

# How to see TWICE AS MUCH on your trip EAST

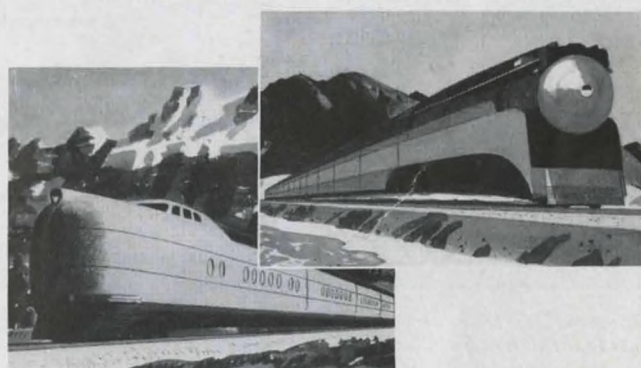
It's as simple as A, B, C



**A** Southern Pacific has *Four Scenic Routes* to the East, not just *one*, like most railroads. Read the description of these routes in this booklet.



**B** After reading about these routes and looking at the pictures, pick the two routes that interest you most.



**C** Go East on *one* of these routes and return on the *other*. **RESULT:** You see an entirely different part of the United States each way. You see *twice* as much as you would by going and returning on the same route. And from most places, such a "go one way, return another" Southern Pacific ticket costs you not 1c more rail fare than you would pay to go straight East and back on the same route! You can, if you wish, completely circle the United States!

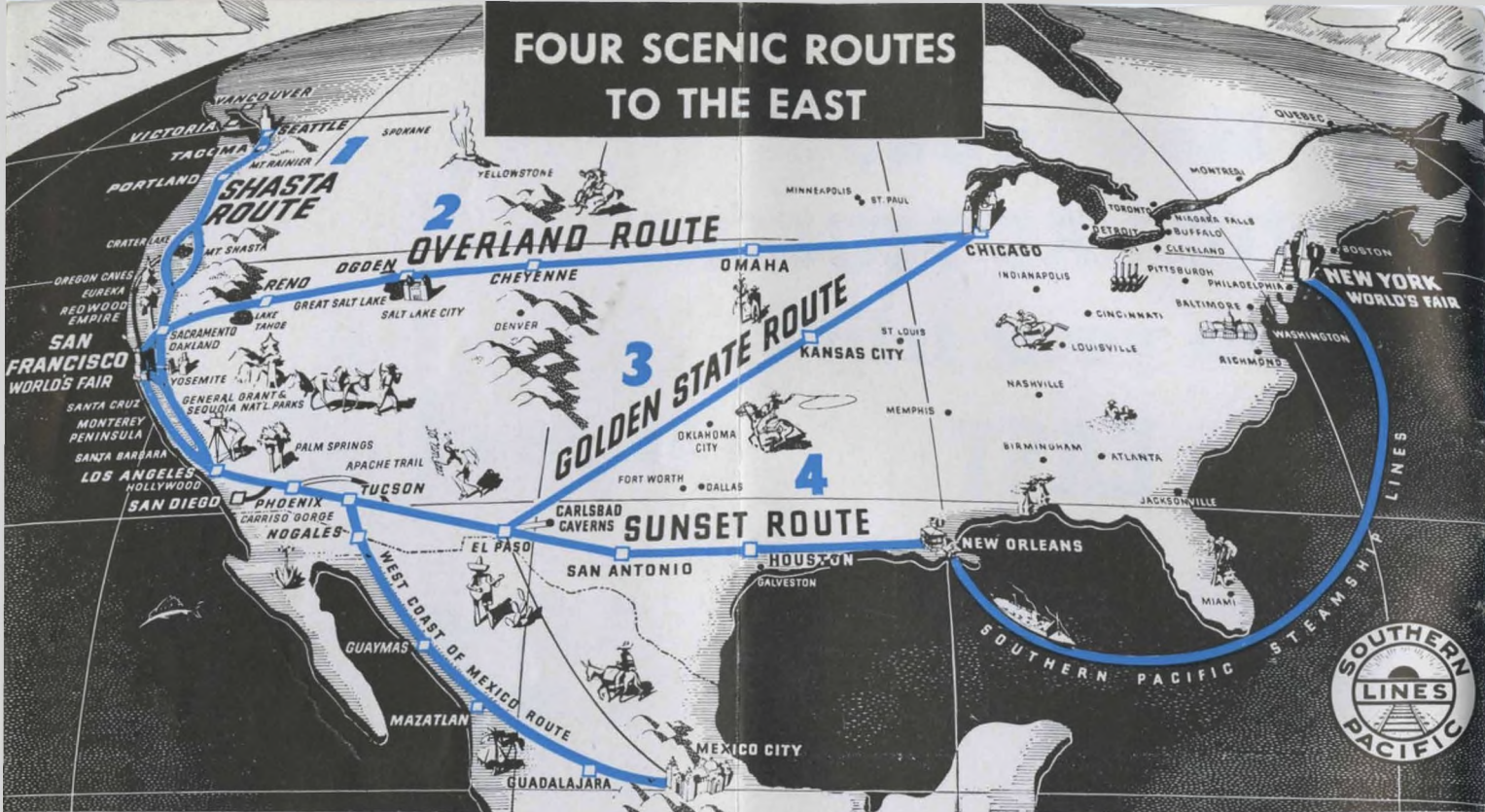
**FOR EXAMPLE:** Go straight East on our *Overland Route*, the shortest, fastest way from Northern California. or on our *Golden State Route*, the direct route from Southern California. See the great New York World's Fair. Return on our romantic *Sunset Route* through New Orleans, the Old South, Texas and Southern Arizona, or return across the northern United States and down through the evergreen Pacific Northwest on our spectacular *Shasta Route*.

If you live in Southern California, you can go or return via San Francisco and the *Overland Route* for no extra rail fare.

It's as simple as A, B, C—go East on *one* Southern Pacific route, return on another Southern Pacific route and see *twice* as much of the United States.



# FOUR SCENIC ROUTES TO THE EAST



This map shows the routes of Southern Pacific's through trains. Direct connections at Portland, Seattle and Vancouver with northern U. S. and Canadian lines to the east, and at Chicago and New Orleans with eastern lines. In addition we operate through Pullmans to many points such as Salt Lake City, Denver, Des Moines, Dallas, Fort Worth, St. Louis, Little Rock, Oklahoma City.

## And now ... Your Trip

Above are shown the Four Scenic Routes of Southern Pacific. In planning your trip east, remember that each route is a possible way to go and that each route is a possible way to return. Hence there are *sixteen* different ways to vary your journey. Remember also that a Southern Pacific roundtrip ticket, showing you *twice* as much of the United States, costs no more (from most points) than an ordinary back-and-forth roundtrip.

## Presenting the Four Routes

Choose the type of scenery you personally would like to see. The charming Old South is served by our *Sunset Route* from San Francisco, Los Angeles and San Diego to New Orleans; the Evergreen Northwest by our *Shasta Route* from San Francisco to Portland (connecting with Northern U. S. and Canadian transcontinental lines); the vivid mesas and deserts of the Southwest by our *Golden State Route* from Southern California to Chicago; and the peaks of the High Sierra by our *Overland Route* from San Francisco direct to Chicago. Choose your scenery, then "go one way, return another," and see *twice* as much.

## Forget the Weather

"Weather" is a forgotten word on our through trains. It's always perfect. Travel in any part of the country in any season of the year—the north in winter, the south in summer—and you'll find the temperature in the coaches, diners, Pullmans, tourist sleeping cars, chair cars—in *every car*—just exactly right. There is no dust, no dirt. Every Southern Pacific transcontinental train is completely air-conditioned.

## And a Note About Mexico

Mexico—its bright, giddy colors, its friendly people, its market places and lovely cathedrals—is well worth a trip in itself. But if your time is short, a special sidetrip arrangement allows you to visit Mexico on your way east. From Los Angeles and Tucson on our Golden State and Sunset Routes, through air-conditioned Pullmans speed you over our spectacular West Coast of Mexico Route to Mexico City. From there you return to El Paso and continue on east. (See page 17.)

The following pages are devoted to a complete description of the Four Scenic Routes, the West Coast of Mexico Route and the accommodations of Southern Pacific trains.



# SUNSET ROUTE

From San Francisco, Los Angeles, and San Diego to Phoenix,  
Tucson, El Paso, San Antonio, Houston, New Orleans, New York

**I**N JOINING two famed world ports, San Francisco and New Orleans, the Sunset Route offers a brilliant array of color: the semi-tropical hues of Southern California; the flaming red mesas and purple sage of Arizona; the tawny flowing plains of Texas; the deep South of still bayous and Spanish Moss. People that live along the way are as varied as the terrain—lanky cowboys, weather-beaten Indians, swarthy Mexicans and jet-eyed Creoles.

