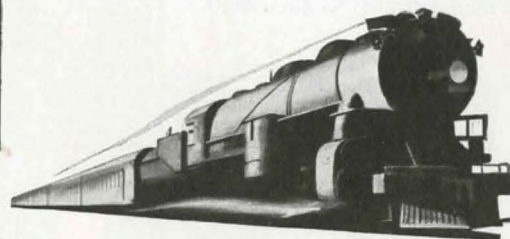
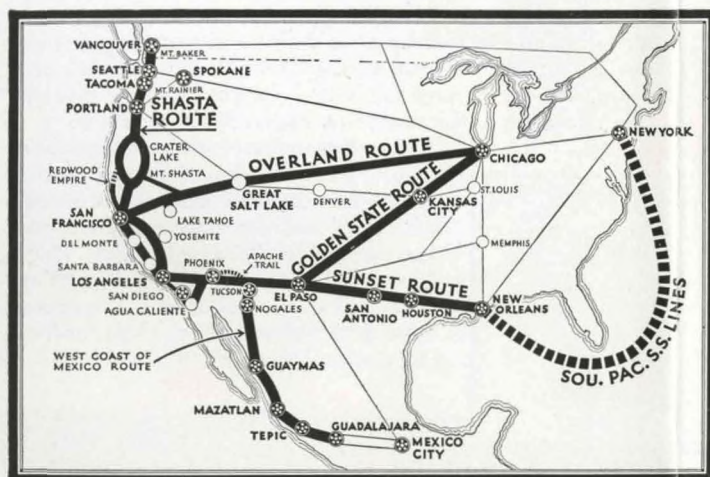


The Famous 4 Great Routes



*offered only by Southern
Pacific for transcontinental
travel.*

THIS booklet's purpose is to help you plan your trip to the East so that you will get the maximum of enjoyment from the experience. For, after all, a railroad journey, particularly across the United States, is something more than buying a ticket. Equipment, service, schedules, and food are important, and Southern Pacific offers you the highest standard in this respect. But the way you arrange your routing is also important. What you see, the contrast and variety of territory traversed, can do much to raise your trip from an ordinary process of getting from one place to another to a rich travel experience.

When you choose to go *one way, return another* by Southern Pacific's Four Great Routes you see more of the Pacific Coast and more of the United States than on any other railroad. Each route is crowded with travel attractions, but each has its own characteristics, each different from the other. The charm of the Old South and Old World New Orleans on the Sunset Route is in direct contrast to the virile and rugged territory you see when you go through the Pacific Northwest and northern United States or Canada. The colorful Southwest with its Spanish atmosphere, along the border, is entirely different from the High Sierra country and the rolling plains of the

Overland Route. Yet each has its peculiar charm and the wise traveler arranges his routing so as to get the most for his money, seeing as much as he can with as much variety as possible. He avoids monotony. This variety is gained in most cases without sacrifice of time. At most, there will be but a few hours difference and they will be hours gained, not wasted.

In dealing with a Southern Pacific agent remember this. He naturally has a selfish interest in selling you a Southern Pacific ticket. But he is not limited to selling one route. He

can fit Southern Pacific service to suit your individual preference, for Southern Pacific has four routes for transcontinental travel. If you are considering going east via the Pacific Northwest he does not counter with the statement that "Southern Pacific has a routing just as good." For Southern Pacific's Shasta Route serves the Northwest. By using Southern Pacific's Four Routes to go one way, return another, you place yourself in the care of a great transportation system whose representatives are in a position to route you wisely and to take care of the details of your journey over a great expanse of territory.

What are the Four Great Routes of Southern Pacific? Glance at the map and you will see that they run as follows:

Sunset Route: San Francisco to New Orleans via Los Angeles, Phoenix, Tucson, El Paso, San Antonio, Houston. (Also through service from San Diego.) Along the Mexican border and through the great Southwest and Old South. Connecting at New Orleans with Southern Pacific Atlantic Steamship Line ships for New York (100 Golden Hours at Sea), or with rail lines north or east. Premier train: "Sunset Limited."

Golden State Route: Direct line Los Angeles and San Diego to Chicago and St. Louis via El Paso and Kansas City. This route and also the Sunset Route provide opportunity to see the rapidly growing Southern Arizona country and also the Apache Trail of Arizona (a one day side trip). Premier train: "Golden State Limited."

Overland Route: San Francisco to Chicago via Great Salt Lake, Ogden and Omaha. Fastest mid-continent route, following the route of the pony express. Premier train: "Overland Limited."

Shasta Route: San Francisco via Mt. Shasta to Portland and Seattle, connecting with northern United States and Canadian Lines to the East. Opportunity for alternate routing by train and motor coach through the Redwood Empire. Premier train: "Cascade."

A section of this booklet is devoted to each route. After looking over this descriptive material you can see what variety you can bring to your journey by following out this "Go one way, return another" idea. You may go east via Overland Route, for example, over the High Sierra, and return through romantic New Orleans and Sunset Route. Or you combine Shasta and Golden State Routes, or Sunset and Shasta Routes, or Overland and Golden State Routes. If you are going east for an outing, let your outing start when you board your train. If your purpose is business, let your journey give you the relaxation and interest that makes for better work.

Roundtrip tickets permit stopovers at all points. Every route of Southern Pacific's gives opportunity for side trips or detours which add still more to your enjoyment... for example, the Redwood Empire, Crater Lake, Lake Tahoe, Tioga Pass Tour (between Lake Tahoe and Yosemite), Yosemite National Park, Apache Trail and Carlsbad Caverns.



The observation car, a pleasant living room with lounge chairs. A library of well-chosen periodicals.

