


**HOW TO SEE
TWICE AS MUCH
ON YOUR TRIP TO
CALIFORNIA**

S·P the friendly Southern Pacific







faster trains today:

Southern Pacific operates one of the largest fleets of streamlined trains in the country. The famous *Daylights* link Los Angeles, San Francisco and Sacramento via the San Joaquin Valley Line, and the first two cities via the Coast Line. Overnight between Los Angeles and San Francisco we run the *Larks*, sleeping car trains regarded by travelers as America's finest. The sleek *City of San Francisco* speeds between Chicago and San Francisco, and the *Sunbeams* serve Houston and Dallas.

48 HOUR SCHEDULES WITHOUT EXTRA FARE

Now only 48 or 49 hours between Chicago or New Orleans and the Pacific Coast on our leading trains—the fastest non-extra fare daily schedules in history! These faster trains are the famous *Golden State Limited* (Chicago-Los Angeles), *Overland Limited* (Chicago-San Francisco) and *Sunset Limited* (New Orleans-Los Angeles). The *Golden State Limited* and the *Overland Limited* now have streamlined sleeping cars, and will be completely streamlined as new cars are built. They now connect with crack trains at Chicago—providing through coast-to-coast sleeping car service.

still finer tomorrow:

Additional streamlined trains will be added as fast as new equipment is received from the builders. These include the daily *Shasta Daylights* (San Francisco-Portland), and a *Golden State streamliner* (39¾ hours between Los Angeles and Chicago) leaving three times weekly.

FOUR SCENIC ROUTES TO CALIFORNIA

Other railroads have only one route to California. Southern Pacific has *four*. Each route has its own unique scenic attractions. Each passes through a region of America entirely different from the others.

Overland Route, for example, cuts straight across mid-continent and is the shortest, fastest route between Chicago and San Francisco, following the trail of the Covered Wagons and Pony Express over the Rockies and the High Sierra. This was America's first transcontinental railroad, completed in 1869.

Sunset Route shows you romantic New Orleans, Texas, the Mexican Border country along the Rio Grande, New Mexico and Arizona. It was America's second transcontinental line.

Golden State Route swings down from Chicago through the Southwest, meets the Rio Grande at El Paso and follows the Sunset Route to Los Angeles. It is the low-altitude route from Chicago to Southern California, the Longhorn Trail of the pioneers.

Shasta Route, sweeping down through the evergreen Pacific Northwest, is the connecting link between northern transcontinental lines and California.

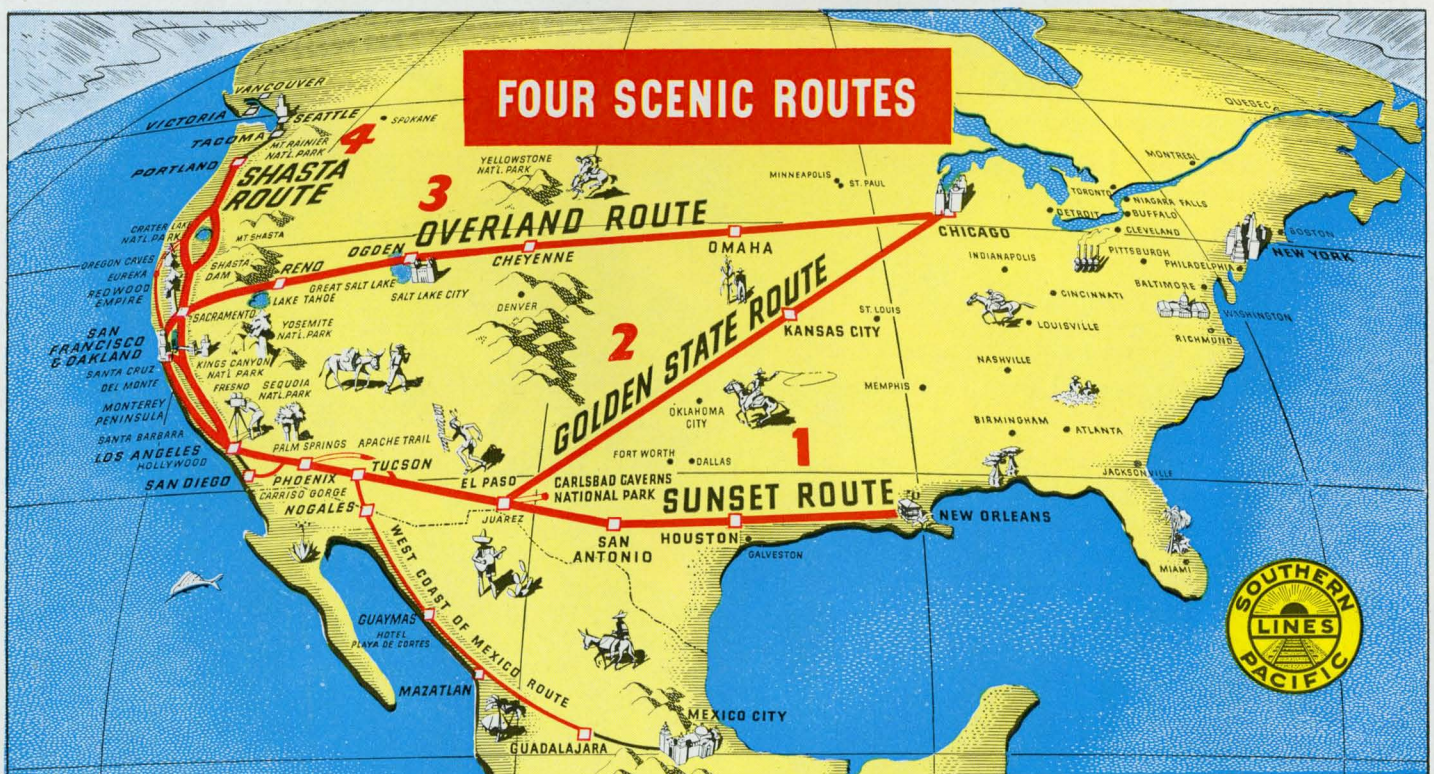
In addition, Southern Pacific operates the West Coast of Mexico Route from Tucson and Nogales to Mexico City, through Guaymas, Mazatlan and Guadalajara.

Along Southern Pacific's 15,000 miles of line are the fabulous wonders of the American West—seven national parks, great modern cities and picturesque pioneer towns, mighty rivers and sparkling lakes, America's highest mountains, and vivid deserts.

On your "Victory Vacation", Southern Pacific invites you to explore this western wonderland in the safe, smooth-gliding comfort of air-conditioned trains—trains like fine hotels on wheels, with plenty of living room by day and soft beds to sleep in at night.

By train you enjoy a ringside seat at the western drama. You see everything in proper perspective—at ground level, close-up, intimately.

Your railroad or travel agent will be glad to help you plan a thrilling Southern Pacific trip to California and back—a trip on which you will see *twice* as much of the West. (For details, see next page).



HOW TO SEE TWICE AS MUCH ON YOUR TRIP TO CALIFORNIA

How much have you really seen of your America? The chances are, not very much. In fact before the war there were thousands of Americans who had been to Europe (some of them many times), but who had never seen California or the Pacific Northwest, or even the Pacific Ocean!

The war gave every American a new pride in his country, a new understanding, perhaps a new desire to see more of it. But few of us have the time or the money to explore all of this mighty land. We must simply try, every time we take a trip, to see as much as we can.

If you are planning a trip to California and back, Southern Pacific offers you a simple way to see *twice* as much of America for little or no extra ticket cost.

As we pointed out on the preceding page, Southern Pacific is the *only* railroad with *Four* Scenic Routes to California, each passing through a different part of the United States.

Go on one S. P. route, return on another S. P. route

By going on *one* of Southern Pacific's Four Scenic Routes and returning on *another* S. P. route, you not only see *twice* as much of America as you would by going and returning on the same route, but you see something different every thrilling mile of the way. Best of all, you can enjoy this Southern Pacific travel bonus for . . .

Not 1c extra rail fare from most places!

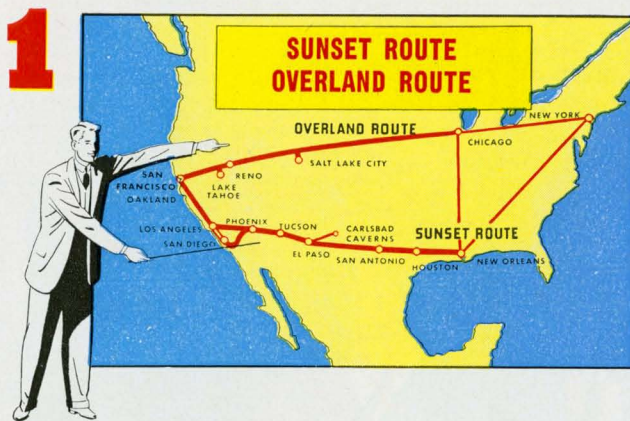
Yes, it's a fact: you can go on one S. P. route and return on another S. P. route for not 1c extra rail fare (from most eastern and midwestern places). Furthermore, you can stopover anywhere en route.

Your choice of six different round trip ticket combinations

When you plan your trip, please bear in mind that there are actually *six* different Southern Pacific "go one way, return another" round trip tickets you can buy, depending on how you combine any *two* of our Four Scenic Routes to California. Your choice will be determined by what *two* parts of the United States you prefer to travel through, and how much time you can spare for the trip.

1. You can go, for example, on our picturesque Sunset Route (see map No. 1) from New Orleans to Los Angeles and San Francisco. Trains from the east, midwest and

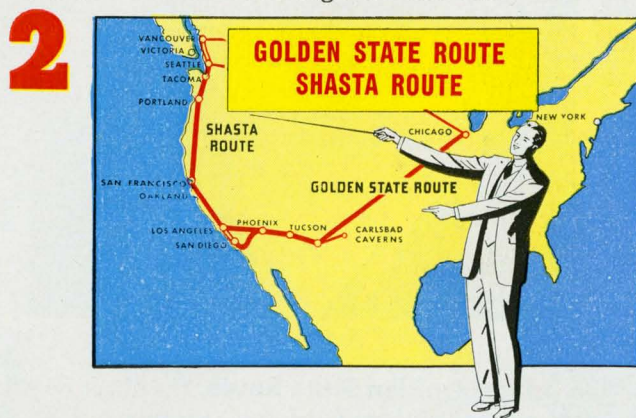
the southeast make convenient connections with Southern Pacific's Sunset Route trains in New Orleans.



From New Orleans, Sunset Route trains speed to California through Louisiana and across Texas. From El Paso you can take the one-day tour to Carlsbad Caverns National Park, continuing your trip by S. P. train through Southern Arizona's cowboy country to Los Angeles and Hollywood. Then up to San Francisco on Southern Pacific's Coast line aboard the *Daylights* by day or the *Lark* or *Coaster* overnight.

Or travel to San Francisco on our *San Joaquin Daylight*, or overnight by the *Owl*, with side trips (if you wish) to Sequoia, Kings Canyon and Yosemite National Parks.

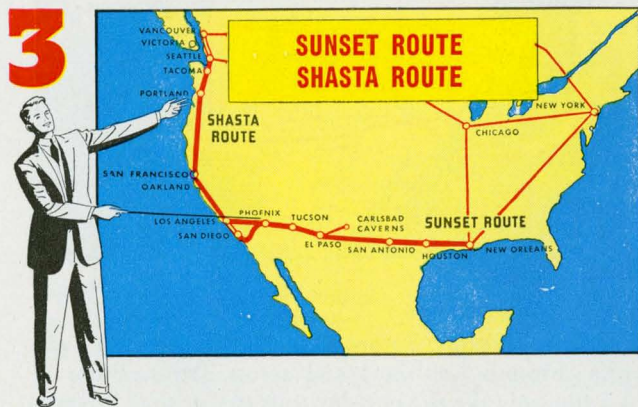
Then return home on our scenic, mid-continent Overland Route, the shortest, most direct rail line between San Francisco and Chicago—over the High Sierra, across Great Salt Lake and through the Rockies.