Finest train over this route, the *Sunset Limited* offers all the luxury of an extra-fare train *without the extra fare*. It is completely air-conditioned. Also on this route, from Los Angeles to New Orleans, is the popular *Argonaut*—also completely air-conditioned.

## En Route

Leaving San Francisco for your speedy southern dash across the continent, you may take one of two lines to Los Angeles. The Coast Line, skirting the Pacific Ocean, offers stopovers at fashionable Del Monte and lovely Santa Barbara. The San Joaquin Valley Line, slipping through the rich valley of the San Joaquin, passes within a few hours of Yosemite, Sequoia, and General Grant National Parks.

Eastward from Los Angeles, your car window frames the

fertile garden country of Southern California . . . orange trees and palms and the far-away circle of peaks that rim them: Mt. San Jacinto, Mt. San Gorgonio and others. Past fashionable Palm Springs and Indio, your train roars, and then down, way down below the level of the ocean itself to weave along the flat banks of the Salton Sea.

## San Diego

Sunset Route travelers may also depart from San Diego. This route first dips down into Old Mexico (Tijuana), then winds along the sheer cliffs of Carriso Gorge to roll up through California's lush "Garden of Eden," the Imperial Valley, and finally connecting with regular Sunset Route trains at Yuma.

The Southwest! The horizon widens out into semi-arid land that sweeps along, dotted with mesquite and sage. Fat cattle swing their heads as the train passes. A coyote gracefully lopes over a ridge. Stations flicker by—toy-like towns with solemn-faced cowboys and Indians lolling in the shade. A short stop at Yuma and you're buying baskets, Indian jewelry, rugs, and other bright souvenirs. Then back on board again . . . over Southern Pacific's new main line



## DAYLIGHT

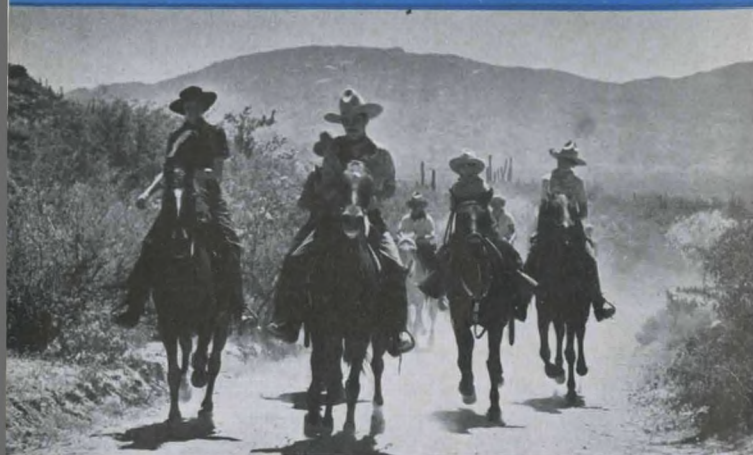
The beautiful streamlined Daylight shows you 113 miles of blue Pacific Ocean between Los Angeles and San Francisco.



## INDIANS

squat on the station platform at Yuma and offer their picturesque baskets, beads and native jewelry to Southern Pacific passengers.





## GUEST RANCHES

*and resort hotels of Southern Arizona are favorite winter playgrounds served by S. P. main line trains.*



## SAN XAVIER

*Mission near Tucson in Southern Arizona was one of the first missions founded by the Spaniards in the Americas.*



## CACTUS FORESTS

*like this border Southern Pacific's main line through Southern Arizona. This photograph was taken between Phoenix and Tucson, where SUNSET and GOLDEN STATE ROUTE trains pass a dozen miles of these grotesque plants. The tall ones (above) are sahuaro cacti.*

that penetrates Arizona through Phoenix and the great Salt River Valley.

## Apache-land

The train pulls up at Phoenix. Here's your opportunity to stop over and tour Apache-land. A 124-mile jaunt by automobile shows it all—the ancient cliff dwellings, the pale adobe walls, and, in contrast, the great dams of the Salt River Irrigation Project. And before you join the train again at Globe, you'll rim giant canyons twinkling with rainbow colors and pass bold minarets and spires of rock.

You'll be tempted to see more in Arizona. Tucson and Nogales, for instance, where Southern Pacific's West Coast of Mexico trains slip southward to Guaymas, Mazatlan, Guadalajara and Mexico City. (See pages 17 and 18.) And the graceful old Mission San Xavier—also near Tucson. A frontier city called Tombstone. Bisbee, the copper mining center. The old Casa Grande ruins. Sunny wintertime resorts and guest ranches. And, out of Douglas over a smooth new highway, the weird formations of Chiricahua National Monument ("The Wonderland of Rocks").

## Texas and South

But your Sunset Route train is waiting. Back on board you go, skimming over the final rugged stretches of Arizona, lopping off a corner of New Mexico, and then gliding into a gleaming metropolis at the western gateway to Texas—El Paso. A great cross-road city, you may stop off here to visit Carlsbad Caverns National Park and Juarez, Old Mexico. (See pages 10 and 11.) The Golden State Route (see next section) cuts north here to Chicago. And the Sunshine Special Route, operating through cars from Los Angeles to St. Louis, leaves in the direction of Fort Worth and Dallas.







**EL PASO** *is Spanish for "The Pass." Southern Pacific trains take you right through the heart of this very interesting border city.*



**THE DESERT** *of Southern Arizona, a formidable barrier to early settlers, holds no terrors for S. P.'s air-conditioned trains.*



**PECOS RIVER** *in Texas, a stirring name in pioneer days, is spanned by this spectacular bridge, one of the world's highest.*



**MEXICO** *is just across the Rio Grande from El Paso. A short walk across a bridge and you're in the real Mexican town of Juarez (above).*





## SAN ANTONIO

*is proud of its historic Alamo, one of the few remaining monuments to Texas' struggle for independence.*



## MISSISSIPPI

*River boats are disappearing fast, but you can still occasionally see steamboats like this in New Orleans Harbor.*



## NEW ORLEANS

*is the romantic terminal of our SUNSET ROUTE. Here is a corner of the historic French Quarter.*

The whistle blows and again you're breezing along over billowy Texas plains—long, slow hills that reach out as far as you can see. Big, modern cities welcome you: San Antonio, home of Davy Crockett's Alamo, Mission de la Concepcion and her venerable sister missions, Houston, biggest city in Texas, with the popular resort of Galveston to the south, Beaumont, the oil city. Then . . . the deep South. Even the train whistle seems muted as you whirl past heavy groves of poplar and oak and calm, quiet bayous. White homes gleam through the trees, fields of cotton, rice, and sugarcane roll by . . . over the Mississippi on the New Orleans Public Belt Railroad Bridge and into New Orleans.

## New Orleans

"The City That Care Forgot" is a big part of your trip east. Capital of this whole charming land, it combines the delicate beauty of the plantation South and the ageless grandeur of an old world and Colonial heritage. Since its beginning in 1718, the "Crescent City" has played host to five different nations and all have left characteristic landmarks along the city's boulevards. You'll wander through the *Vieux Carre de la Ville*, marveling at quaint buildings, their intricate ironwork balconies and their vined courtyards. You'll see the *Cafe des Exiles*, reminiscent of the French Revolution, Mme. Lalaurie's haunted house, the stern old Spanish *Cabildo*, the old Absinthe House, and a one-time pirate rendezvous, Hotel de la Marine.

Then back to the present day you'll come: your modern hotel; the miles of glistening shops; the levees high-piled with tobacco and cotton amid the continual tooting of river craft; the flashing lights of cabarets and theaters at night—the whole gay cross-section of a city that remembers when gentlemen wore frilled coats and stern-wheelers thumped up and down the Mississippi. Once a year, during the spring-time Mardi Gras, the merry nature of New Orleans bubbles over in fantastic parades and masked balls. But the spirit of this festival continues round the calendar to furnish life and fun at every season of the year.

## Further East and Return

From New Orleans, you may continue your trip east on any one of several rail lines or by sailing direct to New York on board Southern Pacific's famed liner, *S. S. Dixie*. The through rail fare to New York or New England is slightly more by *S. S. Dixie*, but meals and stateroom accommodations aboard ship are included in the fare.

When you are ready to return home, you have your choice of our Shasta, Overland, or Golden State Routes as described in the following sections of this book. Or you may return over the Sunset Route, thereby seeing some of the scenery you missed on your way east.





Some DIXIE passengers gather around for cooling refreshments.

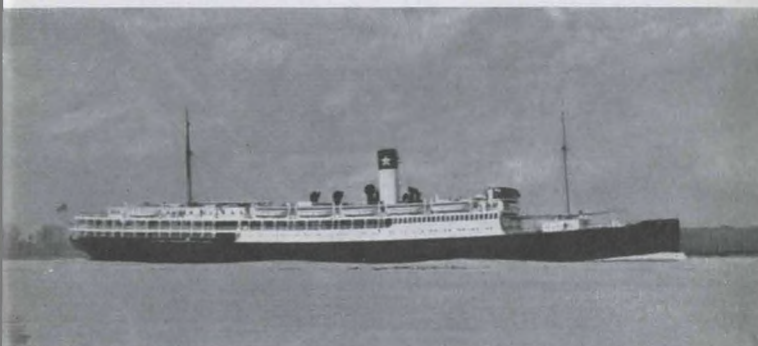


## S. S. DIXIE

This gallant Southern Pacific steamer offers you a delightful five-day ocean voyage between New Orleans and New York.



