 ft.). The town is named for William B. Ogden, a pioneering railroad builder who was first mayor of Chicago, first president of the North Western System, and first president of the Union Pacific.

After passing through another series of towns, you reach **CARROLL** (Alt. 1,274 ft.), a county seat and one of the principal towns in this area. **VAIL** (Alt. 1,260 ft.), 19 miles west of Carroll, is the center of a region that was once the favorite Indian hunting ground for elk and buffalo. **DENISON** (Alt. 1,176 ft.), a town originally settled by New Englanders, is on the Boyer River. One of the places along the way is **DUNLAP**, a town that evidently had a colorful beginning. Its second building was a saloon named The Respectable Place. At **MISSOURI VALLEY** (Alt. 1,006 ft.), the rails round the bluffs to enter the broad valley of the Missouri River. Your train now continues south through the rich, bottom-land of the Missouri Valley into Council Bluffs.

COUNCIL BLUFFS (Alt. 992 ft.) is on the east bank of the Missouri River. According to tradition, the bluffs were used for Indian powwows for centuries before the white man entered the valley. On similar bluffs twenty miles to the north, Lewis and Clark paused to hold their historic council with the Otoe tribe in 1804. The Mormons settled here in 1846, calling their community Kanesville. They abandoned the site when they moved westward to Salt Lake City, and the succeeding settlers chose the name of Council Bluffs. During the gold rush of '49, the city became the outfitting point for covered wagon trains. Abraham Lincoln visited Council Bluffs in 1859 and decided that it should be the eastern terminus of the Union Pacific. His decision was made after a conversation with Grenville Dodge, a young surveyor who later became General Dodge, builder of the Union Pacific. Council Bluffs is still a railroad center but



terminal grain elevators and manufacturing plants now dominate its commercial life. Its principal products are elevators, radio equipment, batteries, cereals, seed, processed foods and railroad car wheels.

NEBRASKA. Area 77,520 square miles. State flower: Golden-rod. Nickname: Cornhusker State.

OMAHA (Alt. 1,033 ft.), metropolis of Nebraska and eastern passenger terminus of the Union Pacific Railroad, is on the west bank of the Missouri River, opposite Council Bluffs, Iowa, where the lines of the Chicago and North Western System connect with those of the Union Pacific in the formation of the Overland Route to the Pacific Coast. Omaha, named for a tribe of plains Indians, had its physical beginnings in 1854. It now covers 39 square miles. It is a modern city enjoying a normal expansion, and has numerous substantial industries, most important of which to its large trade area is meat packing. In Omaha are 2 universities and the medical college of the State University of Nebraska. The offices of the Nebraska Military District of the Fifth Army Area, and several other departments of the United States Army, are housed in the handsome Federal Building. Notable among other buildings in the business district are the Douglas County Court House, the First National, Omaha National and City National Bank Buildings, the Aquila Court Building, the Woodmen of the World Building, the Telephone Building, the Medical Arts Building, and the Union Pacific Building. A carnival, called the "Festival of Ak-Sar-Ben," is held in Omaha every autumn. Ak-Sar-Ben also sponsors a live stock show each fall. The Union Pacific, largest of 10 railroads that enter Omaha, has its general headquarters there and maintains extensive shops. As he approaches the city from Council Bluffs and crosses the Missouri River the train visitor has a good view of the city's impressive skyline and passes through much of its industrial and wholesale districts.

After leaving Omaha your train speeds directly westward over a stretch of gigantic railroad construction known as the Lane Cut-off which was completed across the undulating terrain in 1908 to eliminate grades and curves and to shorten the original line by 9 miles. After about 20 miles it passes into the broad level valley of the Platte River which it follows on three-fourths of its journey across Nebraska. This is one of the richest agricultural regions in America—and rich in historical associations of the Old Oregon Trail, the Mormon exodus of 1847, and the Argonauts of 1849 which followed the Overland Trail to California. Through part of this valley also passed the short-lived but history-making Pony Express, and Ben Holladay's Overland Stage line. Many of the prosperous towns that are seen from the train windows today were frontier posts at one time or another when the pioneers chose the far-away places of the West, and passed up as worthless the lush green meadows of the Platte Valley with its rich alluvial soil and 30 inches of annual rainfall.

ELKHORN (Alt. 1,166 ft.) is the first village reached. A few miles beyond, the train crosses the Elkhorn River, a tributary of the Platte, just before passing **WATERLOO**.

VALLEY (Alt. 1,140 ft.) is 25 miles west of Omaha. It has a fine modern stock-feeding yard and is a shipping center for grain, sand and gravel. From there on for more than 300 miles the railroad follows the north shore of the Platte River of which many clear, train window views are available during the course of the journey.

FREMONT (Alt. 1,197 ft.), named for "The Pathfinder," General John C. Fremont of pioneer days, is a modern, up-to-date city. It is an active market for livestock, and has many thriving businesses and industries. It is the seat of Dodge County and the home of co-educational Midland College (United Lutheran). At **NORTH BEND** (Alt. 1,275 ft.), 15



miles west of Fremont, the tracks run close to the wooded shore of the Platte River. About 14 miles beyond the little city of **SCHUYLER** is passed.

COLUMBUS (Alt. 1,447 ft.), seat of Platte County, lies in a fruitful trade area. It is an important industrial center and the headquarters of Consumers Public Power District which provides electric energy to more than 100 towns in Nebraska. About a mile west of the city, the Union Pacific crosses the Loup River just above its confluence with the Platte. Then the train passes in succession through **SILVER CREEK**, **CLARKS** and **CENTRAL CITY**. The latter is the seat of Merrick County, the center of a large agricultural and stock-feeding area, and the home of Nebraska Central College (Friends).

GRAND ISLAND (Alt. 1,864 ft.) is Nebraska's third city. It was named for a large island in the Platte River and its history dates from 1857. It is an important commercial center and much of its thriving business and industrial districts are seen from the train windows. A Government air mail landing field is maintained there; also the United States Monitoring Radio Station which polices the use of the air and protects authorized stations and keeps all broadcasters within their assigned channels. Grand Island has long been known as one of the great horse and mule markets of the world. It is the seat of Hall County. **WOOD RIVER** (Alt. 1,966 ft.) is 16 miles to the west. In that vicinity the Platte Valley is 22 miles wide and through it the railroad runs for long, curveless stretches, one of them as much as 40 miles. The prosperous towns of **SHELTON** and **GIBBON** lie between Wood River and Kearney.