2. Perhaps you want to go direct to Southern California. In that case, your best bet is to go on our famous Golden State Route (see map No. 2)—the low-altitude way from Chicago and other midwest places to Los Angeles, Hollywood and all of Southern Cali-

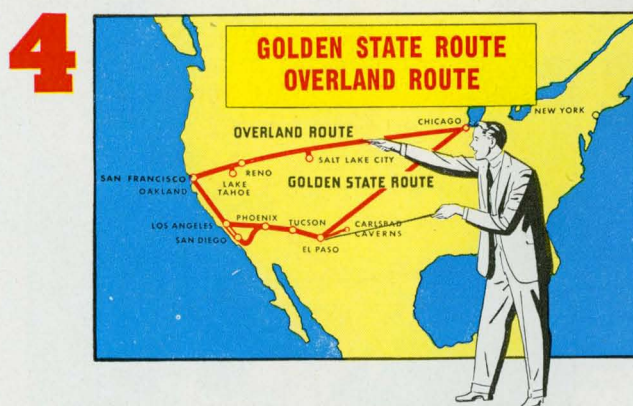
fornia. Then ride north to San Francisco where you can begin your return trip on our popular Shasta Route, up through the fertile Sacramento Valley, past mighty Shasta Dam and Mt. Shasta to Portland and the evergreen Pacific Northwest. Return home from Portland on any one of several northern rail lines, or continue up through Tacoma and join your homeward bound transcontinental train at Seattle.

This Golden State-Shasta round trip shows you the whole Pacific Coast—1,500 miles of scenic grandeur.

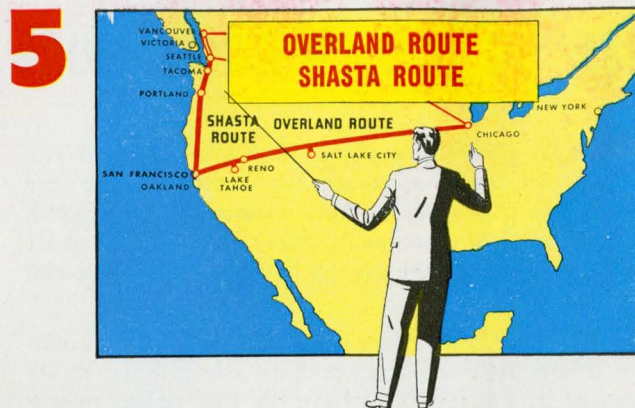


3. One of the most thrilling Southern Pacific round trips, one that is well worth the few extra days it takes, is the Sunset-Shasta routing (see Map No. 3). You see New Orleans and the Southwest, Los Angeles and all of Southern California, San Francisco and the Pacific Northwest.

On the other hand, perhaps you wish to get to Southern California quickly, see San Francisco, too, then return home on the shortest, fastest route from San Francisco. By combining our Golden State and Overland routes, you can do all this and still see *twice* as much of America.

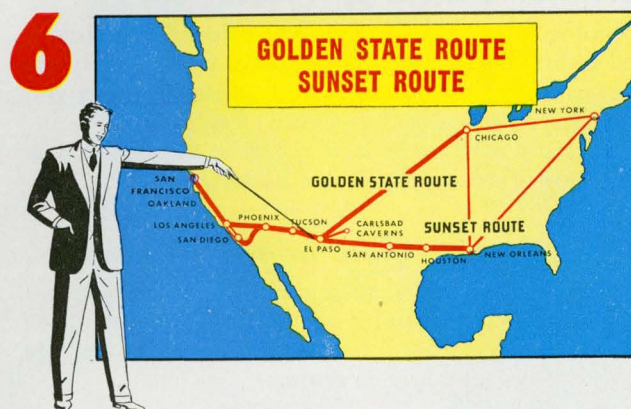


4. Go on our Golden State Route, the direct way from Chicago to Southern California (see map No. 4), via El Paso (side trip to Carlsbad Caverns) and the Mexican Border country, through New Mexico and Southern Arizona—Tucson, Phoenix, Yuma—to Los Angeles. Return home on our historic Overland Route—the short, scenic route between San Francisco and Chicago.



5. Or you can go from the East to San Francisco on our great Overland Route (see map No. 5), first rail line to span America and the fastest, most direct way across mid-continent. You climb the Rockies, cross Great Salt Lake on the 32-mile-long Lucin Causeway, see the silver mountains of Nevada and the gold country of California . . . trace the Covered Wagon Trail over the High Sierra.

When you're ready to return home, board a Shasta Route train in San Francisco for the scenic ride up through the magic mountains of the evergreen Pacific Northwest. Then continue home on any northern U. S. railroad you choose.



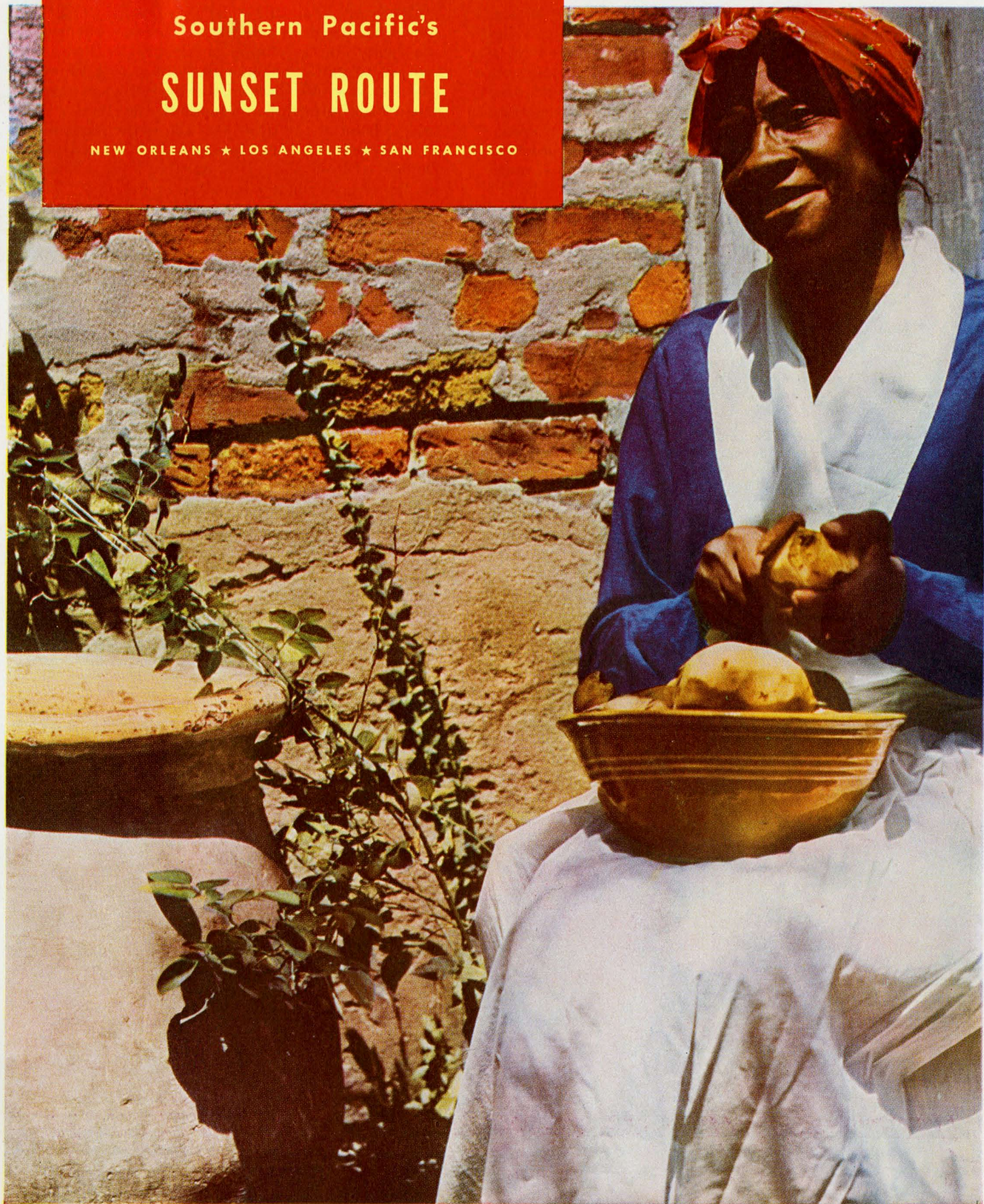
6. The sixth and final possible combination of *two* of Southern Pacific's Four Scenic Routes for a round trip that shows you *twice* as much of America, is the Golden State-Sunset (see map No. 6). You can go to California on our direct Golden State Route from Chicago, visit this great vacation and sunshine country, then return home on the colorful Sunset Route, climaxing your trip with a stopover in New Orleans—romantic city of flowers and festivals.

Consider these six great round trip Southern Pacific ticket combinations (with variations within each combination). Decide what *two* parts of America interest you most, then pick the two Southern Pacific routes that show them to you and *go one way, return another!*

Southern Pacific's
SUNSET ROUTE

NEW ORLEANS ★ LOS ANGELES ★ SAN FRANCISCO

This good-natured Mammy knows many a tale of the Old South.



The Sunset Route links New Orleans with Los Angeles and San Francisco, three of the most fascinating cities in America. Fine, fast Sunset Route trains speed west to California through the lush bayou country of Louisiana and across the rolling Texas plains . . . through Houston and San Antonio . . . to El Paso, convenient starting point for the one-day tour to Carlsbad Caverns National Park. Then crossing the Rio Grande into rugged New Mexico and Southern Arizona's resort and guest ranch country . . . Tucson, Phoenix and Yuma . . . past the fashionable desert resorts at Palm Springs, and on to Los Angeles and San Francisco.

Trains from the east, midwest and southeastern seaboard make direct connections with Sunset Route trains in New Orleans.

New Orleans The eastern terminal of Southern Pacific's Sunset Route, New Orleans is located about eighty miles from the mouth of the Mississippi on a graceful crescent bend of the river—hence its nickname, "The Crescent City." Founded in 1718, New Orleans grew up under seven flags. Today she is a modern city that has never lost the precious charm of Old World France and Spain.

Canal Street (America's widest business thoroughfare) separates new New Orleans from the famous French Quarter (*Vieux Carré* or "Old Square") with its narrow, balconied streets that remember the faces of Andrew Jackson, Jenny Lind and the swashbuckling pirate, Lafitte. Here you'll explore quaint courtyards and the treasure-laden antique shops on Royal Street. You'll eat in famous restaurants (Antoine's, Galatoire's, Arnaud's, La Louisiane, etc.) where you'll quickly learn the vast difference between "dining" and merely having dinner. Every building, street and square in the French Quarter is rich in historical associations: the Pontalba Apartments (first apartment houses in America—completed 1850), Spanish Arsenal, Napoleon House, Old Mint, Old Absinthe House, St. Louis Cathedral, the Cabildo (early Government house), Jackson Square (where formal transfer of the Louisiana Purchase from the French to the American Government took place in 1803) . . . Paul (Chess Champion) Morphy's House, the Haunted House and the French Market.

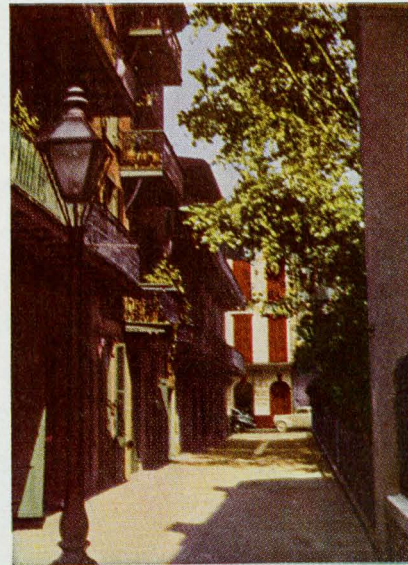
With so much to do and see in New Orleans, a planned stopover of one day easily stretches into a week. When you finally do leave, however, there's plenty to look forward to on your Sunset Route trip to California. Leaving New Orleans behind, your train crosses the broad Mississippi on the monumental Public Belt Bridge, finest of 15 major spans across the river, picks up speed and soon is racing across southern Louisiana. Foliage is dense and green, separated by occasional patches of open country intensively cultivated. This is the "Sugar Bowl" of Louisiana. Thick groves of ancient cypress and gnarled oak edge the bayous and line the tracks, their sturdy limbs bearded with wisps of Spanish moss. Small negro children dance with glee and wave to your train from tiny cabins. A stately colonial mansion with formal pillars catches your eye, and you almost expect a frilled, pantalooned southern belle to step through the entrance way.