"Horse-racing" is a popular DIXIE sport. We hope you pick the winner!



With New Orleans behind, the DIXIE glides down the Mississippi for its swift voyage through the Gulf and around the tip of Florida to New York.



Here's where you can be as lazy (or as active) as you like—a sunny corner of the DIXIE's inviting broad boat deck near the popular swimming pool.



The days at sea pass too quickly on board the DIXIE. In addition to this popular swimming pool, there is a comfortable lounge and large games room.





## CARLSBAD CAVERNS NATIONAL PARK

*A great writer called these caverns "the first wonder of the world." Last year more than 200,000 visitors came to marvel at the immense stalagmites and stalactites of delicately tinted limestone.*



# GOLDEN STATE ROUTE

From Santa Barbara, Los Angeles, and San Diego to  
Phoenix, Tucson, El Paso, Kansas City, Chicago

**G**OLDEN STATE ROUTE is the direct way from Southern California to Chicago, Kansas City and St. Louis. Following the path of the Sunset Route trains as far as El Paso and then switching off northeast via Kansas City, this route shows you a superb variety of landscape. First the flowery kingdom of California. Then, in quick scenes, the subdued desert colors of Arizona, the golden plains of Texas and Oklahoma, and the thick green farmland of the Midwest. Perhaps no other single route in the country can display such a diverse panorama.

Adding to the pleasures of a Golden State Route trip is the luxury of the air-conditioned *Golden State Limited*, principal train over this line. The *Californian*, a new fast air-conditioned train for chair car and tourist passengers exclusively, with 25c, 30c, 35c meals, stewardess-nurse service, free pillows, porter service, full length lounge car for tourist

passengers, special chair car reserved for women and children, etc.

Arriving in Chicago, convenient connections are made with fast trains for New York and other eastern points.

## All Aboard!

Pulling out of Santa Barbara, Los Angeles, or San Diego, the Golden State Route train swiftly carries you through Arizona, New Mexico, and into El Paso. Along the way, you look out upon the scenery previously described in this booklet. (See Sunset Route, pages 3 and 4.) El Paso is also the junction point of the Sunshine Special Route to St. Louis via Fort Worth and Dallas.

The next day, then, you're in El Paso where Mexico meets Texas and the old west meets the new west. Perched on the north bank of the Rio Grande, her lofty buildings and broad



**MT. SAN JACINTO**

looks down on Southern Pacific's GOLDEN STATE ROUTE near Palm Springs, California.



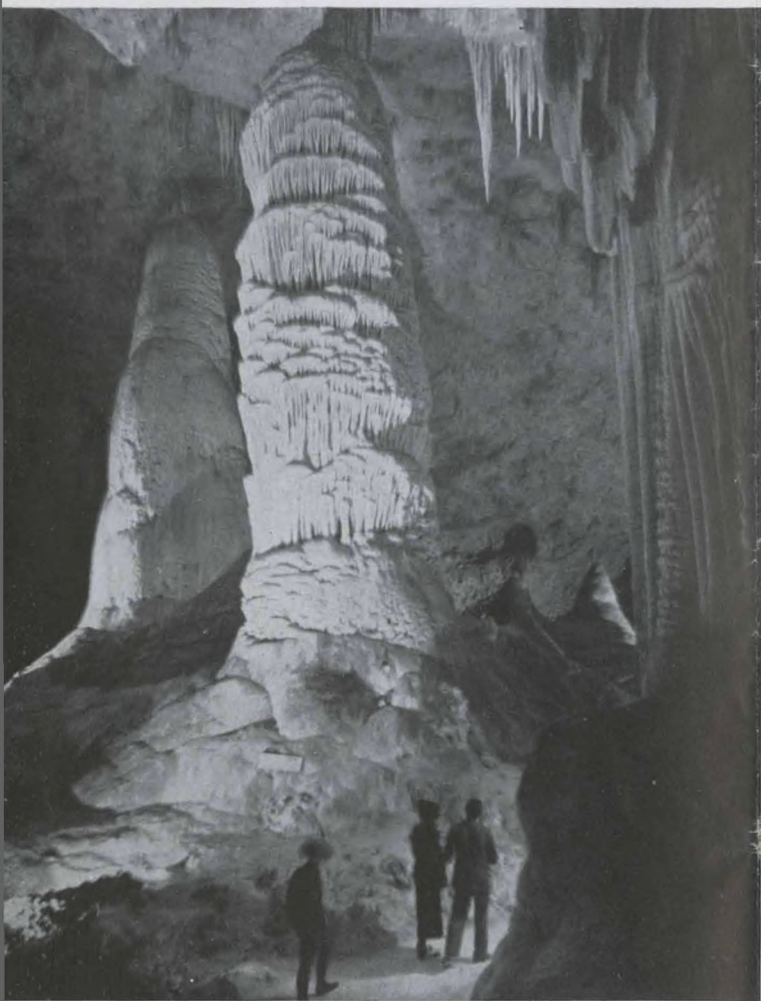
**BLOSSOMS**

line S. P. tracks in the spring. This picture was taken on our GOLDEN STATE ROUTE near Banning, Calif.



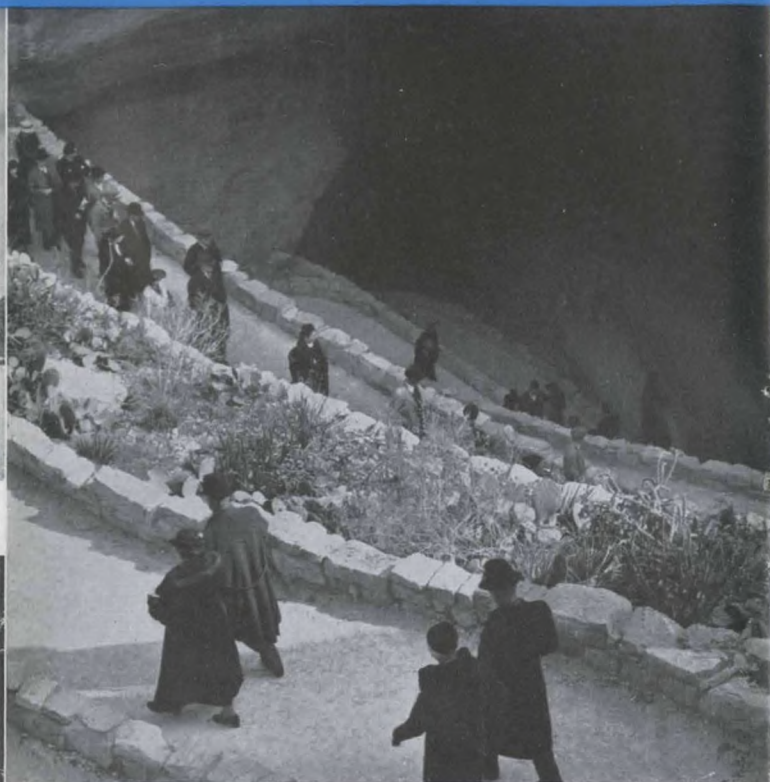


**THIS** swift, comfortable motor coach picks you up in El Paso and takes you over a high speed road to Carlsbad Caverns National Park.



## GIANT DOME

Scientists estimate that this great stalagmite, the largest one in the world, is at least 60,000,000 years old.



**DOWN** down you go until you are more than 700 feet underground. (Many people prefer riding the modern elevators to walking.)



## ANOTHER

view of the Caverns shows graceful limestone "drapes." These Caverns are brilliantly lighted and perfectly safe.



boulevards are but a scant ten-minute street car ride over the International Bridge from Juarez, Mexico. You'll visit Juarez (no passport needed), wander among her solid adobe walls and clattering market-places and shop for *sarapes*, *sombreros*, pottery, sandals, bubble glass—the list goes on and on. There'll be music. And if you strike it lucky . . . a bullfight! Complete with all the trimmings—blaring bands, dancing matadors, and fiesta atmosphere.