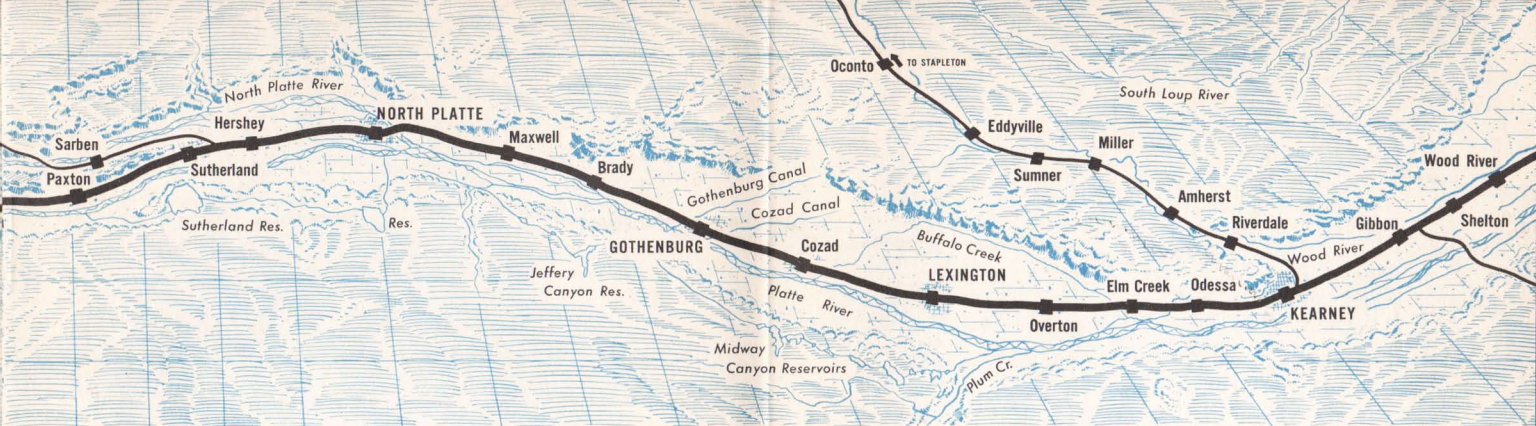
KEARNEY (Alt. 2,149 ft.) is the seat of Buffalo County. Historically it was one of the most important stations on the Oregon and Overland Trails, as all routes from Missouri River towns between Kansas City and Omaha converged there. Kearney is now an attractive modern city. Its indus-

tries and businesses are substantial and varied. Several state institutions are located there, including the largest of Nebraska's several State Teachers Colleges. **ELM CREEK** and **OVERTON** lie west of Kearney.

LEXINGTON (Alt. 2,389 ft.), a small progressive city was, in its early days, called Plum Creek and was the scene of numerous Indian attacks during railroad construction days of the sixties. One of them served as the basis for a dramatic scene in the popular motion picture, "Union Pacific." It is now a thriving business center and the train traveler will note that it has many handsome, modern buildings. About 14 miles to the west, **COZAD** (Alt. 2,487 ft.) is passed, a prosperous little city with the largest alfalfa products business in the world. **GOTHENBURG** (Alt. 2,563 ft.) is reached just after the train crosses a large irrigation canal, one of many in that part of the state. It is an enterprising, modern community. To the west the train passes through **BRADY ISLAND** and **MAXWELL**.

NORTH PLATTE (Alt. 2,802 ft.) is an important western city just west of the confluence of the North Platte and South Platte Rivers. It is a division point on the Union Pacific which maintains extensive shop and switching facilities there. The traveler obtains train window views of this modern city with its many fine buildings, a huge railroad car icing plant and much industrial development. The city is the center of a spacious irrigated district, the oldest in Nebraska. For many years it was the home of "Buffalo Bill" Cody. From this point the Union Pacific main line follows the South Platte River, although an extensive branch line serves the North Platte Valley into Wyoming. **HERSHEY**, **SUTHERLAND** and **PAXTON** are passed in that order as the train proceeds west from North Platte.

OGALLALA (Alt. 3,213 ft.), about 50 miles west of North Platte, is a modern and progressive little city named for a tribe of Indians. Eight miles to the north is Kingsley Dam,



second largest earth dam in the world. It forms Kingsley Lake, 23 miles long, and its purpose is to control flood waters, to provide irrigation and to produce electric power. Historically, Ogallala was at one time a northern terminus of the great Texas Cattle Trail over which enormous herds of cattle were driven for distribution. To the west of Ogallala, the train passes through the prosperous little cities of **BRULE** and **BIG SPRINGS**.

COLORADO. Area 104,247 square miles. State flower: Columbine. Nickname: Centennial State.

JULESBURG, COLO. (Alt. 3,467 ft.) is the only city in Colorado that is touched by the through line of the Overland Route between Chicago and San Francisco. A few miles northeast of it the line leaves Nebraska, dips into Colorado and passes through Julesburg, then after a few miles swings back into Nebraska again. Historically, Julesburg played an important part in the westward trek during the middle to late nineteenth century. It is now a modern and progressive little city. The Union Pacific line to Denver leaves the main Overland Route line at that point. Continuing west our Overland Route train passes through **CHAPPELL**, **LODGE POLE** and **SUNOL**, all in the Lodgepole Creek valley.