Now your Sunset Route train enters the Evangeline Country of Louisiana, named after Longfellow's famous poem. You follow the banks of Bayou Teche for more than forty miles and pass through New Iberia, center of this modern Acadia.

New Iberia The original Acadians migrating from Nova Scotia settled here on the banks of Bayou Teche and their descendants are known today as "Cajuns" (a local corruption of the word "Acadians"). Some of the America's greatest salt mines are located near here. Mr. Edward Avery McIlhenny's famous wild fowl sanctuary is on Avery Island, eight miles south of New Iberia. It is estimated that 100,000 herons are given protection here, the same birds returning year after year. Mr. McIlhenny is also responsible for the fiery tabasco sauce found on nearly every restaurant table. Ten miles north of New Iberia is picturesque St. Martinville, where Longfellow's heroine supposedly lies buried. It is generally believed that the poet learned the romantic story of *Evangeline* from an old "Cajun" living in St. Martinville. The beautiful "Evangeline Oak" grows here.



Stately colonial mansions, framed in heavy oak and sweet magnolia, symbolize the Old South.



Pirates' Alley captures all the precious Old World flavor of Southern France and Spain, is a favorite subject of artists in New Orleans.

Your Sunset Route train speeds on to Lafayette, through fields of sugar cane, with now and then a fleeting glimpse of a plantation home surrounded by cabins for the servants and field workers. Just before Lafayette swings into view you cross the Vermillion River at a point where one of the bitterest battles occurred in the War Between the States.

Lafayette This city is the westernmost of the old French towns and in the past ten years has almost doubled its population. Lafayette is a thriving agricultural community (cotton, rice, sugar cane, figs, sweet potatoes, soy beans and corn). From here a line runs north to Alexandria.

Leaving Lafayette, your train hurries westward past twinkling bayous that mirror your swift passage, through Crowley, centering a region of prominent rice fields . . . past Jennings (the seat of Jefferson Davis Parish and noted for its Easter lilies), and Welsh, farming and trading point on the east fork of the Bayou Lacassine. At the eastern edge of the great pine forests of Louisiana and Texas, your train pauses at Lake Charles.

Lake Charles The seventy-mile channel that joins this city with the Gulf of Mexico handles more rice than any other waterway in the South. Cotton and lumber are also important industries, and so is oil, which is produced twenty miles to the south. Nearby forests and streams make Lake Charles a popular recreational center.

Now your Sunset Route train races over the Sabine River, western boundary of Louisiana, and enters Texas, the largest state in the Union. Then across the Neches River into Beaumont, Texas.

Beaumont Oil, as you will quickly see from your train window, is Beaumont's chief industry. Large "tank farms" are on every side and in the distance to the south you can make out the towering derricks of the fabulous Spindletop Field. Oil was discovered here in 1901 and soon replaced lumber as Beaumont's first industry. South of Beaumont is Port Arthur, center of the oil refining industry in the south.

Your train leaves Beaumont, enters a fertile grassland and forest country, and crosses the winding Trinity and San Jacinto Rivers. About ten miles south of the railroad crossing, the San Jacinto River and Buffalo Bayou join to form the great Houston Ship Canal. On a ridge south of this juncture is the famous battlefield of San Jacinto, where General Sam Houston won Texas her independence from Mexico. Next stop, Houston.

Houston The largest city in Texas, Houston is spread out on the long level plains adjoining Buffalo Bayou. It is a clean, prosperous city of shining skyscrapers and inviting boulevards. Few American cities can boast such astonishing recent growth as this Lone Star State metropolis. Her famous ship canal runs from the eastern edge of the city to the Gulf of Mexico. Once the capital of the Republic of Texas, Houston has long been a railroad center. Many Southern Pacific lines radiate from here: south to Galveston on the Gulf, Corpus Christi, Victoria, Edinburg and to McAllen, Brownsville and other cities in "The Magic Valley of the Rio Grande," one of the most productive agricultural regions in the United States (vegetables in the winter, citrus fruits, dates, grapes, etc. in the summer). Other Southern Pacific lines radiate northward from Houston to the Texas cities of Dallas, Fort Worth and Waco . . . and to the State Capital at Austin.



The French Quarter (or Vieux Carre) in New Orleans was laid out in 1720, is filled with unique buildings (some more than 200 years old) that huddle in friendly proximity around inviting little flower-filled courtyards.



St. Louis Cathedral (built in 1794) faces Jackson Square in the heart of New Orleans' French Quarter. It is flanked by the Cabildo (1795), early Government house, and the Presbytery (begun before 1794), now used as a museum.



Prosperous Houston is connected with the Gulf by a ship canal.

Back on your Sunset Route train, you watch Houston drop below the horizon as you speed westward, climbing gradually out of the lowlands. And soon forest land gives way to open grazing lands. Oaks and junipers are replaced by occasional mesquite and prickly pear. In the sandy soil here the Bluebonnet, state flower of Texas, lays a purple carpet on the gentle hills during the spring and early summer. Next important stop is San Antonio.

San Antonio This attractive city is built along the San Antonio River, which has been landscaped to form a magnificent park through the center of San Antonio. Every American will want to see the Alamo, shrine of Texas liberty. Once a Spanish Mission, the Alamo became a fortress on a memorable day in March, 1836, when 182 brave Texans heroically fought an army of 4,000 Mexicans and chose to die rather than surrender. Today the Alamo is surrounded by the skyscrapers of modern San Antonio. Other tourist attractions are the ancient walls of three missions all constructed originally in 1731 (two miles south of the city), Brackenridge Park with its sunken garden and lily pond, Randolph Field—the "West Point of the Air," and Fort Sam Houston.



Sunset Route trains pass colorful buttes and mesas in West Texas.

Now your Sunset Route train slips out of San Antonio, across the vast rolling plains of West Texas, climbing higher and higher into the golden plateau land of Uvalde, Spofford and Del Rio. Bunch grass, chaparral and the creosote bush spring up along the tracks. Soon you enter spectacular Castle Canyon of the Devil's River. Still climbing, your Sunset Route train crosses the lofty Pecos River Bridge and passes through Langtry, where Judge Bean administered "law west of the Pecos." Then into a tableland of sage, sotol, Spanish bayonet and bear-grass . . . topping the summit at Paisano Pass (5,074 feet). You speed through Alpine and Marfa (near here is the famous McDonald Observatory, with one of the world's largest telescopes). Then along the historic Rio Grande to El Paso, where Southern Pacific's Sunset Route joins Southern Pacific's Golden State Route from Chicago. After seeing El Paso, Juarez (across the border in Mexico) and perhaps making the tour to Carlsbad Caverns National Park, you continue on through Tucson and Phoenix (guest ranches and resorts), past Palm Springs to Los Angeles and San Francisco. This part of your Sunset Route trip is described in detail in the Golden State Route section immediately following.

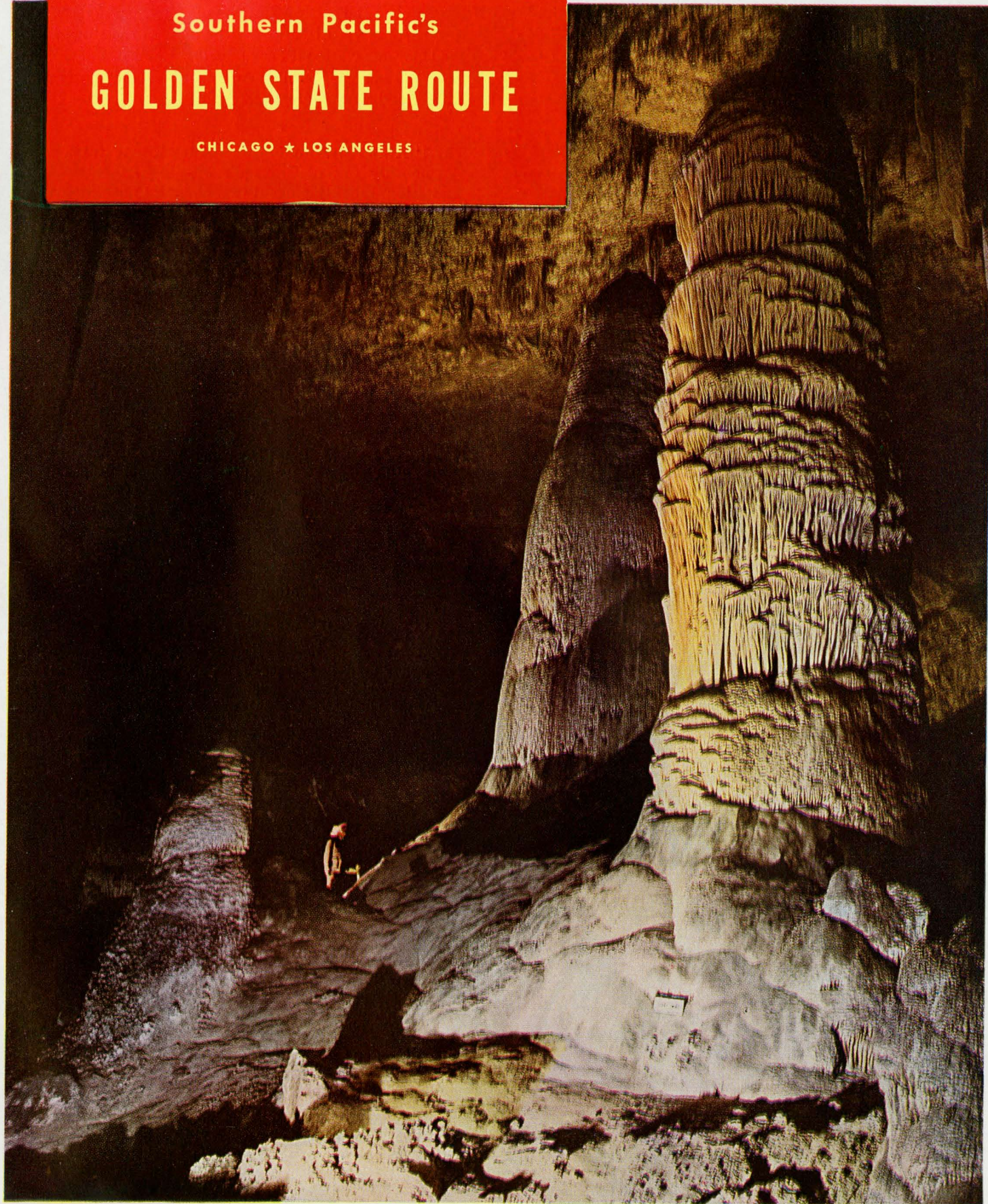


"Remember the Alamo!" This historic mission centers San Antonio.

Southern Pacific's
GOLDEN STATE ROUTE

CHICAGO ★ LOS ANGELES

Giant Dome, world's largest stalagmite, Carlsbad Caverns.



The Golden State Route is the direct, low altitude way from Chicago and other Midwest points to Los Angeles, San Diego and all of Southern California. Crack trains speed over this route via El Paso—on the bank of the storied Rio Grande—starting point for the thrilling one-day tour to Carlsbad Caverns National Park. Beyond El Paso, the Golden State Route runs through Tucson, Phoenix and Yuma—in the heart of the great Southern Arizona resort and guest ranch country . . . to California's lovely Palm Springs winter desert resorts and the sun-drenched Pacific shore.



National Park Service Rangers guide you through Carlsbad Caverns.



Juarez in Old Mexico is just across the Rio Grande from El Paso.

All Aboard! Your Golden State Route train rolls smoothly out of Chicago's bustling La Salle Street Station, quickly picks up speed for its dash across the prairies of northern Illinois. At Davenport, Iowa, your train crosses high above the Mississippi River, then continues rapidly through the rich green fields of Iowa and part of Missouri—to Kansas City, where tall buildings command a sweeping view of the bright carpeted plain and the surging Missouri River. Topeka, capital of Kansas, comes next. Then you're zooming across Southern Kansas and the panhandles of Oklahoma and Texas, over the famous Longhorn Trail of the early cattle drives, into New Mexico. After a brief stop at Tucumcari, New Mexico, your train hurries on through Santa Rosa, Carrizozo and Alamogordo.

White Sands National Monument Near Alamogordo is beautiful White Sands National Monument (established in 1933). It embraces 270 miles of dazzling white gypsum sand (not just light colored, but pure white), wind-blown into rolling dunes more than 100 feet in height.

And now, before you know it, your train is entering the outskirts of El Paso, where your Golden State Route and the Sunset Route from New Orleans converge.