(Top) Barber and valet with cleaning and pressing service. Shower bath adjoining for men.



The open observation platform is popular. There are no cinders from Southern Pacific's oil-burning locomotives.

(Left) A lounge with shower adjoining for ladies; maid to assist with manicuring and hair dressing.

The West Coast of Mexico Route of Southern Pacific is also shown in this folder, in case you wish to include Mexico in your trip east. Mexico, of course, is worth an extended visit and is therefore a destination in itself. Southern Pacific's line runs from Tucson and Nogales, Arizona, to Guadalajara, connecting with the National Railways of Mexico to form a through route to Mexico City. Through Pullman service is provided from Los Angeles and Tucson on the Sunset and Golden State routes to Mexico City.

Over each route Southern Pacific runs a premier train and other fine trains daily, with Southern Pacific's distinctive dining car service a feature of each train. The premier trains—none finer anywhere—offer every modern refinement of service, including club car, observation car, ladies' lounge, shower baths, private rooms en suite, and services of ladies' maid, barber and valet. Other good comfortable trains are available for the traveler whose chief desire is to get to his destination with the greatest economy. These trains carry coaches, all-day lunch cars (cafeteria style), or tourist sleeping cars. In all trains the same spirit of Southern Pacific service is found—a friendly, sincere interest in administering to the comfort and pleasure of the traveler throughout his trip.

Southern Pacific is proud of its dining car service. The highest standards of service are

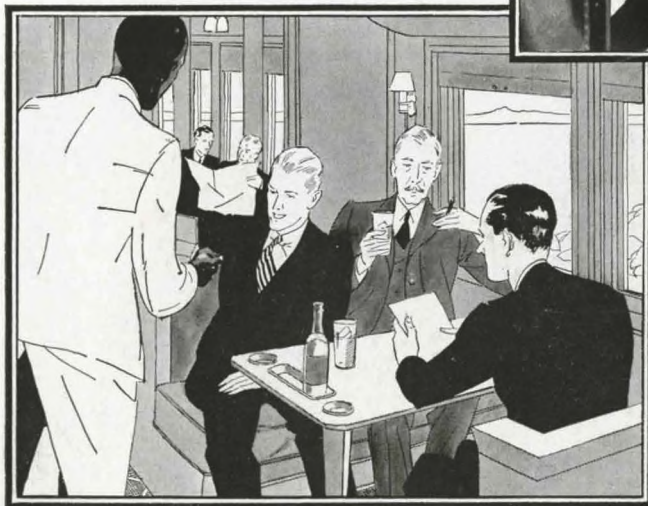
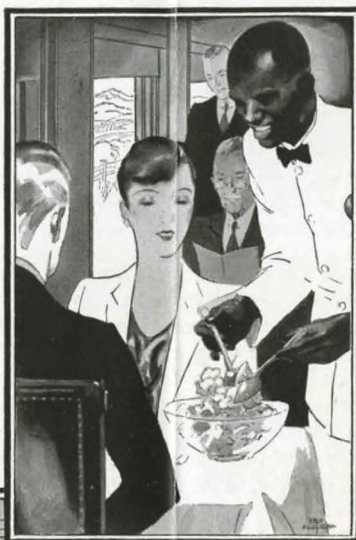
maintained and the supplies used are the best obtainable. The Salad Bowl and Casserole are two famous specialties originated by Southern Pacific—as many helpings as you wish.

Oil is used for fuel by all Southern Pacific passenger locomotives so that passengers are not bothered by smoke or cinders. And important, too, in one's comfort is the road-bed. Southern Pacific, long proud of its road-bed, uses rock ballast which makes for dustless, smooth riding travel.

Besides the cities served directly by Southern Pacific's main routes, many other places are reached by through Pullman sleeping cars, such points including Mexico City, Dallas, Oklahoma City, Okla., Memphis, St. Louis, Kansas City, St. Paul, Minneapolis, Salt Lake City, Denver, and Seattle, and intermediate points.

In every city in California there is a Southern Pacific representative who will gladly help you plan your trip so you will get the most out of the time at your disposal and for the money you wish to spend. Listed on page 15 are Southern Pacific representatives, located in nearly all large cities in this country and Europe, who are at your service during your journey.

You are especially invited to use the centrally located ticket offices in Chicago and New York City; you may meet friends there, and there you will find facilities for writing or telephoning.

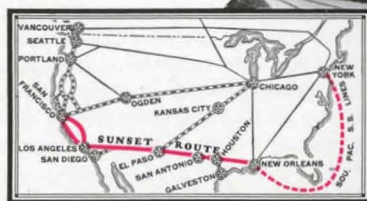


"The Salad Bowl," a distinctive feature of Southern Pacific dining cars. Products fresh from the garden spots along the route are temptingly served.

Club car—a get-together place for men with the service and the atmosphere the name implies.

Private rooms which may be arranged en suite for convenience of families or for parties of friends.

Sunset Route



*San Francisco - Los Angeles
San Diego - Phoenix - Tucson
El Paso - San Antonio - Houston
New Orleans - New York*

Sunset Route connects two of America's most distinctive and truly cosmopolitan cities—San Francisco and New Orleans. Old Spain's influence still lives along this route that runs close to Mexico. A one day side trip over the Apache Trail highway of Arizona is a delightful break in the journey, as is the visit to the Carlsbad Caverns from El Paso. At New Orleans, after an interesting journey through the romantic South, the traveler may continue east or north by train or board a Southern Pacific steamship and reach New York after "100 Golden Hours at Sea." The fare East via Sunset Route is no more than by any other line. Meals and berth are included on the steamship. Premier train—the "Sunset Limited," no extra fare.