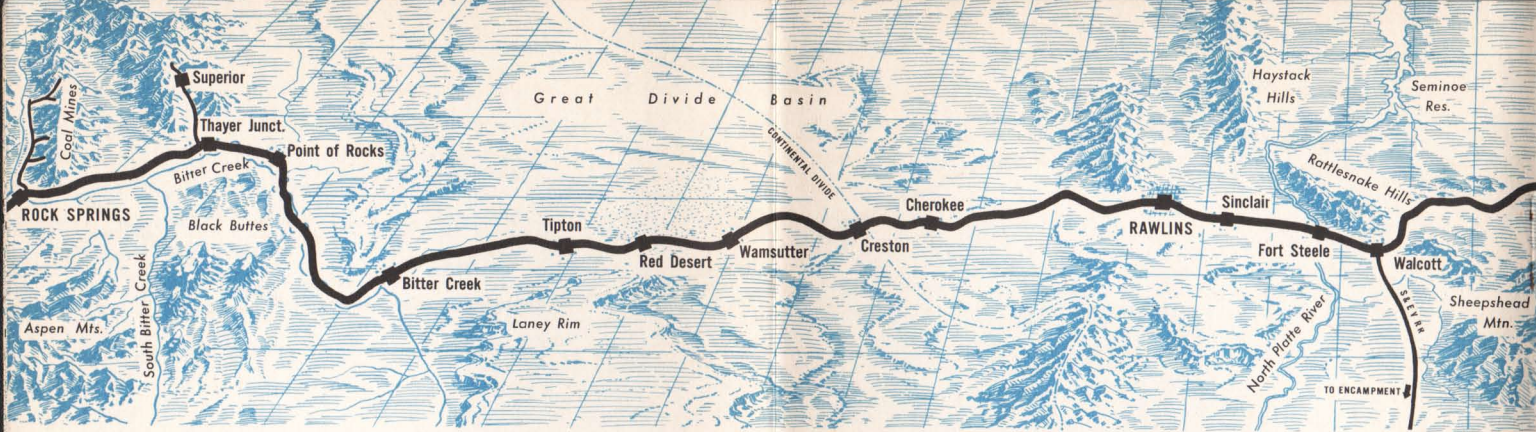
SIDNEY (Alt. 4,091 ft.) is about 125 miles west of North Platte. During the railroad construction period and the Gold Rush days there was much activity there. Among other things it was the starting point of a stage line to the Black Hills. Interesting car window views in this vicinity are prominent bluffs of limestone in which the fossil bones of camels and mastodons have been found. West of Sidney, the train passes **POTTER**, **DIX**, **KIMBALL** and **BUSHNELL**. Just before entering Pine Bluffs, Wyoming, a stone monument marking the boundary between the states of Nebraska and Wyoming may be seen to the north of the track.

WYOMING. Area 97,914 square miles. State flower: Indian Paint Brush. Nickname: Equality State.

PINE BLUFFS (Alt. 5,047 ft.) . You are now in Wyoming. Irrigation farming is carried on in this vicinity. The limestone bluffs are still visible from the train, with stunted pines atop them. At **HILLSDALE** (Alt. 5,638 ft.) , about 23 miles to the west, the Rocky Mountains first come into view. From there on into Cheyenne, the snowy summits of Longs and other lofty peaks may be seen to the south, and the dark crests of the Laramie Range in the west, when the weather is clear.

CHEYENNE (Alt. 6,060 ft.) . This is the capital city of Wyoming and was named for the well known tribe of plains Indians. It sprang into prominence during the construction days of the Union Pacific Railroad in the sixties. Since then, the name has been synonymous with life in the old West of cowboy and Indian days, and also as typifying the best of the West as it is today. This is due in large measure to the "Frontier Days" celebration that is held there during the last week of July each year. At that time many of the picturesque features of Cheyenne's early history, and those of the frontier "cow-country" are reproduced. Many thousands of people from all over the country visit it each year. Cheyenne has always been a progressive and forward-looking city, and was among the first in the United States to be lighted by electricity. It is handsome and modern and has many fine public buildings. Stock raising is the principal industry in the surrounding country. Three miles northwest of the city (visible from the train) is Fort F. E. Warren (originally named Fort D. A. Russell), established in 1867, an important military post, with buildings and equipment valued at more than \$9,000,000; during the recent world war, the post was greatly expanded and improved.

After leaving Cheyenne, the train soon begins the ascent of Sherman Hill where passengers obtain imposing views of



the Front Range of the Rockies and of the Laramie Range. Your train is now close to the Rocky Mountains and has ascended more than a mile since leaving Omaha. Granite Canyon (Alt. 7,312 ft.) is passed, and at Sherman, the train reaches the highest point on the Overland Route, 8,013 feet above sea level. Imposing views of the Rockies may be obtained to the south; the original line across this relatively flat summit of the Laramie Mountains lay two miles to the north, and was 237 feet higher than the route now used; on the old line stands an impressive stone monument to Oakes and Oliver Ames, the two financiers whose energy and foresight contributed so much to the speedy construction of the Union Pacific. The scene hereabouts, a high and rugged upland with bold rock masses often eroded into fantastic shapes, is primitive and picturesque. On the descent of the western slope of Sherman Hill, one sees **HERMOSA** (Alt. 7,899 ft.) just after passing through a tunnel 1,800 feet long. Then there is a rapid descent into the valley of the Laramie River.

LARAMIE (Alt. 7,151 ft.) is the seat of the University of Wyoming. One sees the Laramie Mountains on the east and the Medicine Bow Range on the west. Laramie was never a boom town, but it has had solid development due to the steady growth of staple industries. In all respects it is modern and progressive, the home of a large lumber industry, and the center of a huge sheep and stock raising area. Home of the University of Wyoming, the city is often referred to as the Athens of Wyoming because in the State's single institution of higher learning are combined five standard colleges. Since its founding in 1887, the enrollment has grown to over 3,000. It was in Laramie, in 1870, that the first women jury in the world was called. Women's suffrage was first granted in Wyoming in 1869 when the territorial constitution was framed. Bill Nye, the famous humorist, ran

the Laramie Post Office, organized his "den of forty liars" and established the first newspaper. Tom Horn, Wild Bill Hickok, Calamity Jane, Butch Cassidy, Buffalo Bill and other colorful characters of the old west were occasional visitors.

ROCK RIVER (Alt. 6,910 ft.) is in the center of a prosperous stock-raising region. To the south are important oil fields. Also in the area are rock formations from which the fossil bones of prehistoric reptilian monsters have been taken. There is much interesting scenery through this section of Wyoming. **MEDICINE BOW** (Alt. 6,564 ft.), a stock-raising and wool-growing community, lies 17 miles west of Rock River. At **COMO** (Alt. 6,712 ft.), farther on, the road is built across a small lake fed by warm springs.

HANNA (Alt. 6,775 ft.) is a coal mining town. General Fremont first observed and reported on the vast coal formations in 1843. The country thereabouts is extremely wild and rugged, and coal may be seen jutting from the side of nearly every hill. **PERCY** (Alt. 6,927 ft.) is 5 miles to the west. Here the train traverses a cut 65 feet deep and 1½ miles long through beds of coal, shale and sandstone. Elk Mountain, a famous landmark, may be seen to the south. **WALCOTT** (Alt. 6,624 ft.) is about 15 miles west of Percy. A branch line of the railroad extends southward through the highly scenic Saratoga Valley, a summer resort and dude ranch area. A little farther west, at **FORT STEELE** (Alt. 6,511 ft.), the train again crosses the North Platte River from which it parted at North Platte, Nebraska, 384 miles to the east, and more than two-thirds of a mile lower in elevation.