El Paso Here is "The pass"—oldtime gateway to all the wonders and riches of Mexico. For you, it is the gateway to the great Southwest. The spreading city is perched high on the north bank of the Rio Grande, the river that marks the boundary between the United States and Mexico, and which is associated in song and story with daring exploits of the Texas Rangers. Behind the city are the Franklin Mountains, culminating in Mt. Franklin (7,152 feet). During the romantic frontier days El Paso was a colorful western outpost (first settled in 1659). Today, the city retains much of its historic glamour, and in its hotel lobbies you'll see rugged men from the mountains and the desert . . . from the mines and the cattle ranges. Fort Bliss, the largest U. S. Army cavalry post, is an interesting part of an El Paso tour. To your left as the train enters the city you'll plainly see the mountains of Old Mexico. El Paso, favored with a dry, mild climate and visited annually by thousands of tourists, is the starting point for the side trip to Carlsbad Caverns National Park.

Juarez On the Mexican side of the Rio Grande across from El Paso is Juarez, largest Mexican city on the Border. You can walk the short distance to Juarez, or take a taxi or streetcar across the International Bridge. Juarez is a typical Mexican city of some 30,000 people. Most of its houses are built of adobe, their walls bright with colored plaster. Rickety shops stand in rows along its principal streets, and smiling attendants invite you to buy their goods . . . sarapes and pottery and baskets, bubble glass and *sombreros* and earrings. You'll want to visit the market place and the cathedrals . . . perhaps take in a bull fight.

To Mexico City El Paso is the beginning of a National Railways of Mexico line to Mexico City. Westbound passengers planning to make the side trip to Mexico go over this line from El Paso through Chihuahua, Torreon and Zacatecas, and return over Southern Pacific's tropical West Coast of Mexico Route through Guadalajara, the Barrancas of Nayarit, Mazatlan, Guaymas (Hotel Playa de Cortes) and Nogales to Tucson, Arizona, where they continue their trip to California.

Your Trip to Carlsbad Caverns

Convenient way to see Carlsbad Caverns National Park is from El Paso, main line junction of Southern Pacific's Golden State Route from Chicago, Sunset Route from New Orleans. Streamlined motor coaches leave El Paso in the morning, return from the Caverns the same evening.

The true story of how cowboy Jim White first happened upon Carlsbad Caverns in 1901 and then explored them, dims the bravest fictional exploits of Tom Sawyer and Becky in their own great cave. Though Jim found no robbers' loot, he did discover the largest and most beautiful caverns in the world. Proclaimed a National Monument on October 25, 1923, Carlsbad Caverns became a National Park on May 14, 1930.

Big, easy-riding motor coaches—streamlined and air-cooled—make the trip between El Paso and the Caverns. The road is paved all the way, and follows for many miles the route of the famous Butterfield Trail, through the Hueco and Guadalupe Mountains, past the Salt Flats, near El Capitan and Signal Peak—highest points in Texas.

Tourists making the side trip from El Paso enter the Caverns in a small party of from 30 to 75 people, conducted by Ranger guides. You walk down into the Caverns, see all the rooms open to visitors, return to the surface by elevator. (You may also make the descent by elevator.) Through this fairyland the National Park Service has built wide, easy trails, well-lighted and perfectly safe. There are seven miles of pathway and caves open to the public. Twenty-five additional miles have been explored. At no time do you have the impression of being underground. The temperature is always 56 degrees; the air is cool and clean.

Words or pictures fail to do justice to this fairyland Jim White discovered 750 feet below the surface. A single room is 4,000 feet long, 625 feet wide, 350 feet high. Monumental stalagmites grow out of the floor. Great stalactites hang from the ceiling. One massive stalagmite, the Giant Dome, towers 62 feet high. The patient drip-drip-drip of limestone-laden water took 60 million years to build it. On every hand are weird formations resembling totem-poles, statues and flowing draperies . . . all cunningly illuminated with hidden lights, and glowing with delicate, translucent shades of pale blue and green and golden-brown.



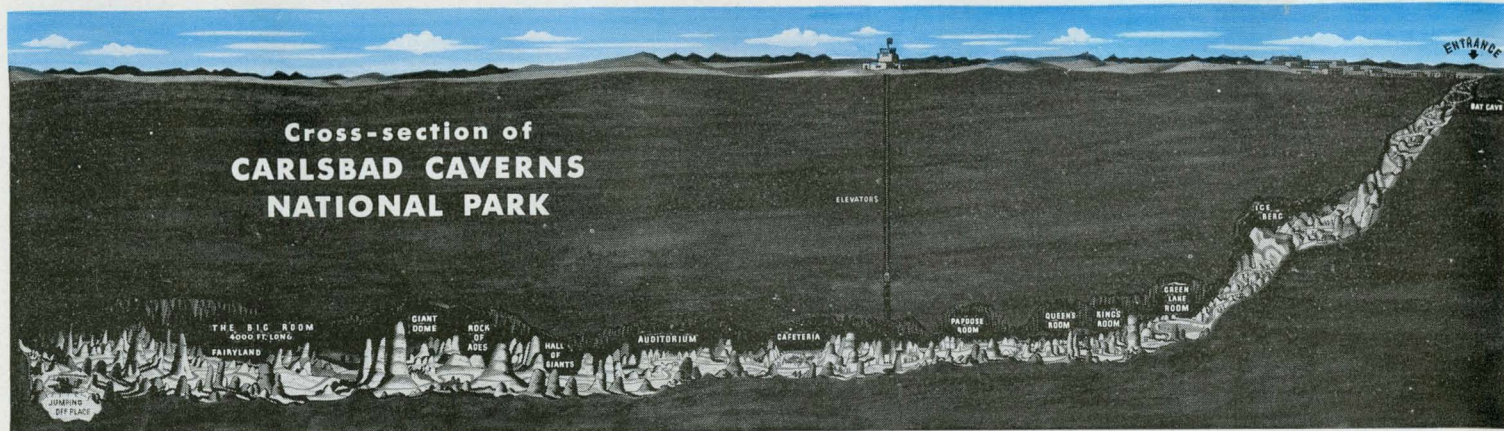
Streamlined motor coaches speed you from El Paso to the Caverns.



On the way to the Caverns you pass Signal Peak, highest in Texas.



From this entrance a wide, easy trail leads down into the Caverns.



And now, having seen El Paso, Juarez and Carlsbad Caverns National Park, you are ready to continue your Golden State Route trip to California . . . streaking across the southwest corner of New Mexico—past bold, billowing hills and patches of purple sage.

Southern Pacific operates two lines from El Paso west to Phoenix and Tucson, Arizona. The "South Line" touches at Douglas and Bisbee Junction; the "North Line" goes through Lordsburg and Bowie. Some trains take one line and some the other. If you leave El Paso on the North Line, your train bears through Deming to Lordsburg, center of a rich mining district that produces sixty per cent of New Mexico's gold output. Then this line skirts rocky lava hills, crosses the wide level basin of the Playa de Los Pinos, and dips through a pass in the Peloncillo Mountains to Arizona and Bowie in the San Simon Valley. And then around the northern end of the Dos Cabezas Mountains, across the fertile Sulphur Springs Valley and past several other mountain ranges to connect with the South Line near Tucson.

If your Golden State Route train leaves El Paso on the South Line, it passes through Columbus (scene of Villa's

raid), skims through rocky desert land spotted with sage, cactus and graceful yucca that blooms brightly during May, June and July. Crossing into Arizona your train pauses briefly at Douglas, convenient starting point for the side trip to that amazing natural curiosity, Chiricahua National Monument—"The Wonderland of Rocks." Then this South Line runs through Bisbee Junction (eight miles from Bisbee, famous copper mining center) and close to the pioneer town of Tombstone, joining the North Line near Tucson.

Tucson Oldest and second largest Arizona city, Tucson has grown from a sprawling frontier town into a modern and thriving metropolis. Jutting to the north is the prominent Santa Catalina Range, while to the south can be seen the Santa Rita and Serrita Ranges. Tucson boasts fine winter resort hotels and centers a large guest ranch area. No visitor to Tucson will want to miss seeing the movie set where the picture, *Arizona*, was filmed. It is being maintained as a permanent exhibit fourteen miles from the city and is an exact replica of Tucson in 1860—the only walled city in the United States. Nine miles south of Tucson is the ancient Mission San Xavier del Bac, founded in 1699.

Guest Ranches and Resorts Southern Arizona's increasingly popular guest (or "dude") ranches may easily be reached from Tucson, as well as from other Southern Pacific main line points such as Douglas, Bisbee, Chandler, Nogales and Phoenix. Because of Southern Arizona's warm, dry winter climate, the principal guest ranch season is from October to May. Accommodations are clean and comfortable; the meals are abundant and wholesome. All the ranches are well-stocked with riding horses and have genial cowboys to teach you the ropes. Southern Arizona is also noted for its luxurious winter resort hotels, usually located well outside the cities and surrounded by desert and mountains.

West Coast of Mexico Tucson is the departure point for travellers to Mexico City over Southern Pacific's West Coast of Mexico Route via Nogales, the weird cactus forests of Sonora, picturesque Guaymas and tropical Mazatlan, and over the fantastic Barrancas of Nayarit to Guadalajara and Mexico City.

Hotel Playa de Cortes Widely known as "The Desert Resort by the Sea", situated on Bacochibampo Bay (an arm of the Gulf of California), near the picturesque Mexican seaport of Guaymas, just a short trip by train across the Border from Tucson. Here you can swim in the beautiful outdoor pool in a patio brilliant with tropical flowers. Ride along the seashore and across the desert. Enjoy the world's finest deep-sea fishing. Winter season game fish is the giant *Totunava*, found only in these waters. Marlin and Sailfish are plentiful from April



A scene on the "Apache Trail"—a side trip from Phoenix.

through July. Hotel Playa de Cortes offers all the conveniences of a modern American hotel—in the friendly atmosphere of Old Mexico.

From Tucson your Golden State Route train rolls north and west through the Santa Cruz River Valley. You will long remember the odd-shaped mountains and the giant cacti that sprout up alongside the track. For awhile the abrupt Tucson Mountains spin past on your left, then dissolve into foothills that eventually flatten out into green, irrigated farmland and then desert. Just beyond Picacho Peak, the Golden State Route divides again, one line swinging north through Phoenix and the great Salt River Valley, the other continuing on to Wellton (where both lines meet).

On the way to Phoenix, you pass through Coolidge. Near here is Casa Grande ("Big House") National Monument, best preserved of the prehistoric, valley-type pueblo dwellings in the United States. They are thought to be some seven or eight hundred years old. Next your train crosses the Gila River and speeds on through a country of many Indian settlements, through the fertile Salt River Valley (dates, lettuce, cotton, citrus fruits, etc.), and the winter resort town of Chandler, through Mesa and Tempe to Phoenix.

Phoenix This is the capital of Arizona. It occupies an area of some ten square miles on the broad plain north of the Salt River. Although reclaimed from a virtual desert, the city has developed surprising landscape beauty. Phoenix boasts the only city archeological museum in the United States, filled with an amazing collection of prehistoric relics. During the winter and spring, Phoenix enjoys maximum sunshine and this, combined with a dry, clear atmosphere, is responsible for the city's popularity as a winter tourist resort. Near Phoenix are many well-known ranches and resorts.

Apache Trail Tour Phoenix is the starting point for the scenic side trip over Arizona's famous Apache Trail. You can make the trip in one day, traveling by motor coach or sedan through miles of inspiring canyons and tablelands that are rich in Apache Indian lore and legend. Here are the Tonto Cliff Dwellings.

Between Phoenix and Yuma your Golden State Route train heads down the Salt River Valley, climbs to a pass in the Gila Bend Mountains, and then races on to Yuma.

Yuma Situated on the east bank of the Colorado River just below the mouth of the Gila River and across from California, Yuma is famous for its unvarying sunshine. Across the river on the California side is the Yuma Indian Reservation of more than 8,000 acres. Invariably trains entering Yuma are met at the station by at least a dozen blanketed, camera-shy squaws offering beads, bracelets and other trinkets for sale. (A Golden State Route line to San Diego, California, branches off at Yuma, running in places through Old Mexico. El Centro, the spectacular Carriso Gorge and Tia Juana are on this line.)