Mission San Xavier del Bac, near Tucson, built by the Padres in 1692.



Cliff dwellings, on the Apache Trail Highway of Arizona.

STARTING from San Francisco by Sunset Route through the Southwest and the Old South, you first have a choice of lines from San Francisco to Los Angeles—either the scenic Coast Line, or the San Joaquin Valley Line.

To Los Angeles over Coast Line: The rails follow "El Camino Real" (The King's Highway), the route trod by the

padres in traveling up and down the coast between Missions. Leave San Francisco from Third Street Station. En route—the cities and towns of the San Francisco Peninsula; the orchards of the Santa Clara Valley; Paso Robles Hot Springs; Santa Barbara. For 113 miles of the way right along the shore of the blue Pacific.

To Los Angeles over San Joaquin Valley Line: Leave San Francisco from the Ferry Building for Oakland. Then along the shore of San Francisco Bay to Martinez and southward through the San Joaquin Valley. Across the Tehachapi Mountains over Southern Pacific's famous "loop," a railroad engineering feat.

East from Los Angeles

Eastward from Los Angeles, through the orange country. Mt. San Jacinto, Mt. San Geronio and adjacent mountains, especially beautiful in the morning and evening hours.

Then past Palm Springs, Indio, and other delightful desert winter resorts, served exclusively by Southern Pacific rails. Salton Sea, blue and deep, far below the level of the ocean; once the northern end of the Gulf of California—but now a veritable dead sea.

If departing from San Diego you may take direct through sleeping car, passing through Tijuana and Agua Caliente, Old Mexico, and enjoying the colorful Carriso Gorge en route. Through Carriso Gorge the train runs along the edge of cliffs, from which you look down a sheer drop to the winding stream far below.



Comfortable motor coaches take you over the Apache Trail.

Imperial Valley, California—another "Garden of Eden," wrought by irrigation.

On through the Old



Carlsbad Caverns, New Mexico, underground wonder of America.

Southwest—a fabled land, a story land. Still a country of pioneers. Cowboys, Indians. At Yuma you can buy baskets, Indian jewelry and souvenirs for your friends in the East. Southern Pacific's new main line carries you through southern Arizona via Phoenix and the Salt River Valley, transformed by irrigation from desert to garden.

At Phoenix, if desired, you may take the Apache Trail highway side trip, delightful one-day break in your transcontinental journey—120 miles by comfortable motor coach on a smooth highway through a region of weird beauty, with prehistoric cliff dwellings to be visited and inspected. A region once the domain of the Apaches, savage rulers of this fascinating land. Prehistoric Indian pottery and strange picture carvings in rock. Cleft peaks and shaded valleys, great cliffs, ramparts and temples weirdly painted by passing ages, canyons with bronzed walls of metallic brilliance. Four great man-made lakes—Sahuaro, Canyon, Apache, and Roosevelt—forming a chain that reaches 64 miles through this desert-mountain wilderness. Huge Roosevelt Dam, keywork in a vast irrigation program. Globe, near which 41 per cent of the country's copper is produced, and where you board your train again.



Casa Grande ruins, evidence of a prehistoric civilization.

Also to be seen in Arizona—Casa Grande Ruins (prehistoric habitations); Tucson and Nogales, gateways for the interesting trip down the picturesque West Coast of Mexico to Guadalajara and Mexico City; Mission San Xavier, near Tucson, one of the most beautiful churches in America; Tombstone, historic frontier town; Chiricahua "wonderland of rocks," reached from Douglas, Arizona and Rodeo, New Mexico. Desert winter resorts and guest ranches.



At San Antonio, the historic Alamo of Davy Crockett fame.

On, through New Mexico, to El Paso, Texas, a gateway to Old Mexico, and largest border city. Juarez—five minutes' trolley ride across the border in Old Mexico, where you find glimpses of a quaint civilization.

From El Paso you may visit the Carlsbad Caverns, the subterranean marvel of the Guadalupe Mountains of New

Sunset Route (continued)



A Toreador in action at Juarez, Old Mexico, just across the border from El Paso.

Mexico, set aside as a National Monument. These caverns are the most spectacular of the underground wonders of America, not only because of their size but also because of their beauty of formation and coloring. The caverns are in charge of the National Park Service, and consequently are now well lighted (with indirect lighting) and are easily

traversed. There are good hotel accommodations at Carlsbad, 28 miles from the caverns, and one or more days may be profitably spent in exploring the caves. The trip from El Paso by motor coach and the tour of the caverns may be made in one day but it is preferable to set aside two days for the trip in order to do it easily and comfortably.

Across Texas, a state so broad that the previous day's "Sunset Limited" is just leaving its eastern side as you enter at the western. San Antonio—here are the historic Alamo of Davy Crockett fame; Mission de la Concepcion, built in 1731, and six other Old Missions. Houston—inland port, made so by



Plantation home, New Iberia, La. Typical of mansions of the Old South.

the Houston Ship Channel. Here is the famous Rice Institute of Literature, Science and Art. South of Houston, on the Gulf, is Galveston, famous resort city.

Through Louisiana. Live oaks and lazy bayous—touches of appealing beauty. Oil wells; cotton, rice and sugar plantations. Across the Mississippi River.

New Orleans—City of Romance

New Orleans. A true city of the Old South. City of romance, of atmosphere. Here history lurks in every nook and cranny. Stately boulevards, aristocratic homes, picturesque market places, quaint coffee shops. The old French quarter.

Long before writers and travelers discovered the charm of New Orleans, Destiny had marked Sieur Bienville's city for her own. The "Crescent City" near the mouth of the Mississippi was founded in 1718, as capital of the vast land of Louisiana then owned by France.