### Underground Fairyland

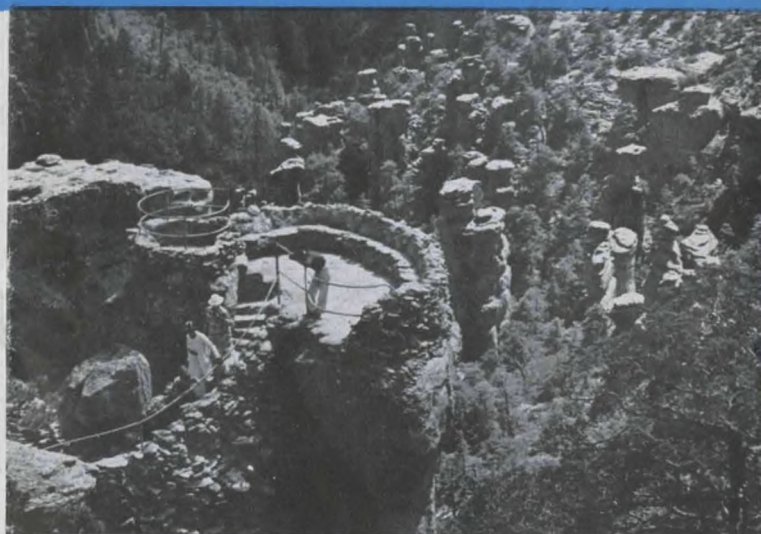
And now—Carlsbad Caverns National Park. In the Guadalupe Mountains of New Mexico, not far from El Paso, is a mammoth chain of underground caves. Their size is unbelievable. One room, for instance, is three-quarters of a mile long, more than six hundred feet wide, and three hundred feet high *where it can be measured*. Yet it isn't only the size that attracts thousands of visitors every year. They come to see the giant spires, minarets, and crazy patterned "statuary" formed by the action of water on limestone. Skillfully lighted, the fantastic formations glow like mother of pearl. Carlsbad is completely safe. The National Park Service maintains the broad paths through the caverns and furnishes guides for your party. A smooth-riding motor coach takes you there and back in one day from El Paso. Or, as many visitors find worthwhile, you may remain overnight in the nearby town of Carlsbad.

### On to Chicago

Having seen El Paso, Juarez, and perhaps experienced the underground wonders of Carlsbad Caverns, you settle back aboard the train as it gathers speed for the fast, smooth run across six states to Chicago. Already Tucumcari is here . . . and then gone and you're on the outskirts of the great mid-west. Over the panhandle of Oklahoma into the gentle fields of Kansas. Topeka, bright and sunny capital on the quiet banks of the Kaw River. Then Kansas City with a high skyline overlooking a thick carpet of plains and the surging Missouri River. (Kansas City is the connecting point for through Pullmans to St. Louis.) Away again . . . cutting an edge of Missouri, through the heart of Iowa to Davenport, crossing the Mississippi, and driving on over Illinois to pull up in Chicago.

### East and Return

From Chicago, you can make speedy connection with crack trains to all eastern points. On your return trip, you have your choice of our Sunset, Overland, or Shasta Routes as described elsewhere in this booklet. Or, if you would like to see the same scenery again (it certainly is worth it), you may return over the Golden State Route to the Pacific Coast.



### CHIRICAHUA

National Monument, a fantastic "Wonderland of Rocks," is a short but unusual side trip from Douglas, Arizona.



### NEW MEXICO

GOLDEN STATE ROUTE cuts through bright-colored mountains and mesas of New Mexico on its way to El Paso.



### JUAREZ

in Old Mexico is only ten minutes from the center of El Paso. Shown above is the International Bridge. The pedestrian fare is 2c.





## GREAT SALT LAKE

*is no barrier to Southern Pacific's OVERLAND ROUTE trains. They "sail" straight across it on the spectacular Lucin Causeway, more than thirty miles from shore to shore. Shown above is the giant new Streamliner CITY OF SAN FRANCISCO crossing Great Salt Lake.*



# OVERLAND ROUTE

From San Francisco to Reno, Ogden, Omaha, Chicago

**T**AKE a map of the United States and draw a straight line from San Francisco to Chicago. With a few minor curves added, that would be the Overland Route—the shortest and most direct rail line between these two points. Since first the Pony Express relayed across the west, it has been acknowledged the quickest way to go from San Francisco to Chicago. Today, Overland Route trains maintain the tradition—are hours faster than the trains of any other line between the two cities.

## Way of History

History unrolls itself as you watch from the car window. The early gold country of California. Following the tracks of the first transcontinental railroad over the rugged Sierra. Through Nevada to Ogden, near Salt Lake City, the first home of the emigrant Mormons. And tracing the path of the covered wagons to Chicago.

## Streamliner and Forty-Niner

Finest and fastest trains on the Overland Route are the fleet streamliners *City of San Francisco* (39¾ hours from San Francisco to Chicago) and *Forty-Niner* (48 hours). Both are super-speed, extra-fare trains with the very last

word in luxurious Pullman accommodations. They alternate to provide a departure *every three days*.

Fastest daily trains on this route are the distinguished *San Francisco Overland Limited*, the *Pacific Limited* and the *San Francisco Challenger*. The *Overland Limited* is a fine, all-Pullman train with distinguished appointments, stewardess-nurse, club and lounge cars. The *Pacific Limited* is a favorite with sightseers because it crosses the mountains by daylight. The *Challenger* is designed for chair car and tourist passengers exclusively, has 25c-30c-35c meals, stewardess-nurse, lounge car for tourist passengers, special chair car for women and children.

## Topping the Sierra

All aboard! Your Overland Route train edges San Francisco Bay, crosses Southern Pacific's great Martinez-Benicia Bridge and is off for Chicago. A short stop at Sacramento. Then the slow rising foothills of the Forty-Niner country—zipping past gullies and over streams that once ran heavy with gold. Higher and higher. Into the sheer tips of the Sierra where the train winds through dense forests of pine trees and clusters of giant boulders.

On to the summit, above Donner Lake, landmark of the ill-fated Donner Party, and into Truckee, center for winter



## LAKE TAHOE

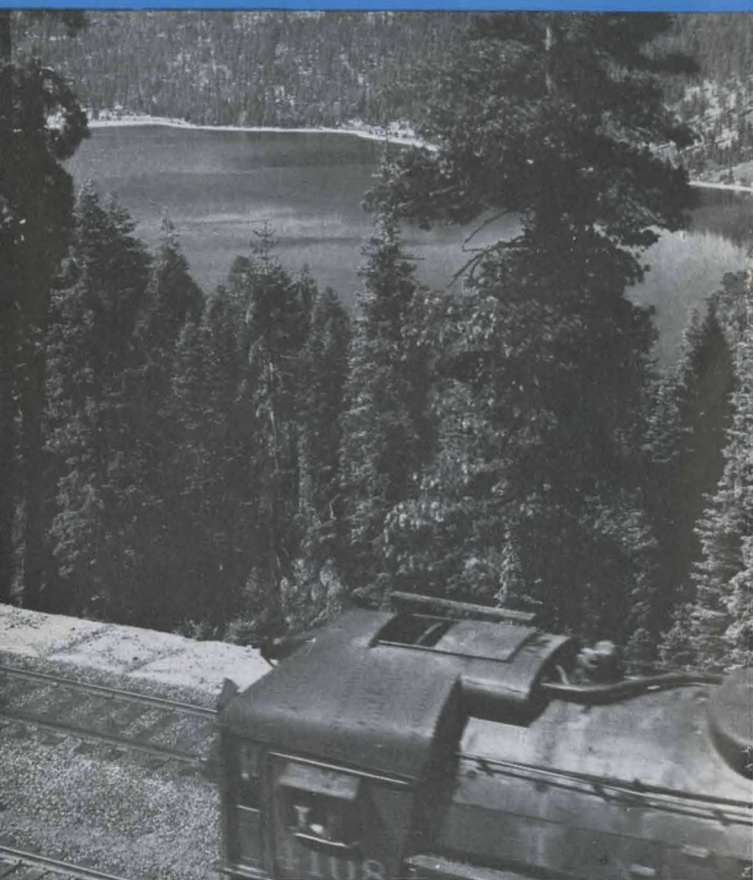
in the High Sierra is an ever-popular summer resort. S. P. trains take you directly to the shore of the lake.



## RENO

"The Biggest Little City in the World" is right on the main line of Southern Pacific's OVERLAND ROUTE trains. (As you can see.)





## DONNER LAKE

*On the shores of this Sierra lake, a party of emigrants in covered wagons met tragic death in winter of 1846.*



## HIGH SIERRA

*Powerful locomotives with the cab in front pull Southern Pacific trains over this high mountain barrier to the East.*

sports and junction point for Lake Tahoe—Mark Twain's "sea in the sky." In the summer, Southern Pacific operates overnight Pullmans from San Francisco to the shores of this sky-blue lake and, if you like, you may stop over here.

### Sailing by Rail

Then coasting down the eastern side of the Sierras, your car window frames the first of the desert. The great silver mining desert of Nevada. Reno, smart, prosperous, rolls past . . . and the long hills of arid grass land are made shorter as the train crowds on steam, the telegraph poles blurring past the windows and the rails faintly clicking below.