SINCLAIR (Alt. 6,586 ft.) was built in 1923 to care for the employees of an oil company. It is a rapidly growing community of modern design and construction, equipped with every convenience. Producing oil and natural gas fields lie



to the northwest and southwest. The Seminoe and Ferris Mountains are visible in the distant north.

RAWLINS (Alt. 6,747 ft.) is the headquarters of extensive sheep, cattle and mining interests. A number of fine public buildings may be seen in the city. The State Penitentiary is located there. About 29 miles to the west, at **CRESTON**, the train crosses the Continental Divide at an altitude of 7,107 feet. This is the great watershed that separates the streams flowing to the Atlantic from those flowing to the Pacific. From this wild and barren point, mountain ranges are visible in several directions. A little farther west, views of the Red Desert begin to appear. This is a basin floor displaying all the colors and tones of the rainbow, reds predominating. Of chief interest at **POINT OF ROCKS** (Alt. 6,509 ft.) are light-colored sandstone cliffs eroded in bizarre shapes which rise above the tracks.

ROCK SPRINGS (Alt. 6,263 ft.) was named for large springs of saline water in the vicinity, and has one of the most important groups of coal mines in the West. Some of the mine openings may be seen to the north of the railroad as the train approaches from the east. This city is substantial and modern in every respect. To the southeast lie large natural gas fields yielding approximately 200,000,000 cubic feet a day. Rock Springs is also the center of an important cattle and sheep-raising region. A scenic highway to Grand Teton National Park and to the southern entrance of Yellowstone National Park runs north from Rock Springs.

GREEN RIVER (Alt. 6,083 ft.) is in a sheep and cattle country. It is situated on the river of the same name beside bluffs eroded into striking forms resembling turrets, towers, fortresses and castles. Among the many unusual formations visible from the car windows are "Man's Face," which is directly southwest of the station and "Castle Rock" which is due north. The river derives its name from the fact that

its bed is cut for some distance in the green shales, whose reflected color appears to tinge the water. The fantastically carved buttes continue in view for some distance. The splendid Uintahs are visible between mile posts 826 and 829. Green River is an important division point on the Union Pacific Railroad which maintains shops and other activities. The city has many fine modern buildings. From **PERU** and **BRYAN**, some of the high peaks of the Uintah Mountains may be seen in the southwest.

GRANGER (Alt. 6,271 ft.) was an important station on the old Overland Trail. From it today, a line of the Union Pacific runs northwestward into Idaho and on through Oregon to the North Pacific Coast. **CHURCH BUTTES** station was named from a peculiar eroded mass 10 miles south, on the route of the Overland Trail; it stands in a region of fantastic domes, pinnacles, and fluted columns. Sharp curves and heavy grades of the original line led to the driving of Aspen tunnel through the ridge between **ASPEN** and **ALTAMONT**; 5,900 feet in length and lined with cement, this tunnel is the longest on the Union Pacific Railroad. (Average Alt. 7,205 ft.) Recently a second tunnel was cut through to complete double trackage between Omaha and Ogden. The Uintahs may be seen to the south, although their real grandeur is not apparent. Penetrating the Aspen tunnel, the train passes from the drainage area of the Colorado River into that of the Great Basin, which has no outlet. West of Altamont, the train enters a narrow gorge from which it emerges, beyond **KNIGHT** (Alt. 7,075 ft.), into the open valley of Bear River.

EVANSTON (Alt. 6,745 ft.) owes its importance to growing farm acreage, the extensive live stock interests in the vicinity, and its coal mines. It ships approximately the same number of carloads of coal and livestock every year. There are good hotels, large mercantile establishments, a theatre, a public library, a handsome Federal Building, and numer-



ous small industries. Excellent hunting and fishing may be found in the adjacent mountains. The Wyoming Insane Asylum is located here. Entering Evanston, the Union Pacific tracks cross the Bear River. Six miles west they cross from Wyoming into Utah.

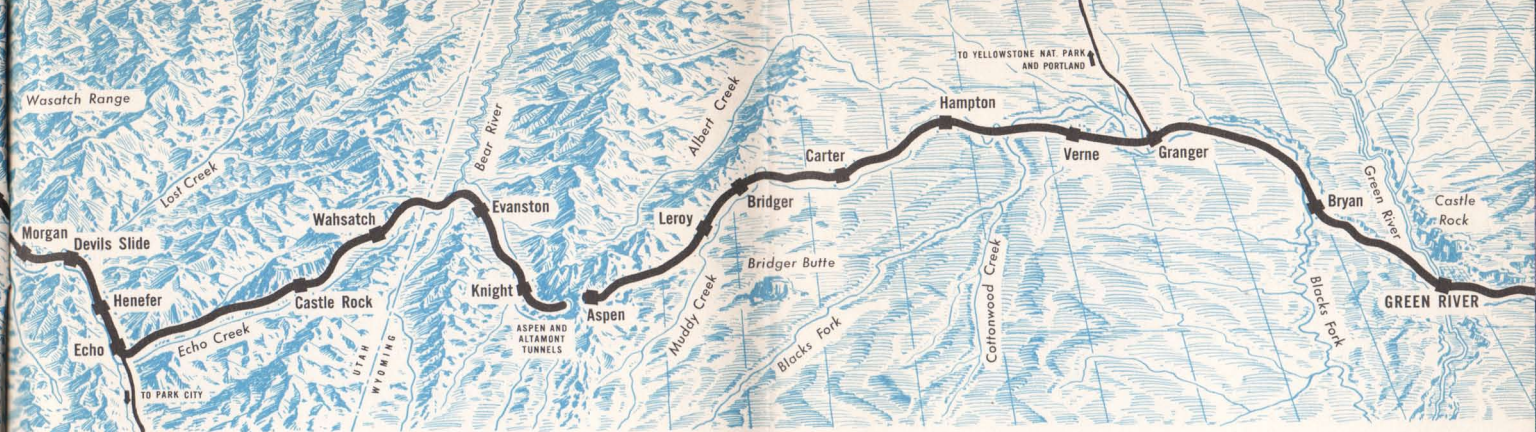
UTAH. Area 84,916 square miles. State flower: Sego Lily. Nickname: Beehive State.