New Orleans has been by turns gay, tragic, debonaire; it has dwelt under five flags, and has built its structures, still standing, under each. Now, as one of the great port cities of the South, it is vibrant, modern and prosperous; yet still it has its "Vieux Carre de la Ville" ("old city")—rendezvous of ghosts and wraiths of a romantic past, with its balconies reminiscent of Creoles and Huguenots, and its



Breckenridge Park at San Antonio is famous for its sunken garden and lily pond.



St. Louis Cathedral, in the French quarter, New Orleans, built in 1794.

mansions of the fine old ante-bellum South. Among the New Orleans structures to remind one of the historic past are the "Cafe des Exiles," where refugees from the French Revolution met to discuss their lost grandeur over cognac; Mme. Lalaurie's "haunted house"; the Hotel de la Marine, once a rendezvous of pirates; Royal Street's antique shops; and the

Cabildo, or old Spanish Courthouse of Colonial days, with its chamber of torture instruments.

You will also be interested in nearby Chalmette, the battlefield where General Andrew Jackson defeated the British in 1815; the Spanish Fort; Lake Ponchartrain; and, of course, the great modern city with its Cotton Exchange, Stock Exchange, modern buildings, docks, stores, and fine residences. The Mississippi River levees are a never-ending delight.

New Orleans is also famous for its annual Mardi Gras festivities which are held each year during January and February. These festivities attract tourists from all parts of the globe. New Orleans is most sparkling and gay during this period with its brilliant night parades and masked balls. At this time of the year New Orleans is best described by its far-famed title "The City that Care Forgot." Old-time Southern hospitality is at its best and the pagantry of color is never to be forgotten.

From New Orleans you may continue your trip east via Chicago—or, you may go direct to New York City, with a choice of routes from New Orleans to New York; either by Southern Pacific Steamship (Morgan Line) or by rail through the Old South. By Southern Pacific steamship—down the Mississippi, through the Mississippi delta, across the Gulf of Mexico, 'round Key West, and northward along the Atlantic Coast to New York City; meals and berth aboard



View of dining room, Steamship Dixie.



Typical old French courtyard and patio in New Orleans.

ship are included in through fare. By rail, direct—from New Orleans, through Mobile, Montgomery, Atlanta, Charlotte and Lynchburg to Washington, D. C., thence via Baltimore and Philadelphia to New York City. Another direct route—from New Orleans through Birmingham, Chattanooga, and Knoxville to Lynchburg, thence to New York City.

Train-Steamship Accommodations

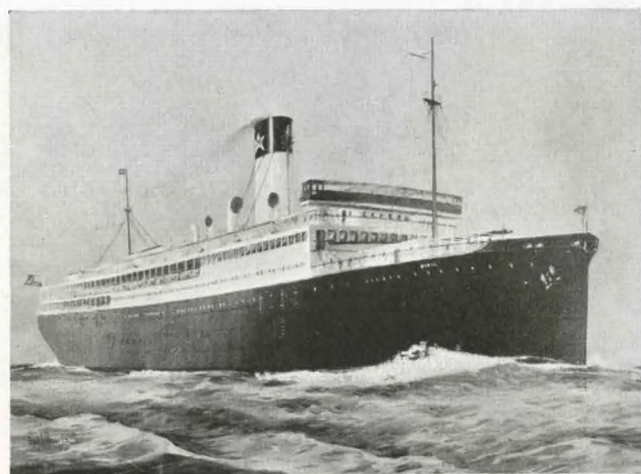
"Sunset Limited"—Barber, valet, ladies' maid; shower baths; standard sleeping cars, observation sleeping car, club car, dining car. "Argonaut"—Barber, valet; shower baths; standard sleeping cars, lounge car, tourist sleeping car, dining car, coaches, smoker.

THRU PULLMAN SERVICES:

Los Angeles-Chicago; Los Angeles-St. Louis; Los Angeles-Memphis; San Diego-New Orleans; Del Monte-New Orleans;

Los Angeles-New Orleans; San Francisco-New Orleans; and from Houston, Galveston and San Antonio to New Orleans; Apache Trail Pullman between Globe and New Orleans during the winter season. Also thru tourist sleeping car is operated between San Francisco and New Orleans, where bus transfer is made connecting with thru tourist sleeper to Washington, D. C.

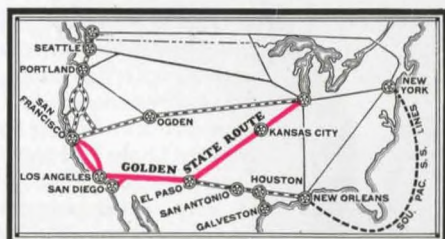
STEAMSHIP ACCOMMODATIONS: On Southern Pacific steamships, New Orleans to New York: Steamship "Dixie"—first-cabin and third-class;



S.S. Dixie, plying between New Orleans and New York.

de luxe suites consisting of sitting room, twin-bedroom, toilet and bath; connecting rooms arranged en suite; rooms with and without toilet and bath. Steamships "Momus" and "Creole"—first and second-cabin and third class; suites consisting of sitting room, double bedroom, toilet and bath; two-berth staterooms without toilet and bath.

Golden State Route



*Santa Barbara - Los Angeles - San Diego
Phoenix - Tucson - El Paso - Kansas City - Chicago*

Golden State Route is the direct route Southern California to Chicago via the colorful Spanish American Southwest along the border and then over the rolling prairies of the Middle West. Close connections are provided at St. Louis and Chicago with fast trains to New York and other Eastern points. This route also offers the Apache Trail Highway one-day side trip in Arizona, with its pageant of painted mesas, prehistoric cliff dwellings and great irrigation works, and the Carlsbad Caverns side trip from El Paso. Premier train—the "Golden State Limited"—no extra fare.