Leaving Yuma, your train rolls across the Colorado River and you're in California, second largest state in the Union. Low sand dunes (where many Hollywood desert movies and Foreign Legion pictures are filmed) come into view and then you enter the Imperial Valley—once a desert wasteland and now a vast man-made garden producing enormous quantities of cantaloupes and lettuce, as well as cotton, grains and citrus fruits. The Valley descends from practically sea level to 250 feet below sea level at Salton Sea, along whose eastern



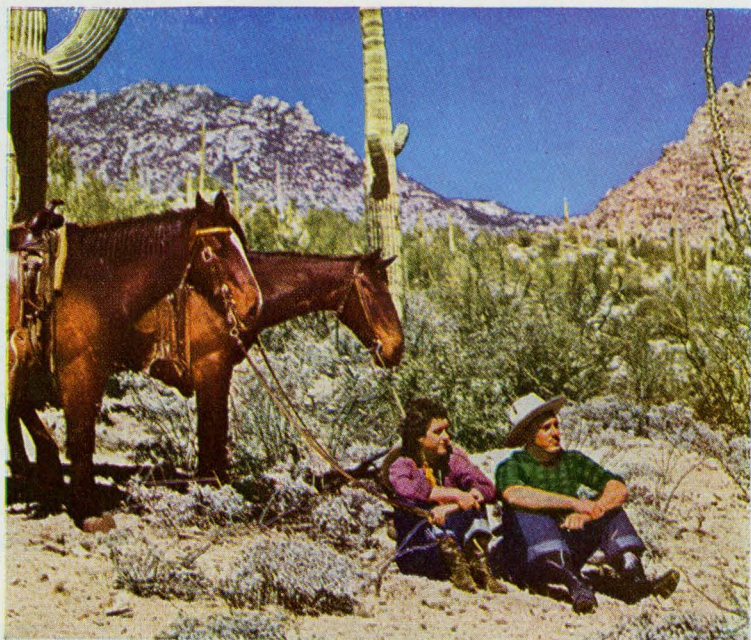
Giant cacti are a characteristic Southern Arizona desert growth.



Genial cowboys teach Southern Arizona ranch guests all the ropes.



Hotel Playa de Cortes, Guaymas, Mexico, a short train trip from Tucson.



Discreet cowponies chaperone Southern Arizona ranch guests.



California's Palm Springs—where the desert and mountains meet.

shore your train passes. You speed through Mecca and the date palm orchards at Indio to Palm Springs Station.

Palm Springs An especially happy introduction to California awaits you at Palm Springs—a lovely oasis where the desert and mountains meet. The average winter temperature at noon is 81 degrees; at night the average winter temperature is 45 degrees. Here, under a warm winter sun, you can swim, ride, bicycle or loaf. Accommodations at Palm Springs are unsurpassed. Some are quite modest, others very luxurious. Notable resort hotels are the Desert Inn, The Oasis and Del Tahquitz. The Deep Well and Smoke Tree ranches are just beyond the village of Palm Springs. Other ranches and resort hotels are located nearby. Southern Pacific provides the only main line train service to Palm Springs.

West beyond Palm Springs Station your Golden State Route train runs through San Geronio Pass to Banning and on to Redlands, where you get your first glimpse of Southern California's famed orange groves. Then your train is rushing down the deep green San Bernardino Valley into Colton . . . through the summery cities of Ontario and Pomona, San Gabriel and Alhambra—to Los Angeles.

Los Angeles From a tiny Spanish pueblo, Los Angeles has grown to be one of the nation's largest cities. Its homes, parks and boulevards, its smart shops, cosmopolitan hotels and moving picture industry in Hollywood are world-famed. Here you'll see, perhaps even meet stars of screen, radio and stage. During the summer, beautiful Hollywood Bowl echoes nightly to music of the masters played by a great orchestra. Nearby are the smiling cities of Riverside, Long Beach, Pasadena, Beverly Hills, Santa Monica and a score more. Also miles of inviting Pacific Ocean beaches.

San Diego Some 126 miles south of Los Angeles is San Diego, lovely seaside city and an important Army, Navy and Marine base. Cabrillo, Spanish explorer and first white man to set foot on California soil, entered San Diego Bay in 1542. Mission San Diego, first of a chain of twenty-one missions extending north along the California coast to Sonoma, was founded by Junipero Serra in 1769. Near San Diego are many fine beaches and resorts (La Jolla and Coronado, for example) where you can swim in the blue Pacific.



San Diego, Coronado and La Jolla have many delightful beaches.



You'll see mile on mile of Southern California orange groves.



Tree-bordered Westlake Park is in the heart of Los Angeles.



Santa Catalina Island, only two hours from Los Angeles Harbor.



The "Daylights" speed beside the Pacific Ocean for 113 thrilling miles.

Los Angeles to San Francisco

There are two Southern Pacific lines between Los Angeles and San Francisco: the San Joaquin Valley Line, with side trips (if you wish) to Sequoia, Kings Canyon and Yosemite National Parks; and the Coast Line, closely following *El Camino Real* ("The King's Highway") over which the early padres traveled to establish their chain of missions. (Southern Pacific is the only railroad operating along the Pacific Ocean shore between Los Angeles and San Francisco.)

The Coast Line

You may wish to see the Coast Line from Los Angeles to San Francisco on one of Southern Pacific's million-dollar streamlined *Daylights*—"the most beautiful trains in the world." These trains show you the beaches, seaside resorts and story-book cities of the Mission Trail—by daylight. Or you may travel between Los Angeles and San Francisco overnight on the famous *Lark*, or the *Coaster*, economy train. Leaving the beautiful Los Angeles Union Terminal, you pass through Glendale, Burbank and Oxnard to Ventura, where the Coast Line meets the Pacific Ocean and skims along its shore for 113 breath-taking miles! You pass Carpinteria, and then comes Santa Barbara.

Santa Barbara Served exclusively by Southern Pacific Coast Line trains, Santa Barbara is a picturesque seaside resort city of Spanish architecture. Mission Santa Barbara (on the right side of the tracks as you enter the city) was founded in 1786 by Junipero Serra and is probably the best-preserved of all 21 California missions. It is renowned for its beautiful gardens and scenic setting beside the blue Pacific, with towering mountains in the background. Santa Barbara is famous for her colorful fiestas and festivals that celebrate the memory of bygone Spanish California days.

Leaving Santa Barbara, your Coast Line train races on beside the sea . . . rounding Point Concepcion and speeding through Surf to Pismo, where it leaves the ocean and begins its climb over the rugged Santa Lucia Mountains. In the spring the hillsides are bright with multi-colored wild flowers. Half way point of your trip is San Luis Obispo, old Spanish mission (1772) town. Crossing the summit, your train descends again through a rich grazing country dotted with ancient oaks. Busy agricultural communities flash past your car windows. Paso Robles, site of the famous hot springs. Mission San Miguel (plainly visible on the west side of the tracks), built of

adobe in 1797. Next, San Miguel, King City, Soledad and Salinas.

Salinas This is California's "Rodeo City" and capital of the rich Salinas Valley. Nearby land produces enormous quantities of lettuce, sugar beets, etc. Just north of the city, you pass the great arena where the annual rodeo is held, one of the largest and most exciting shows of its kind in the country.

After Salinas comes Castroville, where a branch line extends west to the beautiful Monterey Peninsula.

Monterey Peninsula The Peninsula juts out into the Pacific Ocean, with the graceful curve of Monterey Bay on the north and Carmel Bay on the south. This is the "Circle of Enchantment",—a fabulous playground with beaches of snow-white sand, championship golf courses (including famed Pebble Beach), miles of bridle paths through fragrant pine and cypress forests, tennis courts . . . swimming, sailing, shooting, polo. Nearby are Spanish Monterey, capital of California under three flags; Asilomar, Pacific Grove, Carmel-by-the-Sea and historic Carmel Mission, where Junipero Serra is buried.

Next, you speed through Watsonville Junction, in the rich Pajaro Valley, famed for its apples and lettuce. Here a Southern Pacific branch line cuts west to the lovely resort city of Santa Cruz with its famous groves of Giant Redwoods (*Sequoia sempervirens*).

Santa Cruz This is a delightful vacation city with a famous beach complete with casino, boardwalk, amusement zone and fishing pier. Deep-sea fishing is a popular off-shore sport.

Continuing north, the Coast Line runs through Gilroy, famed for its orchards, to San Jose, hub of the fertile Santa Clara Valley, at the south end of the San Francisco Peninsula. Edging San Francisco Bay, you speed through miles of neat prune and apricot orchards, past a dozen lovely suburban towns: Santa Clara (Santa Clara University), Palo Alto (seat of Stanford University), Redwood City, San Mateo, Burlingame . . . and before you know it, you're gliding to a stop in San Francisco!



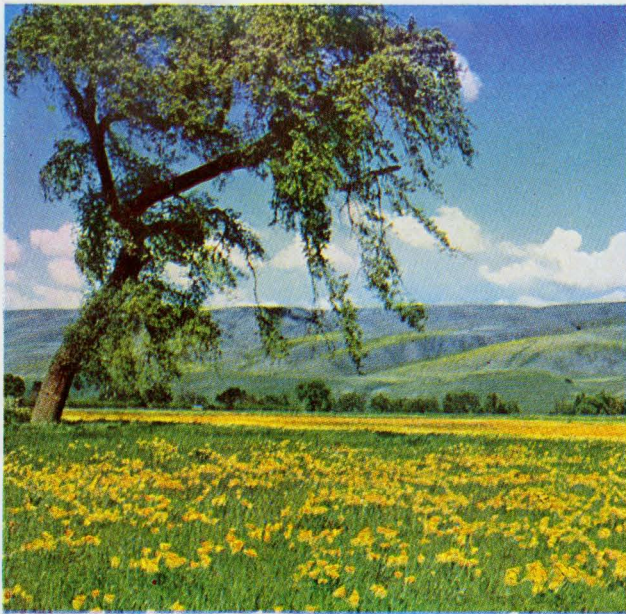
Mission Santa Barbara (1786) is renowned for beautiful gardens.



This world's largest bridge (8¼ miles) spans San Francisco Bay.



Golf is but one of many sports on the famed Monterey Peninsula.



California in the Spring is bright with colorful wild flowers.

The San Joaquin Valley Line to San Francisco

From Los Angeles, the streamlined *San Joaquin Daylight*, and the *Owl* by night, swing inland on the San Joaquin Valley Line, across the Mojave Desert and over the rugged Tehachapi Mountains to Bakersfield, famous for its oil fields. Continuing north, you pass through Tulare and Fresno, the valley's largest city and center of the raisin industry. Fresno is a convenient starting point for the side trip to Sequoia and Kings Canyon National Parks.

California Big Trees In Kings Canyon and Sequoia National Parks are some of the finest specimens of the celebrated "Big Tree," or *Sequoia gigantea* (once widely distributed but now found exclusively in California). One noble giant, the General Grant Tree in the Giant Grove, has the greatest base diameter (40.3 feet) and the largest diameter at 200 feet from the ground (slightly less than 12 feet) of any known sequoia. This tree, one of the most famous in the United States, is 267 feet high.

North from Fresno, the San Joaquin Valley Line goes through Merced, gateway to Yosemite National Park.

Yosemite National Park This scenic wonder and year-around vacationland is an easy side trip from Merced by motor coach. The entire Park embraces 1,176 square miles of mountains, streams and blue Sierra lakes. Yosemite Valley proper is about seven miles long, averages $1\frac{1}{2}$ miles in width. It is flanked by mile-high granite walls. Many waterfalls tumble roaring to its green-meadowed floor. Memorable and thrilling is the view from Glacier Point (3,254 feet high), and the trip to Mariposa Big Tree Grove. In winter, Yosemite is one of the West's greatest snow sports centers.

Leaving Merced, your train speeds through more agricultural towns, through Turlock, Modesto and Tracy to Pittsburg, where the San Joaquin and Sacramento rivers join to flow into San Francisco Bay. Next come Richmond, Berkeley, Oakland—and finally the gay ferryboat trip to San Francisco.



Bridalveil Fall, one of 5 great waterfalls in Yosemite National Park.