WASATCH (Alt. 6,800 ft.) is the first station after the train enters Utah. A short distance westward after **CASTLE ROCK** (Alt. 6,224 ft.) the train passes through a tunnel and enters Echo Canyon, cut through outlying ridges of the Wasatch Mountains. Near Castle Rock the walls on the north side of the gorge take on the shape of castle towers. As the train descends, the red and yellow cliffs of shale and sandstone grow higher and higher. West of **EMORY** (Alt. 5,911 ft.) the eroded walls rise more than a thousand feet above the tracks. Here the canyon has a high degree of picturesque grandeur; spires, domes, pyramids, great wedges, isolated turrets and columns stand out from the narrowing masses on both sides. Just before the train enters the village of **ECHO** (Alt. 5,460 ft.) Echo Dam may be seen one-half mile to the south. About two miles west of Echo, on a hillside to the north of the tracks, stand a group of huge rock monuments called "The Witches."

HENEFER (Alt. 5,337 ft.) is about 4 miles west of Echo. It is the point on the Overland Trail where the Mormon pioneers under Brigham Young turned westward and crossed the Wasatch Mountains into Emigration Canyon. The chief products of the community are a high quality red fire clay, livestock, wool and grain. Good hunting and fishing may be had in the vicinity. Beyond Henefer the valley narrows and the Weber River plunges and foams in the narrow, boulder-strewn channel. Long, steep slopes rise to jagged cones and pyramids fringed with pines, and vistas are dis-

closed of more distant peaks of greater height and majesty. The principal industry of **DEVIL'S SLIDE** (Alt. 5,251 ft.) is the manufacture of Portland cement. A large cement mill may be seen to the north of the train. To the south stands the remarkable formation called the Devil's Slide, two parallel, upturned reefs of limestone 20 feet apart and thrusting their edges 40 feet above the mountain side. These peculiar vertical reefs are composed of the rock from which cement is made. From Devil's Slide westward to **MORGAN** (Alt. 5,071 ft.) a great gorge penetrates the Bear River Mountains, part of the Wasatch Range. The walls of the canyon attain a depth of 4,000 feet below the enclosing peaks. Further west Observation Peak is the most prominent mountain to the north of the tracks. Just west of **PETERSON** (Alt. 4,889 ft.) the tracks enter a narrow canyon cut by the rushing Weber River through the main range of the lofty Wasatch Mountains; this is the most impressive of the series of gorges through which the Union Pacific enters the Great Salt Lake valley. The dark precipitous escarpments rise to dizzy heights on both sides of the railroad, forming portals so profound and magnificent that it is difficult to believe the churning stream capable of their creation. A large diversion dam may be seen on the left. Near the western end of the canyon stands Devil's Gate, flanked by rugged rock walls and towering peaks. Soon the train emerges upon a broad, fertile valley patterned with farms.

UINTAH (Alt. 4,500 ft.) is the first station west of the remarkable Wasatch range through which the train has been passing for several hours. A few other small villages, however, will be seen in the rich Salt Lake Valley before the train reaches Ogden where the Union Pacific joins the Southern Pacific in the continuation of the Overland Route to San Francisco. But it is at or near Uintah where the westward train traveler has his first glimpse of the Valley and realizes how diversified the activities are in that famed region. To the



west, north and south spreads a delightful panorama of the river valley. After the grim grandeur of the mountains, it is not to be wondered that the Mormon pioneers welcomed the soft contours of the valley, even though uncultivated, as the promised land of Zion; for its geography includes a Dead Sea, a River Jordan, a Lake of Galilee, and many other physical features resembling those in the Holy Land.

OGDEN (Alt. 4,300 ft.). Second largest city in Utah; county seat of Weber County. Founded in 1848 under direction of Brigham Young, Ogden is one of the largest distributing points in the intermountain West for manufacturing, milling, canning, livestock and agriculture. Its Union Stockyards is the largest shipping point for sheep and cattle west of Denver. Ogden is connecting point for the Union Pacific and Southern Pacific lines. Twenty-three miles west of Ogden you reach **PROMONTORY POINT** at the end of Promontory Mountain. To the right is a salt works which produces 10,000 to 15,000 tons of salt per year from the waters of Great Salt Lake. On the left in the distance are Fremont Island and Antelope Island, the latter privately owned and used for grazing sheep which are ferried across the lake from Promontory Point.

Shortly after passing Promontory Point, your train reaches the east shore of Great Salt Lake and continues directly across the lake for 30 miles on the Lucin Causeway, a great engineering achievement. In the center of the lake the tracks are laid on a trestle 12 miles long, reached from either end by rock fills. The causeway was built to avoid the grades and curvature of the original pioneer line around the northern end of the lake. It was at Promontory on the original line that the "Golden Spike" was driven in 1869, completing the first transcontinental railroad line. The causeway across Great Salt Lake saves 43.8 miles of distance. In every four pounds of lake water is one pound of solid matter, of which 13 ounces are common salt. There are no fish in the lake.

Great Salt Lake now covers an area of 2,000 square miles. In ancient times this body of water (Lake Bonneville) was 346 miles long and 145 miles wide. In time the surface of the lake sank below its outlet, and the water became salty through evaporation, the area gradually shrinking. Former shore lines may be seen in many places high on the mountain sides.

LAKE SIDE (Alt. 4,218 ft.). On the west shore of Great Salt Lake. The island north of here is Gunnison Island. To the south the crests of the Lakeside Mountains may be seen. Fifty-five miles west of Lakeside you pass **LUCIN**, southern outlet for Grouse Creek Valley, a ranching area thirty miles to the north. Seven miles beyond Lucin your train crosses the Utah-Nevada state line.

NEVADA. Area 110,540 square miles. State flower: Sagebrush. Nickname: Sagebrush State or Silver State.

At **TECOMA** (Alt. 4,809 ft.) the range country of Nevada begins. Tecoma is nearest railroad point to silver, copper and lead mines discovered in 1874. On the north are Goose Creek Mountains, and on the south Pilot Peak rises above the surrounding hills—a lofty landmark by which early immigrants steered for Humboldt Wells.

MONTELLO (Alt. 4,880 ft.) is shipping point for big cattle outfits in the Thousand Springs Country, and for the Delno Mining District. It is also sportsmen's headquarters for sage chicken, duck and deer hunting. Fifteen miles beyond Montello you pass **COBRE** (Alt. 5,924 ft.) in a mining district. At **MOOR** (Alt. 6,167 ft.) you are near the summit of Cedar Pass; from this point there is a down-grade for 300 miles.