Mount San Jacinto and desert flora, Palm Springs.

GOLDEN STATE ROUTE not only provides fast, direct service from Southern California to Chicago, but also gives the traveler opportunity to see the interesting, rapidly growing Southern Arizona territory. Touching at border points, such as El Paso, the traveler also has a chance to see something of Old Mexico and its quaint customs.



Spectacular Carrizo Gorge, near San Diego.

First of all, remember that the Golden State Limited, leading train of the Golden State Route, is one of the famous trains of the United States, joining with the Sunset Limited, Overland Limited and Cascade, the crack trains of the other three transcontinental routes of Southern Pacific, to uphold the best traditions of Western railroading. It is fast and fine,

with the best equipment made by the car builders, and yet without extra fare charge. Club and observation car, showers, barber, valet and maid and the best of dining car service.

Scenes En Route

Between Los Angeles and El Paso, Golden State Route trains run over Sunset Route rails. (For details as to attractions Los Angeles-to-El Paso, see Sunset Route, from Los Angeles east, pages 5 and 6.)

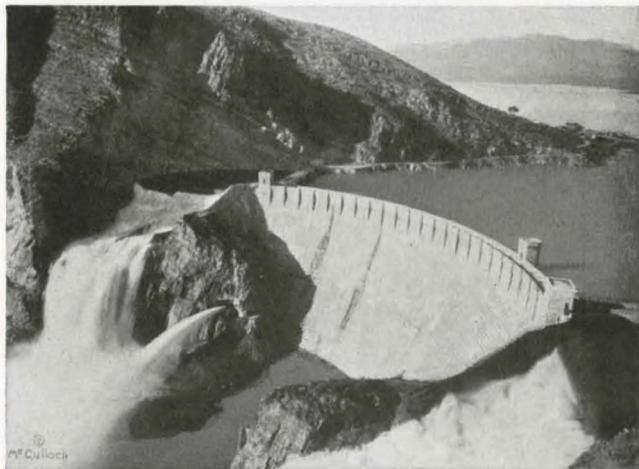
Golden State Route offers the same option given in Sunset Route as to departure from San Diego by through sleeping car with trip via Tiajuana and Agua Caliente, Old Mexico, through spectacular Carriso Gorge. It also offers option given in Sunset Route as to side trip over the Apache Trail highway of Arizona.

Also in traveling over Golden State Route, you have the same opportunity as travelers over Sunset Route to see the great sweep of rich new territory thrown open for development with the recent completion of a new Southern Pacific main line through Southern Arizona via Phoenix. This new Southern Pacific main line traverses a most picturesque section of Arizona.

At El Paso the traveler by Golden State Route has the same opportunity as on Sunset Route to visit the astonishingly beautiful Carlsbad Cav-



Marvelous Carlsbad Caverns, easily reached from El Paso.



Roosevelt Dam and Lake, on the Apache Trail of Arizona.

erns of New Mexico, by taking a one or two day side trip from this cosmopolitan border city. (See pages 5 and 6 on Sunset Route). The Carlsbad Caverns are a national monument, in charge of the National Park Service. The facilities at the Caverns are so improved that the journey through the Caverns is merely an easy stroll through a wonderland of strange and

weird limestone carvings. The Caverns are flood-lighted in such a way that the most delicate colorings are viewed to best advantage.

From El Paso the Golden State Route proceeds through New Mexico to Tucumcari, nearly a mile high, where junction is made with the Rock Island rails. Then across the northwest corners of Texas and Oklahoma into Kansas to Topeka, its capital, and then to Kansas City, great railroad center and junction point for St.

Louis. Here the Missouri River is crossed and you proceed on to St. Joseph, Mo. At Davenport, Iowa, the train crosses the Mississippi over a modern railroad bridge from which can be seen the crumbling masonry of the first bridge to span this mighty river built back in 1855 by the Rock Island lines.

Across Illinois and then Chicago, terminus of Golden State Route is reached. One of the world's greatest cities, Chicago is noted for its commerce and its industries and as a center for art, music and literature. Here close connections may be made with fast trains to all Eastern points.

Train Accommodations

"Golden State Limited"—Barber, valet, ladies' maid; shower baths; standard sleeping cars, observation sleeping car, club car, dining car. "Apache"—Standard sleeping cars, ob-



Agua Caliente, famed resort just across the border from San Diego.

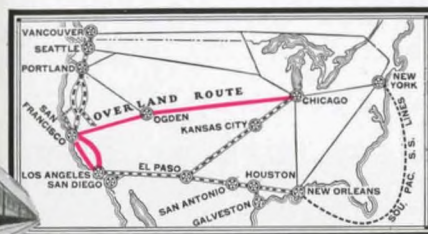


Golf at Cloudcroft, New Mexico, resort near El Paso, Texas.

servation sleeping car, tourist sleeping car, dining car, coaches, smoker. *Through Pullmans*—Los Angeles-St. Louis; Los Angeles-Memphis; Santa Barbara-Chicago; San Diego-Chicago; Phoenix-Chicago; Los Angeles-Minneapolis; Los Angeles-Chicago; *Tourist Sleeper*—Los Angeles-Chicago. Also direct connections from San Francisco.

Overland Route ~

(Lake Tahoe Line)



San Francisco - Reno - Ogden - Omaha - Chicago

Overland Route is the shortest and most direct route between San Francisco and Chicago. Its trains are faster by hours than those of any other line between these points. Overland Route is an historic route, following the path of the Pony Express and the covered wagons over the High Sierra and across the plains. It is the line of the first transcontinental railroad. Premier train—the "Overland Limited."