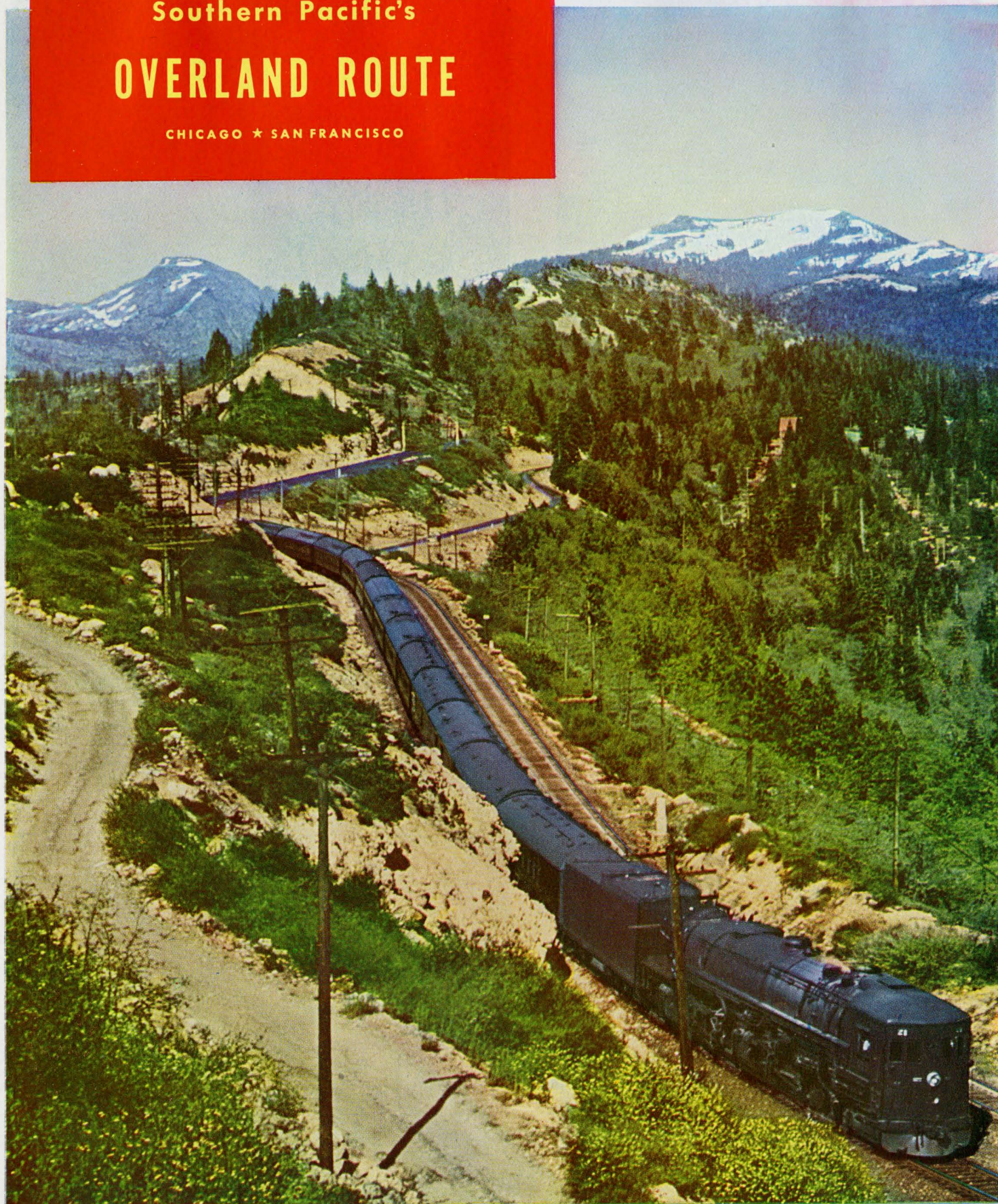


There are groves of "Big Trees" in Yosemite, Sequoia and Kings Canyon National Parks.

Southern Pacific's
OVERLAND ROUTE

CHICAGO ★ SAN FRANCISCO

Cab-in-front locomotives pull you over the High Sierra.



The Overland Route is the shortest, fastest, most direct rail line from Chicago to San Francisco. It follows the historic Overland Trail of the '49ers, traces the route of the Pony Express and the tracks of the first transcontinental railroad—via Omaha, Ogden, Reno and Sacramento. Overland Route trains race across fertile fields of the Midwest, up through the bold beauty of the Rockies, across Great Salt Lake, high along the crest of the noble Sierra and down through California's storied Gold Country to San Francisco Bay.

Your Overland Route trip to California begins in the great Chicago & Northwestern Station. To the stirring accompaniment of clanging bells and the thrilling cry of "All aboard!", your train pulls out and soon Chicago is left behind. Neat farms of northern Illinois pour past the car windows. Then the corn belt of central Iowa. Then Nebraska. Omaha, on the west bank of the Missouri River, is just ahead.

Omaha Lewis and Clark, famed American explorers, camped on the site of this city in 1804. In 1825 an Indian trading post was established, but it was not until after 1854 that white settlers arrived and raised the first buildings. When gold was discovered in Colorado in 1858, Omaha became the outfitting and starting place for the gold seekers. Today, it is a prosperous city with 30 public parks joined by a boulevard system 50 miles long.

From the undulating terrain around Omaha, your train enters the broad level valley of the Platte, rich in historical associations with the Old Oregon Trail, the Mormon exodus of 1847 and the Argonauts of 1849. Across Nebraska you glide, and into Wyoming. Most of this state lies in the Great Plains region of flat or gently rolling uplands, spotted by occasional eroded buttes and mesas. Some of the Wyoming towns and cities you'll pass are Cheyenne and Sherman, Laramie and Rawlins.

Cheyenne Cheyenne was founded in 1867, on the extension of the railroad to that point. From a rough and ready frontier town, where life was once so violent it was necessary to invoke "Judge Lynch" to restore order, Cheyenne has blossomed into a handsome, modern city. It is the capital of Wyoming. Many picturesque features of Cheyenne's early history are reenacted during its great "Frontier Days Annual Rodeo" in July. It's a real Western rodeo, complete with horse racing, bronco bustin', steer bull-dogging, roping. Also colorful Indian dances and tribal ceremonies.

Laramie Situated on the Laramie River and settled in 1868, Laramie used to be a station on the old Pony Express route. Today, it is one of the principal gateways to the vast and popular Wyoming guest ranch country, where large herds of cattle now roam the former range of the buffalo.

South of the tracks at Creston, Wyo., is a sign which reads: "Divide of the Continent." This is the backbone of the Rocky Mountains, the Continental Divide that separates the streams flowing to the Atlantic from those flowing to the Pacific.

Suddenly your train is rounding the bluffs and pinnacles of Wyoming's Green River, where erosion has worked curious designs resembling turrets and towers and castles . . . in browns and yellows and light greens. Six



Mormon Temple in Salt Lake City. Its towers are 220 feet high.



A "sail-by-rail" across Great Salt Lake on the Lucin Causeway.



You follow the Humboldt River through Palisade Canyon in Nevada.



Overland Route trains go right through the heart of Reno, biggest Nevada city. (Note main line tracks at bottom of the picture.)

For 68 miles your train follows the Truckee River, lovely mountain stream flowing from Lake Tahoe through Truckee and Reno.



Incredibly blue Lake Tahoe lies cradled in lofty Sierra peaks. It is 23 miles long, 13 miles wide and 6,225 feet above sea level.

miles west of Evanston, the tracks cross from Wyoming into Utah and you'll be on the lookout for weird Devil's Slide, where two almost vertical, parallel reefs of limestone stand out some 40 feet from the general slope of the canyon wall. Then, shortly, you're in Ogden, a bright, modern city sheltered by towering mountains.

Ogden Settled by the Mormons in 1847, the city was laid out in 1850 under the direction of Brigham Young. It is located at the junction of the Ogden and Weber rivers, almost at the foot of the Wasatch Mountains. Northward overnight is Yellowstone National Park, while only an hour's train trip to the south is Utah's capital, Salt Lake City.

Salt Lake City Plan to take advantage of the free stopover side trip to Salt Lake City and visit this cool, clean city of Mormon origin. Stroll its tree-bordered streets, see its majestic, many-spired Mormon Temple. Listen to great organ music in its famous Tabernacle built entirely without metal nails. Salt Lake City has been headquarters of the Mormon Church since 1847, when Brigham Young chose it as the site for his colony.

Speeding on from Ogden you come suddenly to Great Salt Lake, a vast inland sea covering an area of 2,000 square miles. Here your train heads boldly out to sea on the spectacular Lucin Causeway—32 miles from shore to shore! Few travel experiences are as impressive as this "sail by rail" across Great Salt Lake.

Shortly you're in Nevada . . . speeding through Wells and Elko, racing beside the Humboldt River where it cuts swift and sure through Palisade Canyon between precipitous walls of lava rock . . . through Winnemucca and Lovelock. Next stop, Reno.

Reno Southern Pacific's Overland Route trains go through the heart of this self-styled "Biggest Little City in the World". Increasingly popular as a tourist attraction because of its unique character and reputation, Reno is also a favored vacation spot. Nearby are many guest ranches and such attractions as Pyramid Lake and fabled Virginia City, old Comstock Lode mining town.

Beyond Reno, your train invades the foothills of the Sierra Nevada, and at Verdi enters the picturesque canyon of the Truckee River, ascending 2,114 feet to the summit in 39 miles. At Truckee, buses connect for the 15-mile run to beautiful Lake Tahoe.

Lake Tahoe Mile-high Lake Tahoe repes in the ample lap of snow-capped, forest-clad mountains. Its royal blue waters, surrounded by pine forests and sandy beaches, mirror High Sierra peaks rising 10,000 feet. Lake Tahoe is a popular summer vacation spot, with many fine hotel-resorts and hundreds of private cottages.

Climbing the eastern wall of California's High Sierra, your train speeds along the crest of these monumental mountains whose green-mansioned shoulders rear hugely toward the heavens. You'll pass high above lovely Donner Lake, and climb to Norden, highest railroad point in the Sierra. Only one and one-half miles from Norden is the Sugar Bowl, which ski experts consider the finest skiing area in the West.

Then down the western slope of the Sierra you glide, along the upper edge of the mighty American River Canyon . . . past tiny stations whose names recall the Covered Wagon days—Gold Run, Dutch Flat, Emigrant Gap. Soon you're out of the mountains and in

the tawny foothills with their pear and apple orchards. Then you're racing along the fertile Sacramento Valley.

Sacramento In 1839, Captain John Sutter, a Swiss-American soldier of fortune, established himself on a land grant from the Mexican government and founded the first permanent settlement in the Sacramento Valley: Sutter's Fort. Today this fort, where Overland Trail emigrants in the '40s found sanctuary, stands in the center of Sacramento, California's lovely capital city. Sacramento is located on the east bank of the Sacramento River, one of the nation's most important inland waterways. Impressive State Buildings stand in a park of 40 acres, with specimens of exotic trees from all the world.

Again neat, green farms, great ranches and shining irrigation canals pour past the train window. Then your train crosses Carquinez Strait on the Martinez-Benicia Bridge and edges San Francisco Bay through Richmond and other busy industrial towns. Briefly you pause at Berkeley, home of the University of California, and Oakland, California's third largest city.

Oakland Oakland, Alameda and Berkeley, while separate cities, appear to be one, so closely do they adjoin. All are beautiful residential communities and Oakland, in addition, is an important manufacturing center and seaport. In the center of Oakland is Lake Merritt, a sanctuary for thousands of wild ducks.

San Francisco Your journey's end, after more than 2,000 miles of scenic wonders, is San Francisco. A ferryboat ride from Oakland Pier, across San Francisco Bay and under the world's largest bridge, is your first introduction to San Francisco. And, truly, it is the best of all possible ways to approach this romantic city by the Golden Gate. You'll spend many happy hours exploring San Francisco's Chinatown and Fishermen's Wharf, dining in cosmopolitan hotels and restaurants, riding cable cars over the hills.

When you are ready to return home to the East, remember you have a choice of three other Southern Pacific Routes to take you back through a different part of the United States: Sunset, Golden State or Shasta.