WELLS (Alt. 5,633 ft.) was an important supply point in the days of the Emigrant Trail. The town is so-named because of the numerous springs here. From Wells a great cattle



range extends northward into Idaho. From Wells to Lovelock (263 miles) the railroad follows the Humboldt River valley, chief stream of Nevada—over three hundred miles long. At **ALAZON**, four miles west of Wells, Southern Pacific and Western Pacific tracks meet and parallel each other to Weso, 183 miles. For greater efficiency, all eastbound trains of both lines use Western Pacific tracks and all westbound trains Southern Pacific tracks.

DEETH (Alt. 5,353 ft.) is shipping point for ranches. South of Deeth is Ruby Valley, orchard country. **HALLECK** (Alt. 5,231 ft.) is named after Fort Halleck, twelve miles south, which the station was established to serve. The post was closed in 1886. Nine miles west your train crosses north fork of Humboldt River, which here joins the main stream, and several crossings are made in next eleven miles.

ELKO (Alt. 5,063 ft.) is the seat of Elko County. The name is Shoshone Indian, meaning "white woman." A real cattle town and chief trade center for large section.

CARLIN (Alt. 4,896 ft.) is a railroad town in a small valley that runs west along the Humboldt River. Here the Overland Trail returned to the river and emigrants slaked their thirst and filled water barrels. Three miles from Carlin the railroad enters Palisade Canyon between precipitous walls rising hundreds of feet. **BEOWAWE** (Alt. 4,690 ft.) serves ranches and mines in the district. **BATTLE MOUNTAIN** (Alt. 4,495 ft.) is supply center for one of the most active mining districts of the state. It is named for the mountain range on the south, scene of battles between Indians and whites in pioneer days. At **IRON POINT** is a natural ridge that served as boundary between Shoshone and Paiute Indians.

GOLCONDA (Alt. 4,345 ft.) is a shipping center for stockmen. To the north are Hot Springs Mountains, and on the south Sonoma Peak, highest in the Sonoma Range. **WESO** (Alt. 4,306 ft.) is the junction point where westbound trains of

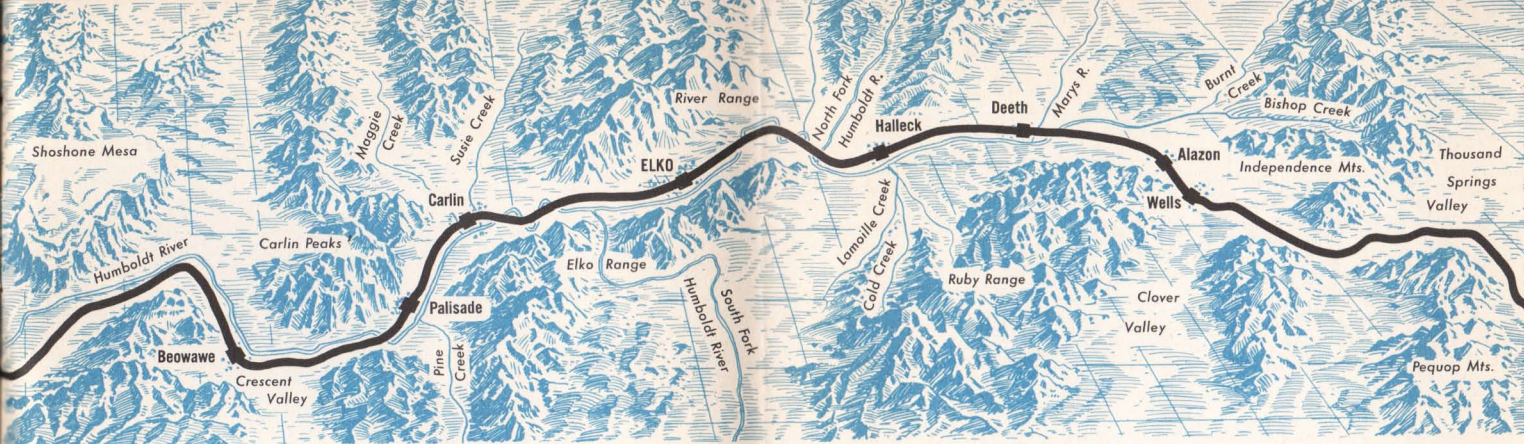
the Western Pacific leave Southern Pacific tracks and use their own rails westward, while Southern Pacific trains continue on their own rails to San Francisco. **WINNEMUCCA** (Alt. 4,336 ft.) is seat of Humboldt County and named after chief of Paiute Indians. Mining, cattle and sheep raising are principal industries in this section. **MILL CITY**, for many years an important mining center, is now chiefly a service station and shipping point for ore. At **IMLAY** (Alt. 4,199 ft.) the West Humboldt range appears to the south. The chain culminates in Star Peak and is also known as the Star Peak Range. To the north are the Eugene Mountains.

LOVELOCK (Alt. 3,982 ft.) is the seat of Pershing County and the distributing and service center for extensive mining and stock-growing area. Named after George Lovelock, an Englishman who built a stage station here in the early 1860's. Fifteen miles west of Lovelock, Humboldt Lake comes into view on left of train. Into this lake empties the Humboldt River.

HAZEN (Alt. 4,014 ft.) is a small trading center for ranchers, and the railroad junction for both the Mina Branch, serving the mining district and the Hawthorne Naval Ammunition Depot, and the Fallon Branch, serving one of Nevada's largest farming areas.

FERNLEY (Alt. 4,159 ft.) is the trading center for a fertile valley used for the winter feeding of livestock. Just beyond Fernley the railroad reaches the Truckee River, whose course it follows 62 miles to the town of Truckee, Calif. Beyond Fernley the railroad passes the diversion dam of the U. S. Reclamation Service in the Truckee River, whose waters bring many fertile acres into productivity. A line extends northwest from here to Alturas and Klamath Falls.

SPARKS (Alt. 4,427 ft.) is the third largest city in Nevada. Named after John Sparks, former governor. It is a railroad division point.



RENO (Alt. 4,500 ft.), the "Biggest Little City in the World." In covered-wagon days the site of Reno was a resting point of those making the cross-country trek during the gold rush, abundant water and rich grass marking the section. Today Reno is the metropolis of Nevada and seat of Washoe County, center of a winter sports area and the home of the University of Nevada. Picturesquely situated on both sides of the Truckee River which is spanned by seven fine bridges, Reno is at the same time a part of our last frontier and a wealthy, liberal, sophisticated city.