American River Canyon and observation platform.



Historic Donner Lake in Sierra Nevada Mountains.

OVERLAND ROUTE trains, speeding straight across the center of the United States, give the traveler opportunity to see a varied scenic territory and in greatest comfort. Across central California and over the Sierra with its 49'er gold country, across Great Salt Lake over the Lucin Cut-off, through the Rocky Mountain region and then across the plains of Ne-

braska, Iowa and Illinois to Chicago—it will be a memorable journey. The Overland Limited, color-bearer for Overland Route trains, is a world-famous train, extra-fast, extra-fine, with extra fare. Pullmans of latest design, with permanent partitions to give privacy to sections, beautifully appointed observation and club cars with deep lounge chairs, barber,

valet and maid, showers, market reports and telegraphic news bulletins. And of course, dining car service in keeping with the high standard that is traditional with this train.

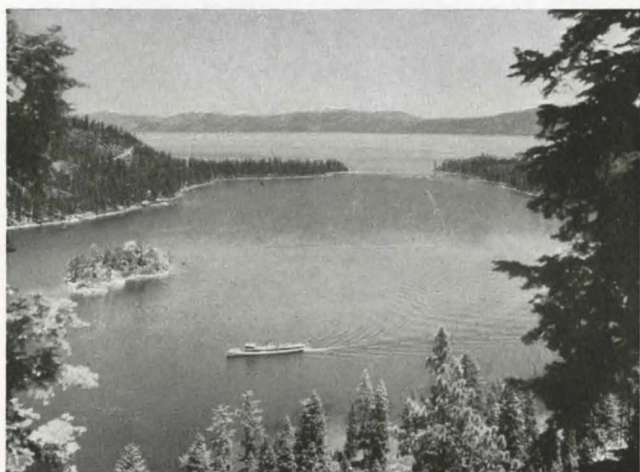
Scenes En Route

Leaving San Francisco from the Ferry Building you go by ferry to Oakland Pier where trains are boarded. The first of the journey is along San Francisco Bay to Martinez where the train crosses Suisun Bay over the new \$12,000,000 bridge Southern Pacific built to replace the train ferries. Soon Sacramento, capital of California, is reached, and then up through the foothills and the gold fields of '49—still scarred from the early mining operations. In the daytime hours trains stop on the brink of the American River canyon. From the observation point here you will have a sweeping view of the Sierra peaks and canyons and may look thousands of feet down to the silver thread of the American River far below.

Through rugged, forested country and thence above famous Donner Lake, scene of an historic tragedy of Overland Trail Days, to Truckee, winter sports center and junction point for Lake Tahoe, 12 miles south. Through overnight Pullmans to the lake shore are provided from San Francisco and a stop-over at one of the many resorts around this



Famous Mormon Temple and Tabernacle, Salt Lake City.



Emerald Bay, Lake Tahoe, summer and winter resort.

great mountain lake is well worth while. From Truckee the train drops down the eastern slopes of the Sierra to Reno and then runs across Nevada—with its gold, silver and copper mines, its great ranches and its desert, its snow-capped mountains. Into Utah and then across Great Salt Lake, where the traveler "goes to sea by rail." Here Overland Route offers you a

strange combination of blue water sparkling in the sunshine and desert colors and shadows playing upon the mountains that frame this great inland sea. On Antelope Island, seen from the train windows, is one of the few remaining large herds of buffalo.

From Ogden you may have a free side trip to Salt Lake City where are the Mormon Temple, which took forty years to build, and the great Tabernacle, constructed entirely without metal nails. Yellowstone National Park is also reached from Ogden, a night's ride by train.

Then through the mountains and vast high plains of Wyoming and Nebraska to Omaha. Here the Missouri River is crossed and the journey continues on through rich farming sections of Iowa and Illinois to Chicago, terminus of the Overland Route, where close connections are made with fast trains to Eastern points.

Train Accommodations

"Overland Limited"—Barber, valet, ladies' maid; shower baths; standard sleeping cars, observation sleeping car, club car, dining car. "San Francisco Limited"—Barber, valet, ladies' maid; shower bath; standard sleeping cars, observation-lounge car, dining car. "Pacific Limited"—Standard sleeping



Devil's Slide, a unique rock formation in Utah.



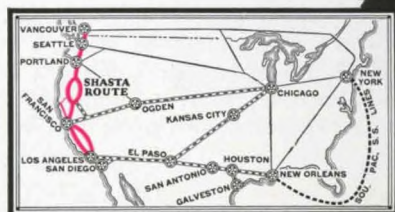
Going to sea by rail across Great Salt Lake.

cars, tourist sleeping car, observation sleeper, dining car, all-day lunch car, coaches. "Gold Coast"—Standard sleeping cars, tourist sleeping car, dining car, all-day lunch car, coaches. *Through Pullmans*—San Francisco-Chicago; Los Angeles-Chicago; San Francisco-Salt Lake City; San Francisco-St. Louis; San Francisco-Kansas City.

Shasta Route



*San Francisco
Portland and
Pacific Northwest*



Shasta Route runs from California to the Pacific Northwest whence you have a choice of lines to the East either through northern United States or Canada. This route, passing by glorious Mt. Shasta, is the way to Crater Lake, scenic wonder of the Cascade Region. Besides giving choice of routes via the forests and lakes of the east slope of the Cascades or through the valleys of the Rogue and the Umpqua, the Shasta Route offers the Redwood Empire tour by rail and motor coach through the forests of Giant Redwoods and over the Siskiyou. Premier train—the "Cascade."