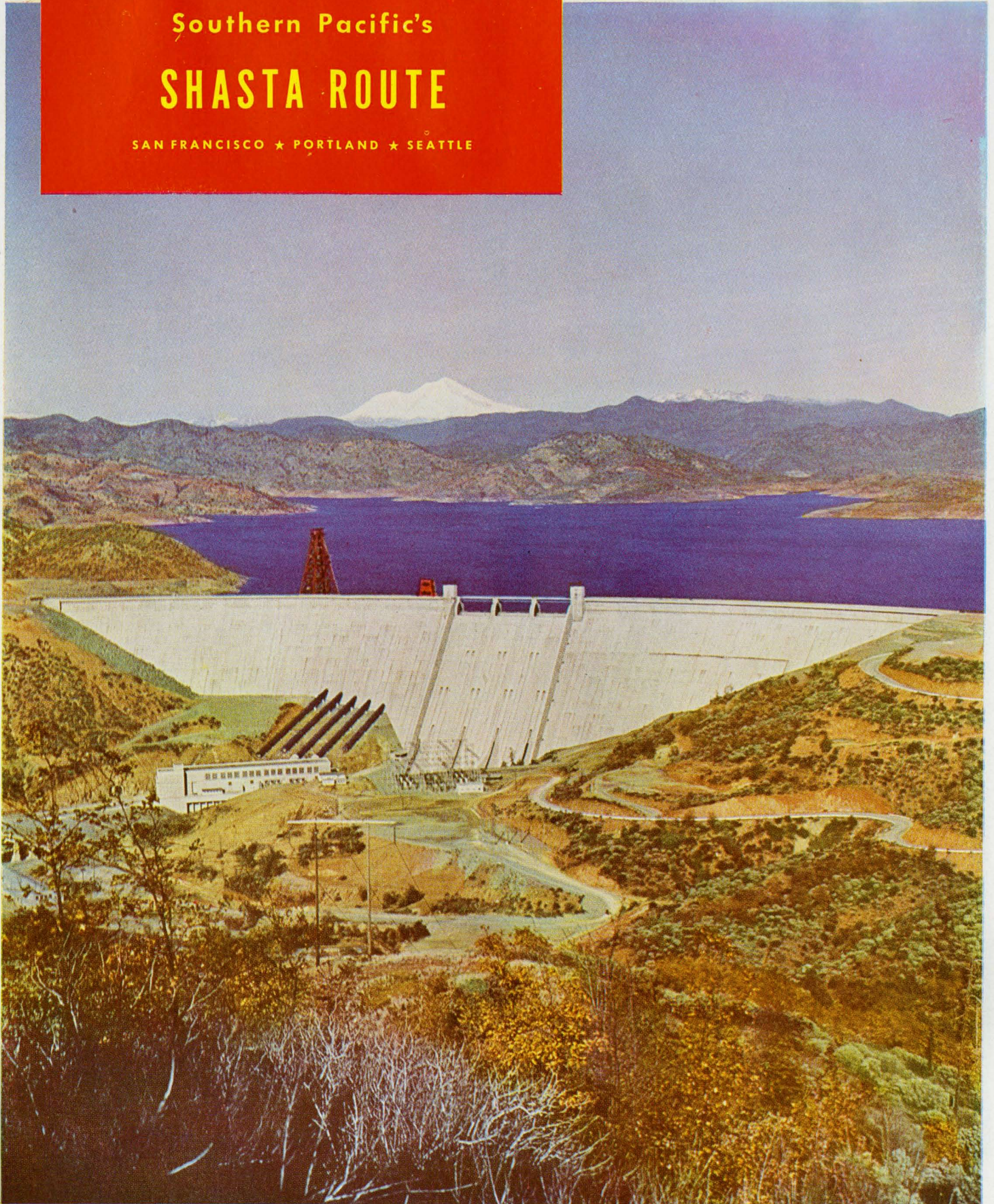


Donner Lake in the High Sierra. Southern Pacific tracks in the foreground.

Mighty Shasta Dam, Redding, California

Southern Pacific's
SHASTA ROUTE

SAN FRANCISCO ★ PORTLAND ★ SEATTLE



The Shasta Route links San Francisco with Portland, Tacoma, Seattle and all the Evergreen Playground of the Pacific Northwest. From San Francisco, Shasta Route trains streak up the broad Sacramento Valley into rugged Northern California . . . past Shasta Dam and around the base of Mt. Shasta . . . then up into the highest reaches of the Cascade Mountains and down through the peaceful Willamette Valley to Portland. The Shasta Route connects with northern transcontinental lines at Portland, Tacoma, Seattle and Vancouver, B.C.

Your Shasta Route trip begins with a short ferryboat ride from San Francisco's famous old Ferry Building, across the Bay . . . past man-made Treasure Island and under the world's largest bridge . . . to Oakland. Here you board your Shasta Route train for the dash along the eastern shoreline of San Francisco's vast blue Bay . . . past Oakland, Berkeley and Richmond . . . to Martinez, where you cross Carquinez Strait on Southern Pacific's lofty Martinez-Benicia Bridge. Then up through the fertile Sacramento Valley your train speeds . . . past model townships separated by miles of neat green fields and irrigated orchardland . . . through Red Bluff and Redding, center of the Shasta-Cascade Wonderland area. From Redding on a clear day you can see Lassen Peak (America's only active volcano) in Lassen Volcanic National Park. Twelve miles north of Redding, your train passes mighty Shasta Dam.

Shasta Dam Main unit of the \$170,000,000 Central Valley power and irrigation project, Shasta Dam is the second highest and longest dam in the world. Its overflow drops 480 feet, three times the fall of Niagara. Its vast masonry bulks half again as large as Egypt's Great Pyramid. Shasta Lake, extending 35 miles behind the Dam, is fast becoming a popular recreational area. A thrilling five and one-half hour tour to Shasta Dam, including a three-hour ride on Shasta Lake by modern steel cruiser, can easily be made from Redding.

North of Shasta Dam your train speeds through Duns-muir (Castle Crags, an impressive rock formation, is visible from the train) to Black Butte, near Mt. Shasta. At Black Butte, the Shasta Route divides. The Siskiyou Line cuts northwest over the forested Siskiyou Mountains into Oregon . . . through Ashland, Medford (in the beautiful Rogue River Valley), Grants Pass and Roseburg . . . to join the main line at Eugene. Through Shasta Route trains use the newer Cascade Line that cuts northeast up past the virgin forests and sparkling lakes of the Cascade Range, through Klamath Falls (eastern gateway to Crater Lake National Park) to Eugene.

Crater Lake National Park In Southern Oregon, sixty miles north of California, and embraced between the two lines of Southern Pacific's Shasta Route is the broken remnant of Mt. Mazama. Reposing in its truncated cone is incredible Crater Lake, blue as indigo, six miles wide and 2,000 feet deep. Abrupt cliffs, vividly colored and of fantastic formation, rise a thousand feet and more from water to the rim. Discovered in 1853 by a party of prospectors, the lake and its surrounding forests, pinnaled rocks and boulder-strewn canyons were proclaimed a National Park in 1902. Served exclusively by Southern Pacific, Crater Lake National Park is reached by easy motor coach trip.

Continuing north from Eugene, where the Cascade and Siskiyou lines meet, your Shasta Route train speeds



The Redwood Empire is ruled by ancient forest giants.



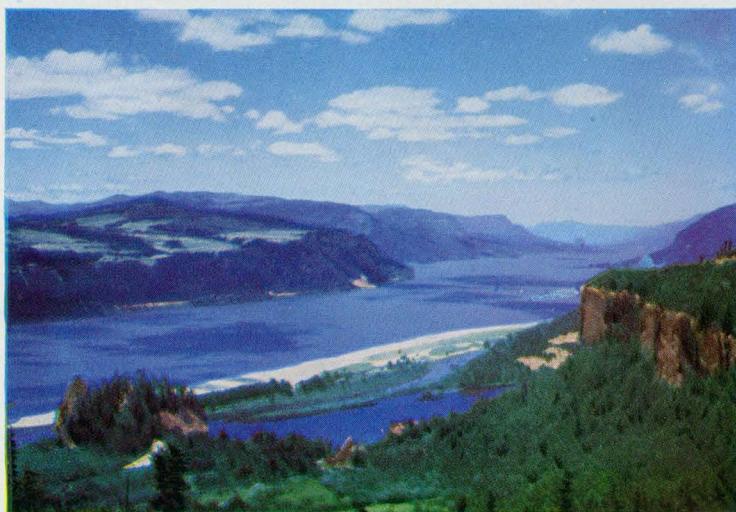
Crater Lake is blue as indigo, six miles wide, 2,000 feet deep.



The Cascade Line skirts peaks and lakes of the Cascade Range.



Famed Timberline Lodge, on the slopes of Mt. Hood near Portland.



Columbia River Gorge near Portland presents breath-taking vistas.

through the center of Oregon's Willamette Valley, following the lovely Willamette River and passing through many thriving cities (including Salem, capital of Oregon, Albany and Oregon City). Next stop—Portland, northern terminal of Southern Pacific's rails.

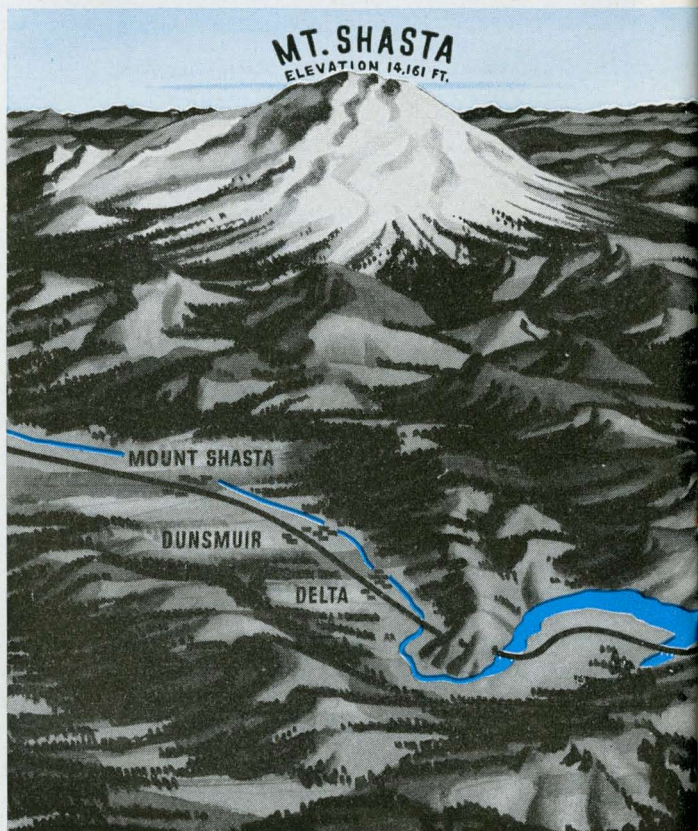
Portland Far-flung on both sides of the peaceful Willamette River, Portland spreads over an area of 67 square miles. Low tree-covered hills shield the city's western edge, while to the east is the Cascade Range—with snow-capped Mt. Hood (11,225 feet), symmetrical Mt. St. Helens and Mt. Adams standing guard over the city. (On the western slopes of Mt. Hood, in the Mt. Hood National Forest, is famed Timberline Lodge, a million-dollar winter and summer resort.) Portland is a busy seaport and also a city of beautiful homes and gardens. Every June Portland stages its famous Rose Festival.

Redwood Empire Tour An alternate route available to Southern Pacific passengers between San Francisco and Portland is the scenic Redwood Empire Tour by rail and motor coach through forests of giant redwoods—the oldest living things in the world, some of them towering 300 feet toward the sky. This tour takes but little added time and money and is well worth while.

From Portland, you return home on any one of several northern U. S. lines, or continue up through the ever-green Pacific Northwest to Tacoma (gateway to Rainier National Park) and join your homeward bound trans-continental train at Seattle or Vancouver, B.C.

Tacoma This third largest city in Washington is a thriving industrial and shipping center overlooking a splendid harbor on Puget Sound. Behind Tacoma looms the massive bulk of "The Mountain."

Rainier National Park World-famed Rainier National Park is easily and quickly reached by motor coach from Tacoma (76 miles) and

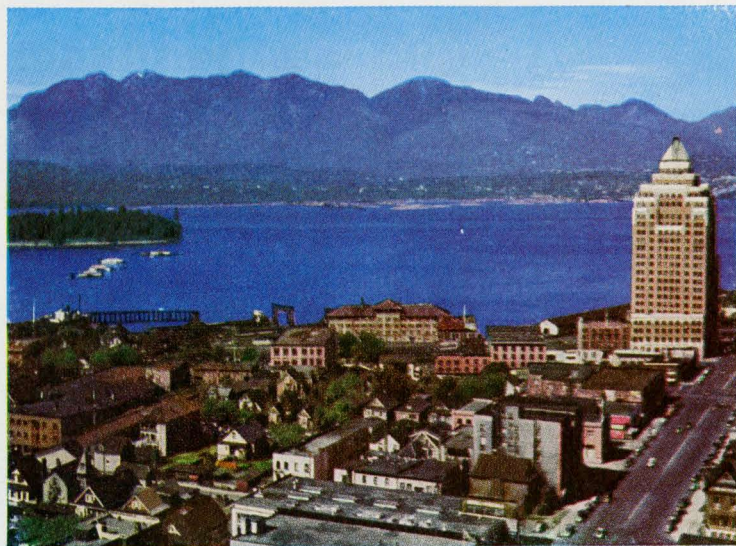




Mt. Rainier, 14,408 feet high, dominates Rainier National Park.