VERDI (Alt. 4,918 ft.) is the remains of a lumbering town dating to days of the fabulous Comstock Lode in Virginia City. You are now in the foothills of the Sierra Nevada, entering the Truckee River Canyon at Verdi. In the next 39 miles your train climbs 2,114 feet to the summit. Four miles west of Verdi the Nevada-California state line is crossed at Calvada.

CALIFORNIA Area 158,693 square miles. State flower: Golden Poppy. Nickname: Eldorado State, also Golden State.

At **FLORISTON** (Alt. 5,320 ft.) are the remains of a paper pulp mill, once greatest producer in California. **BOCA** (Alt. 5,532 ft.), the site of Boca Dam, once a busy lumbering town, is now a handful of small houses around the railroad station near the mouth of the Little Truckee River.

TRUCKEE (Alt. 5,819 ft.) is a railroad and stock-raising center. Good winter sports here. Fifteen miles from Truckee is Lake Tahoe, lying on the summit of the Sierra Nevada Mountains between California and Nevada, one of the largest and most beautiful mountain lakes in the world. It is 23 miles long and 13 miles wide, and is reached by bus from Truckee. Between Truckee and Lake Tahoe is Squaw Valley, the West's newest winter sports center and summer resort.

Leaving Truckee, your train climbs to the crest of the Sierra Range. Eight miles from Truckee a fine view is had

of Donner Lake, lying in the valley below, on the right-hand side. It is named after the ill-fated Donner party, wagon-train emigrants snowbound on its shores in the winter of 1846, before the days of the railroad. Under the leadership of George Donner, the party reached the lake on the last day of October. Here they were overtaken by heavy snows, their provisions gave out and starvation followed. A few succeeded in crossing the Sierra on snowshoes, reaching Sacramento, but when rescue parties arrived at the lake they found 36 out of 81 had perished. A monument to their memory stands at the east end of the lake.

NORDEN (Alt. 6,880 ft.). One and a half miles distant is the Sugar Bowl, a major California winter sports resort, in some of the finest skiing terrain in the West. A new hotel with complete facilities provides accommodations. There are also other winter sports resorts at Norden. **SODA SPRINGS** (Alt. 6,752 ft.) is a mountain resort, popular with summer vacationists and winter sports devotees. **CISCO** (Alt. 5,993 ft.) is a settlement of railroad workers. There is also a summer hotel and camp. **EMIGRANT GAP** (Alt. 5,218 ft.) lies near the top of the pass of the same name through the Sierra. Above the present railroad track, the old emigrant road from the East crossed a divide and thence followed down ridges of the Sierra and through foothills to Sacramento Valley. At **BLUE CANYON** (Alt. 4,693 ft.) the railroad follows ridges above the deep American River canyon, with magnificent vistas across a hundred miles of mountains.

ALTA (Alt. 3,607 ft.). The lake to the south near Alta station is Alta Lake. Many summer camps are located here. Two miles beyond Alta is **DUTCH FLAT** (Alt. 3,390 ft.) which played an important role in the gold rush days of California. It was settled by Germans, known as "Dutchmen" to the other miners, hence its name. Its population numbered thousands, and millions of dollars in gold were taken from its



diggings. View from train reveals great pits made by hydraulic washing for gold. **GOLD RUN**, two miles west of Dutch Flat, is another place closely associated with the days of '49. From car windows to both north and south you see a vast area once the location of the most extensive placer mines in the world.

At **COLFAX** (Alt. 2,417 ft.) the orchards begin—fruits including prunes, pears and grapes. During gold-rush days Colfax was head of “wagon navigation” to gold mines; here goods were transferred from wagons to muleback for journey through mountains to remote camps. **AUBURN** (Alt. 1,267 ft.) is the seat of Placer County and the center of a flourishing fruit orchard section. The town began life as a gold mining camp but the railroad and planting of orchards gave it renewed life. **NEWCASTLE** (Alt. 960 ft.) also began as mining camp and turned to fruit orchards with the depletion of gold fields. It is now a large fruit shipping point. Cherry trees here are remarkable for size and yield. **PENRYN** (Alt. 628 ft.). Penryn is the Anglicized spelling of the Welsh “Panryhn” former home of Griffith Griffith, who opened a granite quarry here in the late 1860's. Today the town is a fruit-shipping center. **LOOMIS** (Alt. 402 ft.) is a fruit shipping point. Great warehouses line our tracks here. **ROCKLIN** (Alt. 249 ft.) is also in the fruit belt, but its principal industry is quarrying and it is the main granite-producing locality in California. A large percentage of Rocklin population is Finnish, who work in quarries and maintain their own library and choral society.

ROSEVILLE (Alt. 162 ft.). Extensive yards of Southern Pacific Railroad here. It is in fertile farm and fruit section and has largest perishable freight icing station in the West. Leaving Roseville, your train approaches Sacramento on an embankment, part of extensive system of levees which hold flood waters of Sacramento and American Rivers in check. Cross-

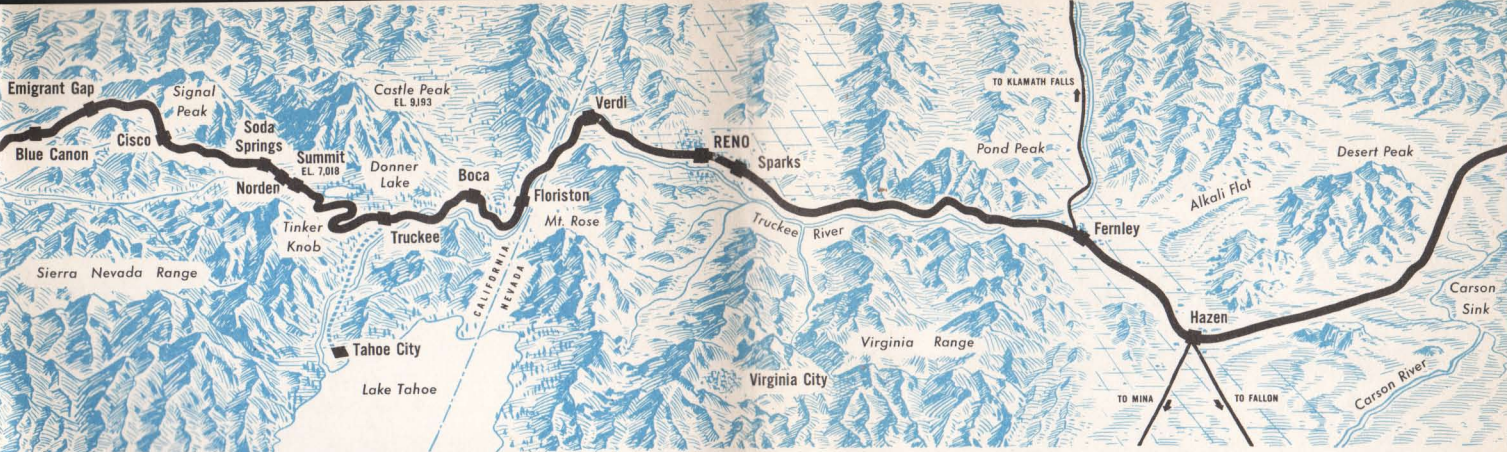
ing the American River, your train skirts north side of city to station, close to Sacramento River.