The "Cascade" near snow-capped Mount Shasta.

TRAVELERS by Shasta Route have a choice of lines between San Francisco and Oregon—either via Sacramento Valley and the Sacramento Canyon, thence via Cascade or Siskiyou lines; or the Redwood Empire Tour along the Northern California coast via Eureka and Crescent City to Grants Pass, with forests of Giant Redwoods en route.



Age-old Redwoods flank the Redwood Empire Highway.

If you choose the Redwood Empire Tour leave San Francisco from the Ferry Building and cross the Golden Gate on a Northwestern Pacific ferry to Sausalito, thence by Northwestern Pacific train through vast Redwood groves to Eureka. Thence by motor coach along the shore of the blue Pacific and through more Redwoods to Grants Pass, where Southern

Pacific trains are boarded for Portland and Pacific Northwest.

If you go via the Sacramento Valley and the Sacramento Canyon, you leave San Francisco from the Ferry Building and cross San Francisco Bay to Oakland. Thence along the shore of San Francisco Bay to Martinez, where your train crosses Suisun Bay over the new \$12,000,000 bridge built by Southern Pacific to replace the old train ferries. Then northward through the Sacramento Valley. On the skyline, to the east—Lassen Peak, the only active volcano in continental United States.

Through the picturesque Sacramento River Canyon, with Mt. Shasta, seen only from Southern Pacific rails, rearing its snow-mantled bulk 14,161 feet skyward—a glorious sight, for about four hours, from the train window.

Black Butte. From here to Eugene, Ore., you have a choice of two lines—new Cascade Line, running through a vast virgin region where, until recently, deer, cougar, bear, grouse and quail lived almost undisturbed; and Siskiyou Line, through the beautiful Rogue, Umpqua and Willamette river valleys.



Castle Crags in the Sacramento River Canyon.

Between these two lines, in the crater of an extinct volcano 6177 feet above sea level, lies Crater Lake—a mysterious and beautiful body of water of an ever-changing blue. It is reached by motor coach — from Medford on Siskiyou Line or Klamath Falls on the new Cascade Line. The



Crater Lake of indigo blue in Southern Oregon.

Cascade Line passes through Klamath Falls; skirts Klamath Lake; runs along the shore of Odell Lake, crosses the Cascade Mountains, and runs down through Salt Creek Canyon to Eugene. En route—towering mountain peaks, lovely lakes, great forests, turbulent streams, dashing waterfalls.

Siskiyou Line—northward from Black Butte. Over the for-

ested Siskiyou and down the beautiful Rogue River Valley to Medford midst orchards and farms.

Over a divide and through the Umpqua Valley. Over the Calapooya Mountains and into the Willamette Valley to Eugene; the University of Oregon is here. Salem, capital of Oregon. Oregon City; to the west you see the Falls of the Willamette.

Portland, southern gateway to Pacific Northwest country. Famous for its Rose Festival, held annually in June. From here you may take the drive over the

world-famous Columbia River Highway; also visit Mt. Hood.

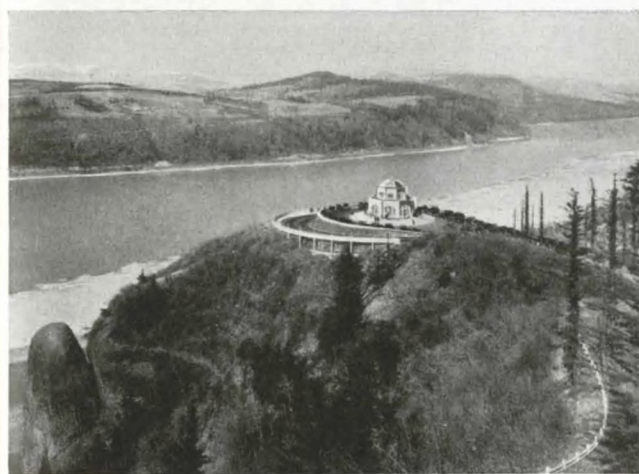
Thence northward through the Evergreen Playground. Tacoma and Seattle. Puget Sound, dotted with wooded islands; gateway to Alaska. Magnificent Mt. Rainier and Mt. Baker, with picturesque mountain lodges. Then, if you wish, on to Victoria and Vancouver, in British Columbia. (Upon arrival in the Pacific Northwest, you may continue east from Portland, Tacoma, Seattle or Vancouver.)

Train Accommodations

"Cascade"—Barber, valet, ladies' maid; shower baths; standard sleeping cars, observation sleeping car, club car, dining car. "Shasta"—Valet; shower bath; standard sleeping cars, lounge car, dining car, reclining chair cars. "West Coast"—(runs from Los Angeles to Pacific Northwest)—Standard sleeping cars, observation sleeping car, tourist sleeping car,



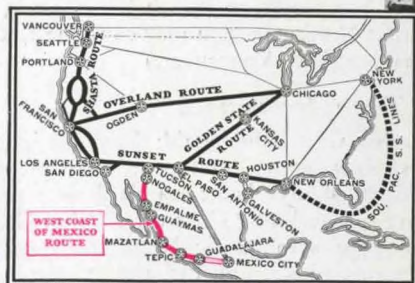
Real bears, but they are harmless and friendly, at Crater Lake.



Vista House on the famous Columbia River Highway.

dining car, all-day lunch car, coaches, reclining chair car, smoker. "Klamath"—Valet, shower bath, standard sleeping cars, tourist car, reclining chair car, coaches, lounge car, dining car, all-day lunch car. *Through Pullmans*—San Francisco-Portland; San Francisco-Seattle; San Francisco-Spokane; Los Angeles-Seattle; Los Angeles-Portland.