An hour or two afterward it seems, your Overland Route train flashes through a barrier of low hills and . . . you're in the center of an endless blue sea, actually sailing across Great Salt Lake. The train is running over the Lucin Causeway, but if you slump down ever so slightly in your Pullman seat, you can imagine being aboard some super speedboat, heading for a range of distant mountains. Then, like a powerful amphibian, your "ship" reaches the shore, becomes a train again and glides onward into Ogden.

### Free Sidetrip

Ogden, a great western terminal, is criss-crossed with many tracks. One heads north, an overnight run, to Yellowstone National Park. Another turns southward, an hour or so to Salt Lake City. You may take advantage of a free sidetrip to Utah's lovely capital—in summer, dense with foliage of gardens and parks; in winter high-gabled with pure mountain snow. You'll have time to visit the famous Mormon Temple and the strange Tabernacle—an inverted elliptical structure built entirely without nails.

### Over the Rockies

Leaving Ogden, your train climbs again, winding past massive cliffs, up and up into the highest plateau land of Wyoming, over the Great Divide, sliding finally down to the wheat and corn lands and the rolling hills of Nebraska. Then Omaha on the skyline. And the cities of Iowa and Illinois and the last-minute rush for your baggage as the train slows down for the rambling outskirts of Chicago. Here, you may make convenient connections with fast trains leaving for New York and many other eastern points.

### Return Trip

Coming back to the Pacific Coast, you may select any one of Southern Pacific's Four Scenic Routes: the Sunset, Golden State, or Shasta Routes, as described at length in this booklet. Or, naturally, you may re-trace the Overland Route, seeing some of the things you may have missed on your way east.



# SHASTA ROUTE

From San Francisco to Portland, Tacoma and Seattle

SHASTA ROUTE, heading north from California to the great Pacific Northwest, cuts through a spectacular, unspoiled territory. Running up the sheltered Sacramento Valley, Shasta Route trains leap into the high mountain country of Northern California, wind through a fertile land of tumbling streams and virgin forest, skirt the majestic slopes of Mt. Shasta (the Shasta-Cascade wonderland area), cross the Cascades or Siskiyou and come down the Willamette River Valley into Portland.

From Portland, you may leave for the East on any one of several rail lines. Or you may continue on up through Tacoma and join your transcontinental train at Seattle or Vancouver, B. C.

Premier train over this scenic Route is the fast, all-Pullman *Cascade*, modern and finely-appointed down to the last detail. Like other famous Southern Pacific trains, the *Cascade* is completely air-conditioned and equipped to offer the fullest comfort. There is no extra fare. Other completely air-conditioned trains are the *Oregonian*, *Klamath* and *West Coast*.

## Out of California

A merry whistle and your Shasta Route train draws away from San Francisco Bay, sliding across the Martinez-Benicia bridge and into the Sacramento Valley. Long green farms,

spotted with white houses and cut by sparkling irrigation canals, unfold from the roadbed one after another, like an endless series of green parks. Small towns click past with their shiny shopfronts and the bell at the crossings jangling down the scale. Then the open country again, little automobiles racing parallel with your car and then slowly dropping behind.

Far away to the east, seeming to move along with you, is a sharp white silhouette. That would be Lassen Peak, the only active volcano in the United States. The train begins to climb, pausing at Dunsmuir, then hurrying on through thick forestland. Suddenly to the right, bold and startling, is Mt. Shasta—dark crevices sloping up and up to the summit that holds gleaming snow and ice all through the summer.

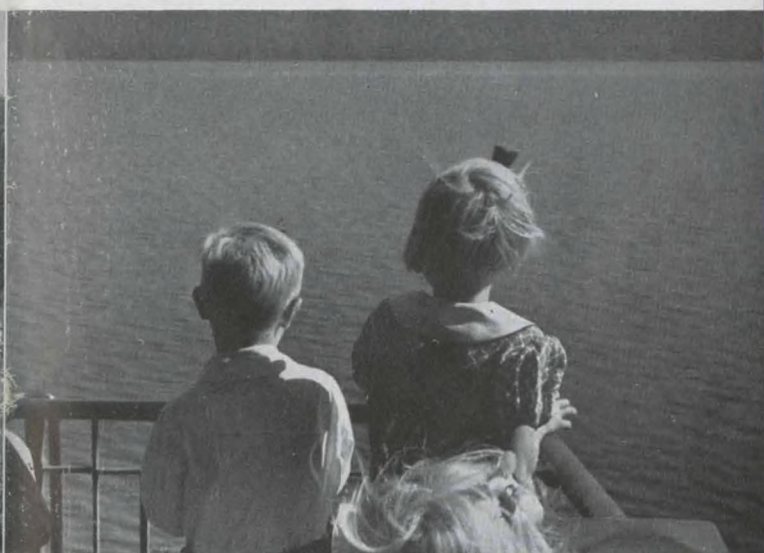
## Double Line

At Black Butte, nestled at the base of Mt. Shasta, the Shasta Route divides. The new *Cascade Line* swings off to the northeast, rolling through virgin mountain country—an undisturbed land where deer, bear, grouse and quail live in isolated freedom. Then past Klamath Falls, rounding Klamath Lake, speeding along the shores of Odell Lake, and up into the highest reaches of the Cascades to come whistling down the Salt Creek Canyon to Eugene, Salem



## MT. SHASTA

This beautiful mountain, 14,161 feet high, seems to be right next to your SHASTA ROUTE train for hours.



## LAKES

dot the virgin wilderness of the Cascade Mountains, through which S.P.'s *Cascade Line* winds between California and Oregon.





© PHOTO BY PATTERSON

## CRATER LAKE

*National Park occupies the crater of an extinct volcano. Its water is a deep, indescribable blue color.*



## REDWOOD EMPIRE

*is an empire ruled by forest giants. (For special tour through this country, see adjoining column.)*

and, later, Portland. Over the Cascade Line speed the air-conditioned *Cascade, Oregonian, West Coast, and Klamath*. The second line from Black Butte—the Siskiyou Line—turns toward the coast, charging through the deep forested Siskiyou and dropping down past hillside orchards and farms of the Rogue River Valley to Medford. Grants Pass is next—on a bend of the rushing Rogue River. Then up over the Calapooya Mountains and down again, over the Umpqua River Valley and north into Eugene, Salem and Portland.

### Lake in a Mountain

Between these two lines, quiet and shimmering in the hollow of an extinct volcano, lies Crater Lake. Six miles in diameter, 2000 feet deep, and rimmed with perpendicular cliffs, this strange body of water changes color from dawn to dusk; from a shade of deep purple to a sky-blue and back again. Thousands come every year to stand on the rim and see the clear double-picture made by the bluffs reflected on a smooth mirror-like surface.

Crater Lake National Park is a short sidetrip from either line of the Shasta Route. If you travel over the Cascade Line, you may leave the train at Klamath Falls, boarding a motor coach for the swift ride to the crater. From Medford, on the Siskiyou Line, a similar coach makes the trip. Either road will return you to a Shasta Route train.

### Redwood Empire Tour

An alternative route between San Francisco and Portland is the Redwood Empire Tour by rail and motor coach through the innumerable groves of majestic trees that line the Redwood Highway. You leave San Francisco on a Northwestern Pacific ferry boat to Sausalito, thence by train to Eureka, where you board a motor coach and speed through the redwood groves to Grants Pass or Marshfield, whence you continue by train to Portland. The tour takes but little extra time, and the slight additional cost is well worth while.

### East and Return

At Portland, Shasta Route trains make convenient connections with eastbound transcontinental trains. Or, if you prefer, you may go further north into the Evergreen Playground, entraining for the East from Seattle or Vancouver. Reaching your eastern destination, you may return over the Sunset, Golden State, or Overland Route, previously described in this booklet. Or, again, you may choose to see the Northwest again over the Shasta Route.



# WEST COAST OF MEXICO

Tucson, Nogales, Guaymas, Mazatlan, Tepic, Guadalajara, Mexico City

SOUTHERN PACIFIC'S West Coast of Mexico Route extends from Tucson and Nogales, Arizona, down to Guadalajara, Mexico, connecting with the National Railways of Mexico to Mexico City. *El Costeno*, the principal train on this route, is air-conditioned. It carries Pullmans, a cafe-lounge car and an observation car. There is through Pullman service from Los Angeles to Mexico City via Tucson and also via El Paso. Eastbound passengers may make an easy and thrilling side trip to Mexico City, going in via Tucson and the West Coast Route and coming out at El Paso, continuing east from there.

The West Coast Route was completed in 1927, when Southern Pacific engineers succeeded in piercing the supposedly impassable Barrancas of Nayarit. Since the train is still a newcomer on the West Coast, its arrival is the biggest event of the day in every small town on the line. Great crowds turn out to meet it with colorful things to sell. At Navojoa

they have fine *sarapes* (blankets). At Mazatlan, articles made of alligator hide. At another station, bananas and pineapples. At another, giant gulf shrimps in wicker globes. At another, baskets and hammocks. And at Tequila, little wooden kegs of the liquor made there.

Every stop is a fiesta—a gay fair staged for the passengers. You fall into the friendly, carefree spirit of Mexico long before you reach Mexico City.