SACRAMENTO (Alt. 35 ft.). In 1839, in the heart of what is now Sacramento, a timber fort was erected by Capt. John A. Sutter, a Swiss settler. The fort centered a 50,000-acre land grant on which Sutter trapped for furs, grazed cattle, and planted crops. Nine years later, following discovery of gold, the town of Sacramento was laid out on Sutter's land. The fort still stands, now a museum of early California history. Sacramento is the capital of California and seat of Sacramento County. It is the largest inland city of the state, and shipping point for large deciduous fruit region. Southern Pacific's general shops, largest west of the Mississippi River, are located here. In a little park near the passenger depot stands the tiny “C. P. Huntington,” Southern Pacific's pioneer locomotive.

DAVIS (Alt. 52 ft.) is the site of the State Agricultural College, conducted by the University of California. At Davis the Overland and Shasta routes of Southern Pacific join.

DIXON (Alt. 67 ft.), 8 miles beyond Davis, is a farming, dairying, livestock feeding and wool growing center. Toward San Francisco Bay are extensive tule marshes—duck shooting grounds.

SUISUN-FAIRFIELD (Alt. 12 ft.) is 16 miles beyond Dixon. Fairfield, seat of Solano County, is situated just north of Suisun, the two practically forming one city. In Suisun Bay, to east, is a “graveyard” of many World War II ships moored and covered by a special red paint that looks like rust but really is a red lead preservative coating. Fifteen miles beyond Suisun-Fairfield your train climbs a slight grade and glides on to the great Southern Pacific double-track bridge which crosses Suisun Bay, an arm of San Francisco Bay. The lift span in the bridge permits large ships to pass beneath. Two miles after crossing the bridge is **MARTINEZ** (Alt. 10 ft.)



seat of Contra Costa County and an oil refining, canning and fishing center. Beyond Martinez your train skirts the shore of San Francisco Bay, which it follows for 31 miles to Oakland Pier, affording sweeping views across the water to Marin County hills on the north, with the bold outline of Mt. Tamalpais (2,604 ft.) beyond.

CROCKETT (Alt. 14 ft.) is reached 6 miles beyond Martinez. A large cane sugar refinery is located here. Crockett is the junction point for Vallejo and Mare Island Navy Yard, located on the north shore across the strait. It is also connecting point for Napa Valley and the "Valley of the Moon," made famous by Jack London.

RICHMOND (Alt. 41 ft.), 14 miles beyond Crockett, is an industrial center with deep-water harbor, the second ranking port on the Pacific Coast in tonnage handled. The Pullman Company's car shops are passed south of the city, east of the tracks.

BERKELEY (Alt. 18 ft.) is 5 miles beyond Richmond. The city directly faces the Golden Gate and commands a fine view of San Francisco and the bay. Berkeley Hills rise to the East with Grizzly Peak outstanding. The University of California, with the largest student enrollment in the country, is located in Berkeley.

Four miles beyond Berkeley you reach **OAKLAND** (16th Street Station), third largest city in the state. Its strategic mainland location has made it one of the nation's leading industrial cities. As the railhead for transcontinental railways and as the possessor of well developed port facilities, it has long been one of the West's great shipping centers. A great trading and industrial mart, it is also a city noted for beautiful homes, public buildings and parks, and for such points of interest as Lake Merritt (the only salt water lake in the heart of any American city), Chabot Observatory, museums, zoological gardens, art gallery, and a new

"Children's Fairyland" Park. From 16th Street Station, Oakland, your train runs two miles to Oakland Pier Station, where passengers for San Francisco board the Southern Pacific ferryboat for a trip of four miles across San Francisco Bay, landing at the historic Ferry Building at the foot of Market Street. Enroute, the ferry passes under the colossal Bay Bridge connecting Oakland and San Francisco. East and west portions of bridge are connected by tunnel through Yerba Buena Island. North of the island and connected with it by a causeway is the world's largest man-made island—Treasure Island. Originally site of a world's fair, it is now a U. S. naval base. Farther north rises famous Alcatraz Island, with lighthouse and prison, while to the northwest may be seen the red towers of the Golden Gate Bridge, world's longest single span. Beyond are Marin County hills, with Mt. Tamalpais high in background. Angel Island (largest in the bay) with internment camp, quarantine station, and hospital, lies near this shore.

SAN FRANCISCO (Alt. 6 ft.). As we cross the bay, the hills of San Francisco rise before us, the foreground bristling with tall buildings of the business section. Telegraph Hill is the first prominence on the right; beyond it is Russian Hill, a residence district. Twin Peaks are the two cones on southwestern skyline to left.

San Francisco has many noted restaurants and excellent theatres. Its hotels and shops rival those of any city in the world. Chinatown, with its quaint oriental community and bazaars, is full of interest. The modern business section, Golden Gate Park and other parks, and boulevards, picturesque Fishermen's Wharf, Ocean Beach, Civic Center and municipal buildings, libraries, museums, art galleries, monuments; the Presidio with its cantonments of regular troops—all these and many other attractions combine to give San Francisco her irresistible charm for the traveler.

MAPS AND DESCRIPTION

Overland Route

CHICAGO - SAN FRANCISCO



Chicago & North Western

Union Pacific

Southern Pacific

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SAN FRANCISCO - CHICAGO



Southern Pacific

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