West Coast of Mexico Route



*Tucson-Nogales
Mazatlan
Guadalajara
Mexico City*

Old in civilization but new to travelers, the West Coast of Mexico was made easily accessible when Southern Pacific completed its through route down the West Coast in 1927. The West Coast, with its tropical verdure, its beautiful coastal cities, its colorful life and its romantic history, offers every inducement to the tourist to visit it. Now the trip can be made comfortably and quickly.

THE WEST COAST ROUTE extends from Nogales, Arizona, 1102 miles to Guadalajara, Mexico, where direct connection is made with the National Railways of Mexico for Mexico City and other points.

Southern Pacific trains carry Pullman and dining cars and offer all the comforts and conveniences found in the United States. Through Pullman cars are operated from Los Angeles via Tucson and Guadalajara to Mexico City, Mexico, without change of cars.

Through Pullmans are also operated from Los Angeles to Mexico City via El Paso. From California you may go to Mexico City via the West Coast and then continue on east through El Paso, or come back over the West Coast Route and continue on east from Tucson. Or you may go on to New York by steamer from Vera Cruz.

The West Coast of Mexico has been off the beaten path for tourists and yet you may cross oceans and see less fascinating

and "foreign" lands than lie just a step over the border. Go while it is still unspoiled. Go before the sightseeing bus crowds out the ancient carriage (even now the tractor crawls past the oxen and wooden plough). Plan to stop at some of the picturesque villages and cities along the West Coast. There are good hotels at the principal points. Spend a little time in the fine old churches; wander through the big market places with their scores of colorful bazaars; spend a Sunday or holiday at a little village and enjoy the typical fiesta, horse racing, dancing and music; relax in this atmosphere where rest and relaxation come easy.

It is easy to visit Mexico. A passport is not required for a pleasure trip. Only a tourist card is needed and this can be obtained at any Mexican Consulate in the United States or from Terminal Superintendent of Southern Pacific at Nogales, Arizona. Any Southern Pacific representative will gladly assist in making all arrangements for your trip.

Let the Southern Pacific agent help you plan your trip

YOUR nearest Southern Pacific representative will give you full information as to passenger fares, Pullman reservations, time schedules, etc. He will also attend to such details as tickets, hotel and Pullman reservations, etc., for you, or help you with freight shipment. If there is a Southern Pacific agent in your city, he will gladly call at your office or home and personally help you arrange your trip. Phone or write him.



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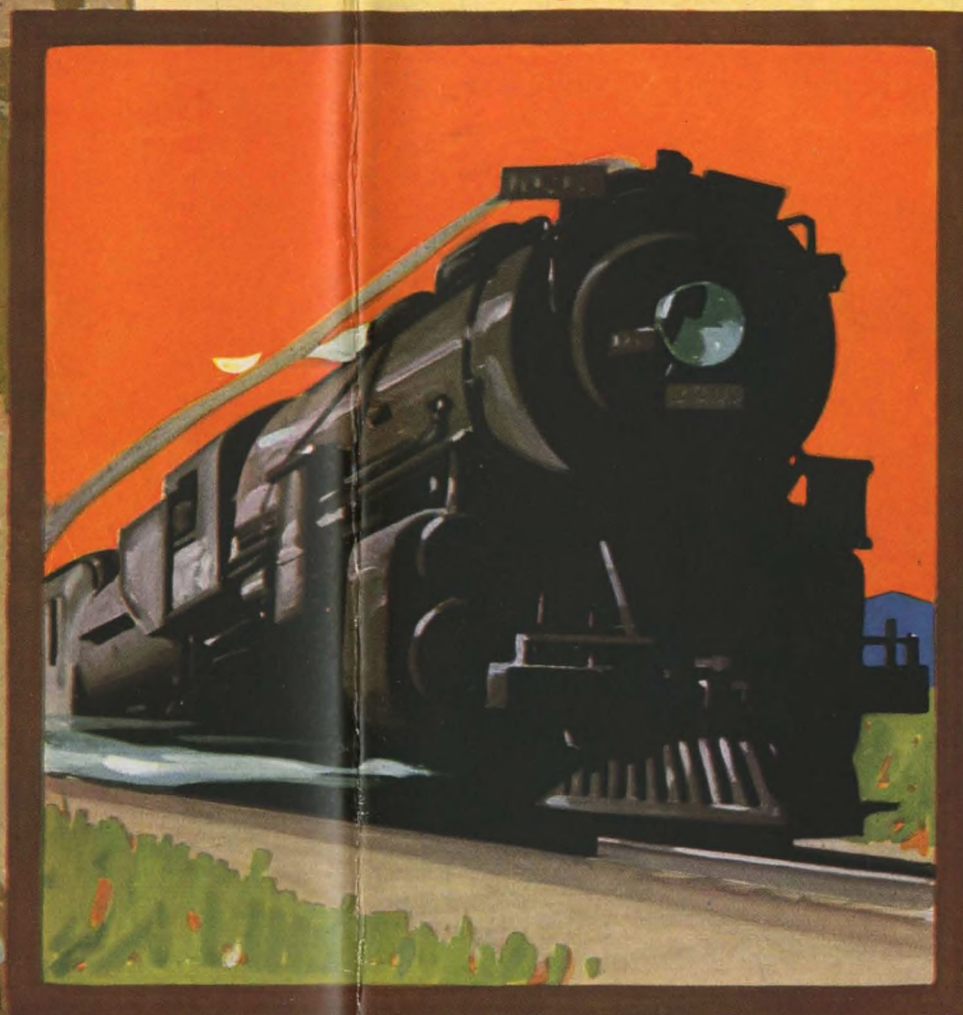
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