Principal attractions along the West Coast Route:

GUAYMAS, a twenty minute trip from Empalme on the main line, is situated on a beautiful bay, whose emerald green and blue waters mirror red cliffs. A few miles away is Southern Pacific's picturesque new resort, Hotel Playa de Cortés, a modern American oasis in a foreign country. The fishing here is unexcelled anywhere in the world. Completely equipped boats for fishing trips are maintained by the hotel.

MAZATLAN has provided the background for many a



**PLAYA DE CORTES**

This is the swimming pool of Southern Pacific's modern resort on the Gulf of California.



**MAZATLAN**

This dreamy, tropical village on a blue bay is the halfway point on S. P.'s West Coast Route to Mexico City.





**SHOPPING** *from the train is a favorite sport on the West Coast Route. This picture of a blanket "deal" was snapped at Navojoa.*



**BARRANCAS** *Between Tepic and Guadalajara, you see Mexico's most rugged scenery by daylight—the Barrancas of Nayarit.*



**STOPS** *are fun on the West Coast of Mexico Route. The whole town turns out to meet your train! Its arrival is the biggest event of the day.*

South Sea Island moving picture. Its beach is fringed with tall cocoanut palms, and for a few centavos, a Mexican will climb up and fetch you a green cocoanut so you can drink the milk. The town of Mazatlan is quite modern in many respects, with a beautiful hotel, the Belmar.

TEPIC is a perfectly preserved Spanish-Colonial village, tucked away in the Sierra Madre. Isolated from the world, it dreams of the days when Spanish Conquistadores clanked through its cobbled streets.

THE BARRANCAS will give you an exciting afternoon. Four hours your train winds in and out through wild mountains, crossing bottomless gorges, high above remote valleys.

GUADALAJARA, terminal of the West Coast of Mexico Route and overnight from Mexico City, is the second largest city in Mexico. Sometimes called the "Dresden of Mexico," it is the center of the pottery and glass industry. You can watch Indians making pottery and weaving sarapes at San Pedro Tlaquepaque, a short distance outside of the city.

Any Southern Pacific Representative will gladly help you plan your trip to Mexico. Remember that the rate of exchange is highly favorable to the American dollar, and that you need go through no formalities (except the usual customs examination) to cross the border. All you need is a tourist card, which can be obtained from any Mexican consul for \$1.

Mexico offers you a trip to a really foreign country for less trouble and less money than a trip to almost any other foreign country in the world.



**GUADALAJARA** *is famous for its invigorating climate and its pottery and "bubble" glass. Shown here is a pottery market.*



# YOUR HOME EN ROUTE

THE PICTURES here and on the following pages of this folder show your home en route—the three types of accommodations offered on our principal trains. They show (1) the air-conditioned standard Pullmans, (2) the air-conditioned tourist sleeping cars, and (3) the air-conditioned coaches.

Photographs, however, can't show you a number of things that make all the difference in the world between mere "train travel" and actual *living* on our trains. They can't reproduce, for instance, air-conditioning. They can't tell you how cool and refreshing it is in these cars even when the weather outside may be broiling hot, nor how your clothes remain clean and spotless on the longest of trips.

Photographs only suggest the neatness and cleanliness of the cars themselves. The fresh linens, the polished interiors of the spacious wash rooms and lounge cars, the gleaming

service in the diner—these are indications of skillful Southern Pacific housekeeping.

There are the many extra comforts you would expect in your own home. A shower bath. Radio. Writing desks. An ample supply of reading matter. And food—not only economically priced, but the kind you would take pride in serving your guests.

Finally, on our finest trains, the porters, stewards, waiters, valets, barber, and stewardess-nurse, make up a staff of competent servants who are genuinely interested in making your trip a thoroughly enjoyable experience.

So as you look over the pictures here and on the following pages please remember that the story they tell is a limited one; that you must imagine the above—the radiant fresh air, the cleanliness of the accommodations, the extra comforts and services. You must take all these and *put them in the pictures*. Then you will understand what we mean when we say that our trains will be "your home en route."



## DINING CAR

Southern Pacific dining cars are noted for delicious food served with real western hospitality and service.

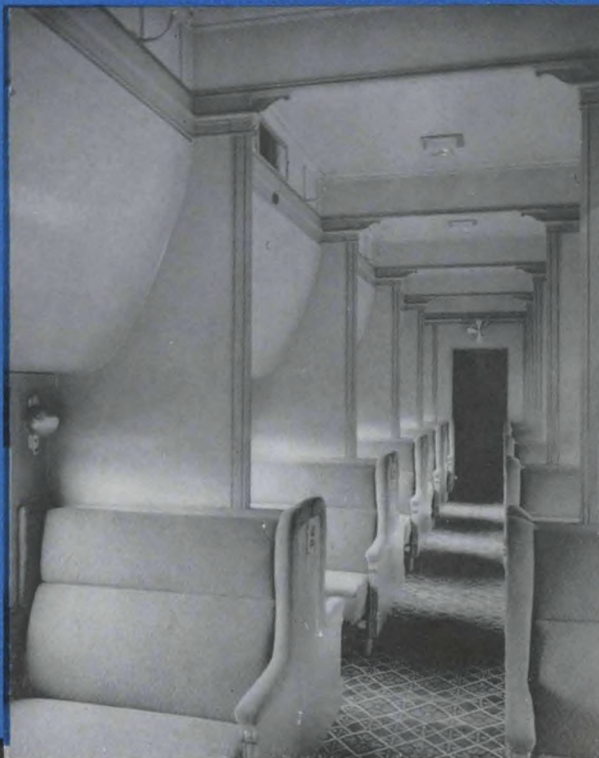


## LOUNGE CAR

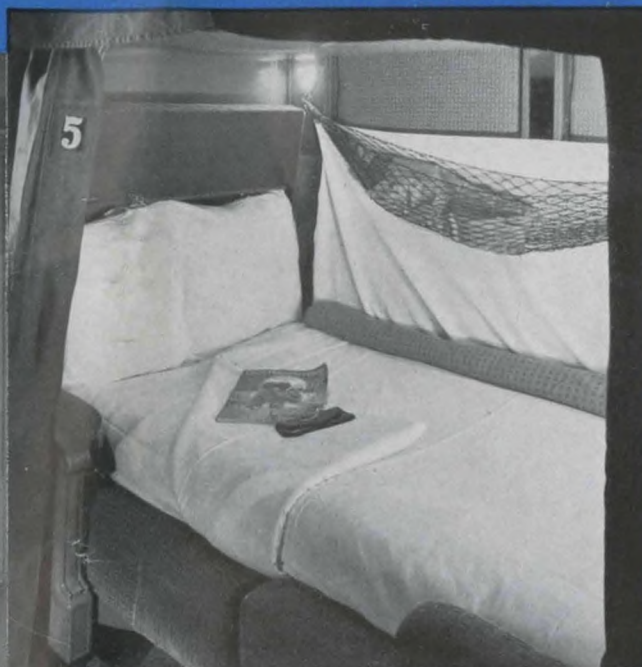
All transcontinental S. P. trains have lounge cars where you can rest, relax and read while the miles slip by.



# PULLMAN



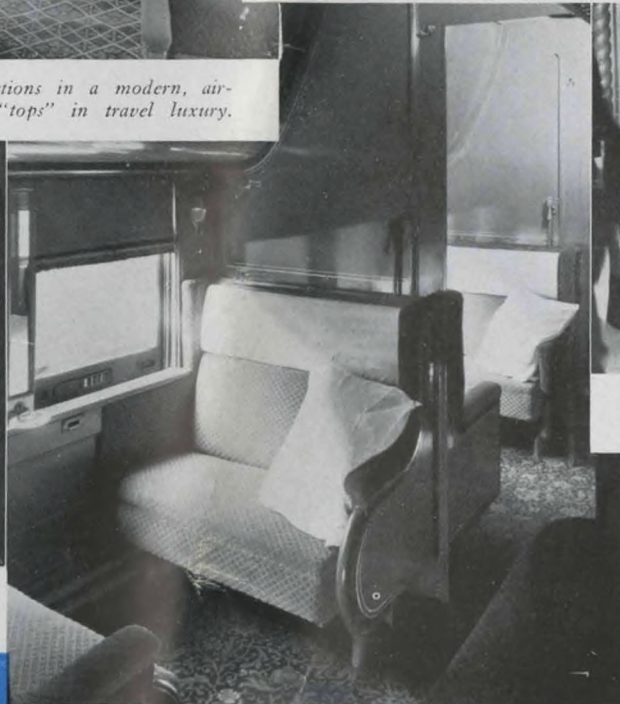
*This view shows the roomy sections in a modern, air-conditioned standard Pullman—"tops" in travel luxury.*



*A standard Pullman berth, soft and restful, invites you to enjoy sound sleep. Read by the handy headlight if you wish.*



*This photograph caught a small-size passenger all tucked away for the night*



*Private rooms in air-conditioned cars may be arranged en suite for the convenience of families or parties of friends*



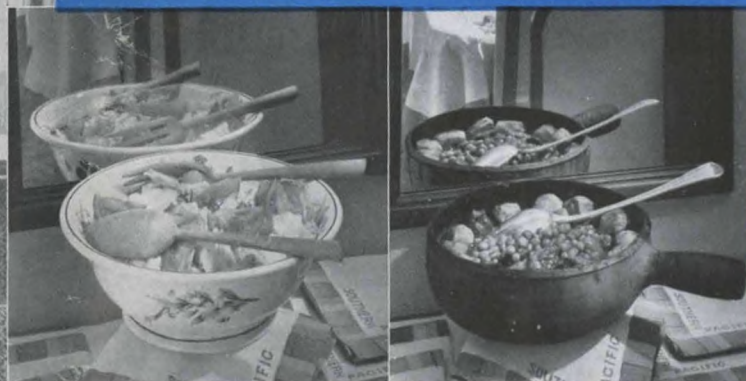
*"You have no idea how refreshing air-conditioning is", writes this lady.*



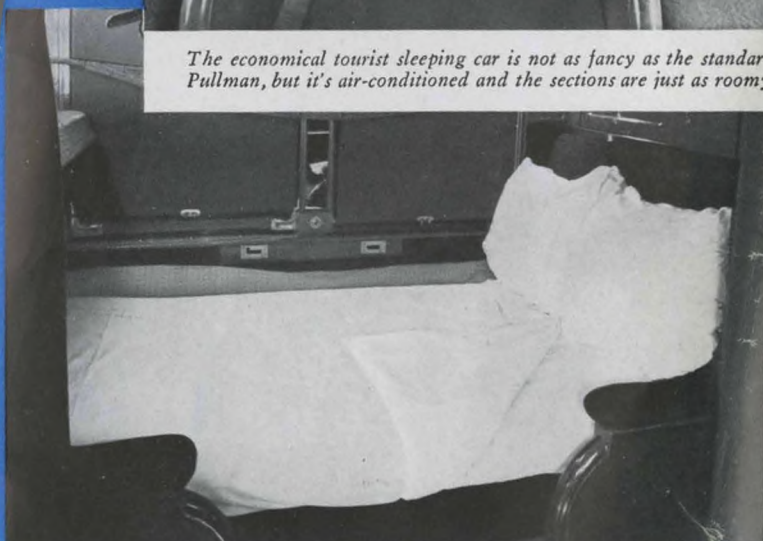
# TOURIST



*The economical tourist sleeping car is not as fancy as the standard Pullman, but it's air-conditioned and the sections are just as roomy.*



*Introducing, from left to right, the "Salad Bowl" and the "Casserole", two very tempting features of our famous "Meals Select" dining car service.*



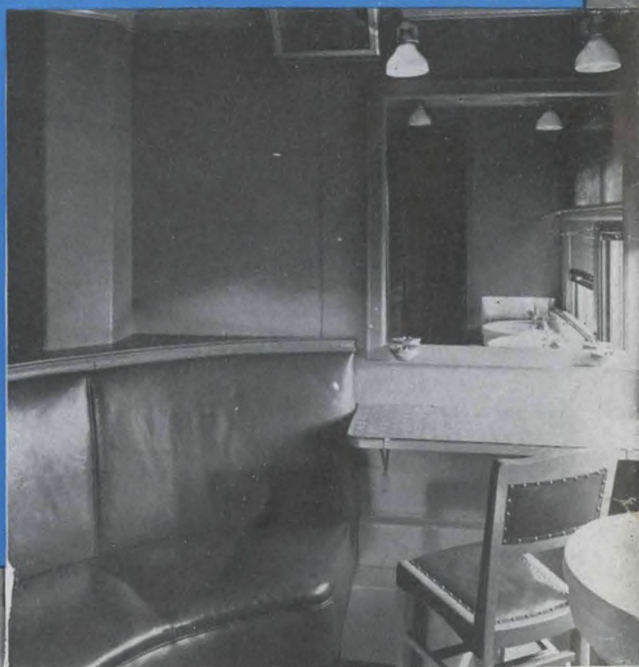
*Just as wide, just as long, and just as comfortable as in the standard Pullman, this tourist lower berth costs less. The same porter service too.*



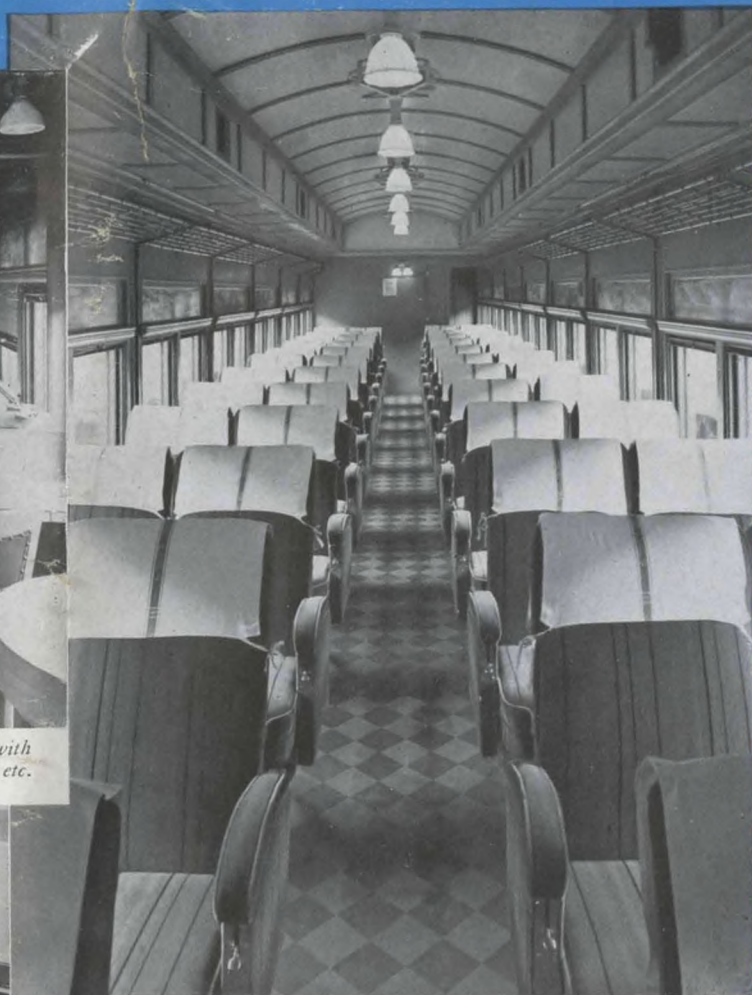
*The tourist upper berth is standard size also (more than six feet long, three feet wide,) and just as nice and downy as it looks in the picture.*



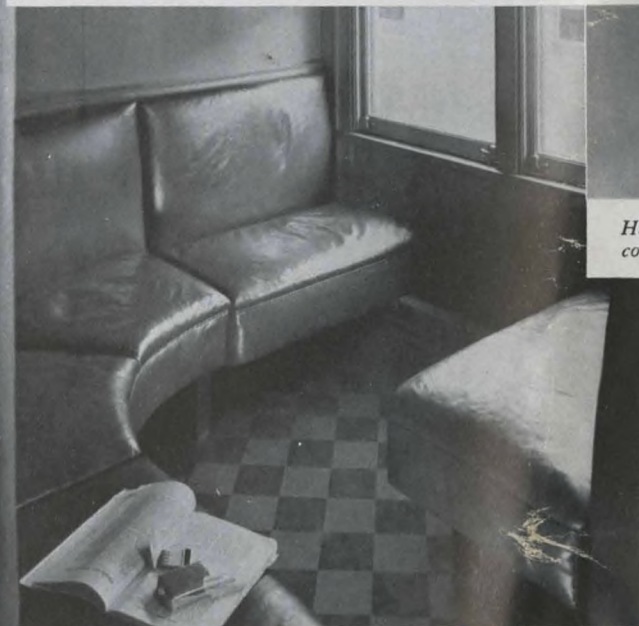
# COACH



*This modern and attractive ladies' rest room is provided with wash basins, mirrors, dressing table, individual towels, etc.*



*Here is the latest word in fast, smooth, economical transportation: the air-conditioned chair car. Seats are adjustable to a semi-reclining position.*

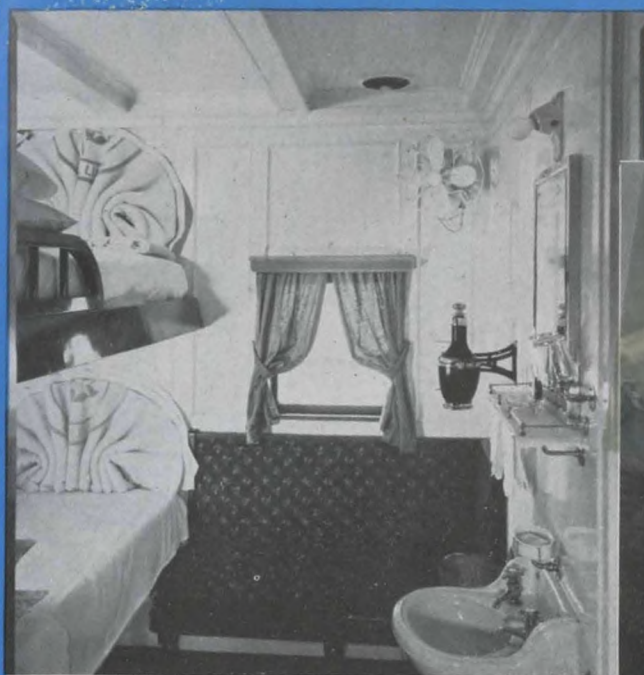


*The heavy leather lounge in the smoking room is a man's idea of solid comfort. Adjoining is a large washroom where shaving becomes a pleasure.*

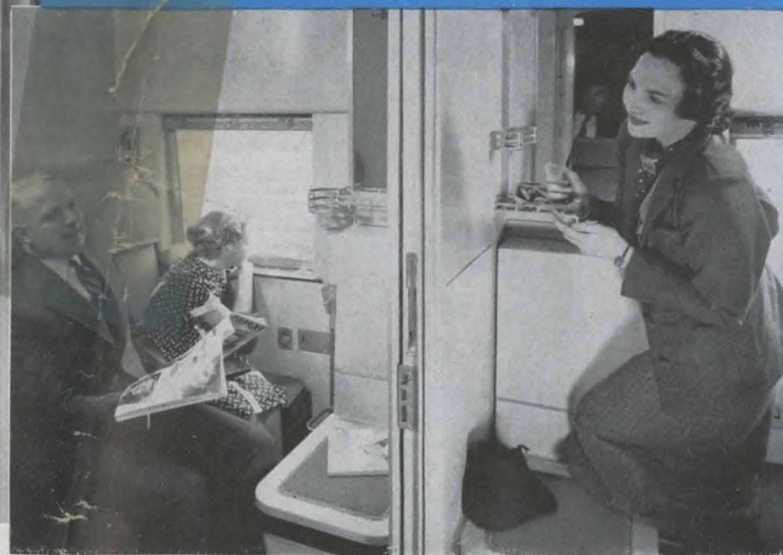


*An action shot in the chair car, where vendors sell tasty coffee (10c), sandwiches (15c), etc., to passengers.*





This is a roomy MINIMUM FARE stateroom on Southern Pacific's steamer, the gallant S. S. DIXIE. (See page 7).



The Streamliner CITY OF SAN FRANCISCO (see page 13) offers bedrooms between San Francisco and Chicago. As above, they may be arranged in pairs.

## SOUTHERN PACIFIC REPRESENTATIVES

Your nearest Southern Pacific agent will gladly 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 your freight shipments.

BAKERSFIELD, CAL.....Sou. Pac. Pass'r Sta.....J. N. Shackelford, Trav. Pass'r Agt.  
BERKELEY, CAL.....2137 Shattuck Ave.....H. R. Greenrose, City Pass'r Agt.  
EL CENTRO, CAL.....S. P. Pass'r Sta.....J. W. Donohue, Dist. Frt. & Pass'r Agt.  
EL PASO, TEX.....101 N. Oregon St.....H. D. McGregor, Dist. Pass'r Agt.  
FRESNO, CAL.....Passenger Sta.....W. P. Jennings, Dist. Frt. & Pass'r Agt.  
GLENDALE, CAL.....106 North Brand Blvd.....H. E. Pierson, Dist. Pass'r Agt.  
HOLLYWOOD, CAL.....6553 Hollywood Blvd.....L. D. Barham, City Ticket Agt.  
HUNTINGTON PK., CAL. 6360 Pacific Blvd.....W. H. McKenzie, Ticket Agt.  
KLAMATH FALLS, ORE.....Passenger Station.....G. A. Erickson, Dist. Frt. & Pass'r Agt.  
LONG BEACH, CAL.....140 West Ocean Ave.....L. Overman, Dist. Pass'r Agt.  
LOS ANGELES, CAL.....Pacific Electric Bldg.....C. A. Pestor, Dist. Pass'r Agt.  
(Or any of our five conveniently located ticket offices in Los Angeles)

MEDFORD, ORE.....Pass'r Sta.....A. S. Rosenbaum, Dist. Frt. & Pass'r Agt.  
MODESTO, CAL.....S. P. Pass'r Sta.....H. E. Henshaw, Trav. Frt. & Pass'r Agt.  
OAKLAND, CAL.....13th & Broadway.....Garrett King, Asst. Gen. Pass'r Agt.  
PASADENA, CAL.....148 E. Colorado St.....G. W. Wetherby, Dist. Pass'r Agt.  
PHOENIX, ARIZ.....234 N. Central Ave.....S. J. Schwartz, Dist. Pass'r Agt.  
POMONA, CAL.....Sou. Pac. Station.....W. E. Campbell, Trav. Pass'r Agt.

J. A. ORMANDY, General Passenger Agent, Portland, Ore.  
F. C. LATHROP, General Passenger Agent, San Francisco, Cal.  
H. P. MONAHAN, General Passenger Agent, Los Angeles, Cal.  
J. D. MASON, General Passenger Agent, El Paso, Texas.  
L. H. TRIMBLE, General Freight and Passenger Agent, Phoenix, Ariz.  
J. T. MONROE, Pass'r Traffic Mgr., Texas and Louisiana Lines, Houston, Texas.  
E. A. TURNER, General Passenger Agent, New Orleans, La.

Southern Pacific representatives in important cities on the Pacific Coast are shown below and in addition our agents are located in practically every city reached by our lines as well as all large cities in the Middle West and East. They are at your service during your journey.

PORTLAND, ORE.....520 S. W. Yamhill.....Wm. Sutherlands, Dist. Pass'r Agt.  
RENO, NEV.....Passenger Sta.....T. Bergerson, Dist. Frt. & Pass'r Agt.  
RIVERSIDE, CAL.....3750 Market St.....Geo. T. Brown, Dist. Frt. & Pass'r Agt.  
SACRAMENTO, CAL.....S. P. Pass'r Sta.....M. A. Peck, Dist. Pass'r Agt.  
SALEM, ORE.....Passenger Station.....A. F. Noth, Ticket Agt.  
SAN DIEGO, CAL.....300 Broadway.....A. D. Hagaman, Dist. Frt. & Pass'r Agt.  
SAN FRANCISCO, CAL.....95 Market St.....G. B. Hanson, Dist. Pass'r Agt.  
(Ticket Offices also at 65 Geary St., Ferry Bldg., and 3rd St. Station)

SAN JOSE, CAL.....Passenger Sta.....E. A. Teubner, Dist. Frt. & Pass'r Agt.  
SANTA ANA, CAL.....504 N. Main St.....E. B. Sharpley, Trav. Pass'r Agt.  
SANTA BARBARA, CAL.....1131 State St.....G. C. Drake, Dist. Pass'r Agt.  
SANTA MONICA, CAL.....416 Sta. Monica Blvd.....A. J. Rehwood, Dist. Pass'r Agt.  
SANTA ROSA, CAL.....N. W. P. Passenger Sta.....C. S. Newberry, Trav. Pass'r Agt.  
SEATTLE, WASH.....1405 Fourth Ave.....B. C. Taylor, General Agt.  
SPOKANE, WASH.....1127 Old Nat. Bank Bldg.....R. H. Holmes, General Agt.  
STOCKTON, CAL.....Passenger Sta.....R. K. Smith, Dist. Frt. & Pass'r Agt.  
TUCSON, ARIZ.....Passenger Sta.....E. D. Rockwell, Dist. Frt. & Pass'r Agt.  
VANCOUVER, B. C.....619 Howe St.....Cecil G. Alton, Canadian Gen'l Agt.

W. W. HALE, General Traffic Manager, Chicago, Ill.  
O. P. BARTLETT, Passenger Traffic Manager, Chicago, Ill.  
H. H. GRAY, General Passenger Agent, New York, N. Y.  
L. G. HOFF, General Traffic Manager, Mexican Lines, Guadalajara, Mexico.

F. S. MCGINNIS, Vice President, System Passenger Traffic,  
San Francisco, Cal., and Houston, Texas.



# 4 SCENIC ROUTES EAST



★ SUNSET ROUTE ★



GOLDEN STATE ROUTE



★ OVERLAND ROUTE ★



★ SHASTA ROUTE ★

**Southern Pacific**

# 4 SCENIC ROUTES EAST



★ SUNSET ROUTE ★



GOLDEN STATE ROUTE



★ OVERLAND ROUTE ★



★ SHASTA ROUTE ★

**Southern Pacific**