Seattle (108 miles). The Park covers an area of 377 square miles surrounding massive Mt. Rainier (14,408 feet), which the Indians knew reverently as "The Mountain That Was God." Twenty-eight glaciers flow down Rainier's rugged slopes.

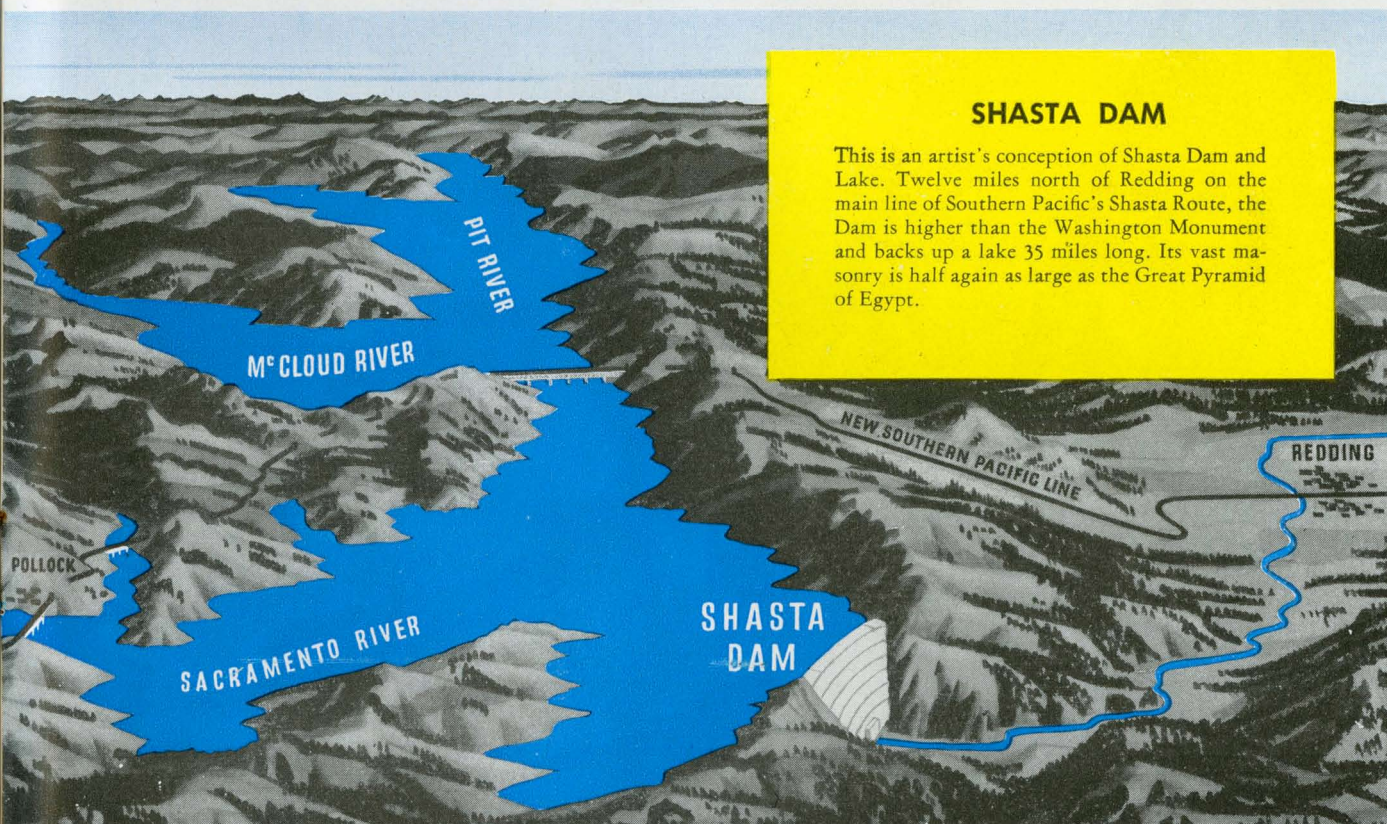
Seattle A beautiful and exciting city itself, Seattle is the metropolitan hub for an immense evergreen playground. It rises on terraced hills from Elliot Bay (an arm of Puget Sound). Behind the city is Lake Washington, 26 miles long. This lake and Lake Union, within the city, are connected with Elliot Bay by a six-mile ship canal. Ferries



Vancouver, B.C., is Canada's third city, has a beautiful harbor.

from Seattle operate across Elliot Bay to the vast Olympic Peninsula (Olympic National Park).

Vancouver and Victoria, B. C. Vancouver has grown from a primitive village into a busy, modern metropolis in fifty years. Today it is Canada's largest Pacific port and third largest city in the Dominion. Victoria, sea-girt capital of British Columbia, has been called "More English than England." Situated on the southern tip of Vancouver Island, this quaint Old World city is a few hours glorious cruise by steamer from Seattle and Vancouver.



SHASTA DAM

This is an artist's conception of Shasta Dam and Lake. Twelve miles north of Redding on the main line of Southern Pacific's Shasta Route, the Dam is higher than the Washington Monument and backs up a lake 35 miles long. Its vast masonry is half again as large as the Great Pyramid of Egypt.

**48 HOUR SCHEDULES
WITHOUT EXTRA FARE!**



Second to none—Aiming at a fleet of fine, fast streamlined trains second to none, Southern Pacific is now in the midst of an ambitious postwar program of speeding up trains, ordering new streamliners and improving service all along the line. Many faster schedules are now in effect and plans for some of our new trains have already been announced.

The new streamlined *Shasta Daylights*, for instance, linking Portland and San Francisco, will pass through some of the most spectacular scenery in America and, along with their sister *Daylights* between San Francisco and Los Angeles, will make it possible for travelers to see virtually the entire Pacific Coast by daylight.

For our Golden State Route between Los Angeles and Chicago, we are building a pair of super-streamliners which will operate three times a week on a fast 39¼ hour schedule.

One major Southern Pacific postwar improvement is the slashing of leading daily train schedules between Chicago-St. Louis-New Orleans and Los Angeles-San Francisco (see opening statement, page 1). These fast trains operate on schedules of approximately 48 hours *without extra fare*. All carry reclining chair cars as well as standard Pullmans.

Faster economy trains—Schedules of our economy trains, the *Californian* (Chicago-Los Angeles), *San Francisco Challenger* (Chicago-San Francisco), *Coaster* (Los

Angeles-San Francisco) and *Beaver* (San Francisco-Portland) have been speeded up to a prewar basis and improvements have been made in equipment. Coffee Shop cars provide excellent meals at reasonable cost.

Faster coastwise service—Schedules of many other trains have been stepped up. The *Cascade*, crack overnight train between Portland and San Francisco, is now operating on the fastest schedule in its history. Both the *San Joaquin Daylight* and the *Owl*, overnight train on the San Joaquin Valley Route between Los Angeles and San Francisco, are now faster. Also there is new daylight service between Sacramento and Los Angeles on our San Joaquin Valley Line. The *Noon Coast Daylight*, companion train to the *Morning Coast Daylight*, is now back in service between San Francisco and Los Angeles.

Over the High Sierra by daylight—This scenic "tour" is made possible by the rearranged extra-fast schedules of the famous *Overland Limited*. Under the new schedules, you speed through California's High Sierra region in daylight hours.

Coast-to-Coast Pullmans—Now! Through Pullman service from Coast to Coast, on crack trains of Southern Pacific and connecting lines. No more changing cars at Chicago. New York and Washington are connected with San Francisco via our Overland Route; and New York and Los Angeles via our Golden State Route. You go straight through in the same car you started in. Same convenient through Pullmans eastbound, too.



Tavern Cars on the streamlined *Daylights* have intimate booths, colored lights, Venetian blinds.

Drawing Rooms on Southern Pacific trains are sumptuous living rooms with a big seat and two easy chairs that can be folded up and stowed away under the bed at night. The porter will install a sturdy table to make a private dining room, for games or writing.

Notice the spaciousness of this room. It easily accommodates three people, can handle five if necessary. Sleeping facilities are a bed, upper berth and wall bed. Private toilet in adjoining room. Drawing rooms are particularly suited to family groups.



Roomettes on Southern Pacific trains are completely equipped private rooms for one person. Each has a comfortable wall bed, complete toilet facilities, full-length mirror, closet. Sliding door and curtains insure privacy. A portable table fastened into wall slots makes a handy desk for typing or writing during the day. Or you may enjoy your meals in seclusion, while the scenery glides by outside your window—an extra wide window for perfect viewing. Cost of a roomette is not much more than you would pay for a lower berth.

Roomettes are designed for maximum comfort and convenience. You'll find there's a planned place for everything: spacious locker to keep clothes fresh and wrinkle-free, convenient luggage rack, mirrored cabinet containing a vacuum water bottle with fresh ice water, disappearing washstand with hot and cold water.

Your roomette bed swings down from the wall all ready to sleep in—you can easily lower it yourself. It's a real bed, 6 feet 5 inches long, with foam rubber mattress and reading lights.





Lounge cars for the use of Pullman car passengers are operated on Southern Pacific through trains. Artistically decorated in restful colors, with deep, soft overall carpets and easy chairs, the lounge cars are popular gathering places. There are nooks for card games, a generous selection of magazines, with good reading light and smoking stands. There are desks and equipment where you may write letters and cards en route, a radio and other conveniences of living that you have in your own home. There is plenty of room to move around, and wide windows give a clear view of scenery.

Double bedrooms make an ideal "home en route" for two people traveling together, or when there are children in the group, and, without the upper berth, for a single occupant. Double bedrooms insure complete privacy and contain a bed, upper berth, complete toilet facilities, generous closet, three mirrors and a writing desk for working or playing cards, etc. At mealtime this desk becomes a dining table, and your porter will bring your meals to you, as in all room space. Air conditioning and individual heat control.



Compartments—There's plenty of room in Southern Pacific's popular and comfortable compartments. Each includes a convertible sofa-bed and upper berth (both 6 feet 5 inches long and of standard berth width), restful lounge chair, complete toilet facilities, clothes locker and ample space for luggage.

Notice the large "sun-parlor" window which gives the impression of being out-of-doors, no matter what the weather, as you enjoy the air-conditioned travel comfort.



It's fun to save money by traveling in streamlined chair cars on Southern Pacific's fastest trains between East and West. Here is a close-up of the chairs in a streamlined Southern Pacific chair car. Cushioned with soft foam rubber, they are adjustable to a reclining angle. Notice the pleasing colors and the circular mirror.

Rest rooms in these streamlined chair cars are unusually large. A porter is on duty to keep cars neat and clean.

Tourist berths on Southern Pacific's economy trains are just as wide (three feet), just as long (six feet) and just as comfortable as standard Pullman berths, but cost about only two-thirds as much. Tourist sleeping car passengers enjoy porter service, clean sheets, plenty of blankets, large rest rooms. The handy night lights give enough illumination for reading in bed. Tourist berth shown here is a lower. Upper is same size, costs less. Curtains are opened here for purpose of photography, are naturally closed at night



Tourist sleeping car passengers on Southern Pacific's economy trains enjoy free use of a big, comfortable lounge car. Features include a refreshment bar, easy chairs and sofas, writing desk, a radio and current magazines. At the day's end, it's fun to stroll into the lounge car, sip a cocktail and make up a congenial party of friends for dinner. During the day and after dinner, tourist passengers gather here to talk, read, listen to the radio. A courteous porter is on hand to tend to your wants.



The Dining Cars on the million-dollar streamlined *Daylights* are a symphony in blue and gold, state colors of California. All silverware and linen were especially designed for these famous trains.



Chair Cars on the streamlined *Daylights* have reclining chairs cushioned with foam rubber, sun parlor windows and fluorescent ceiling lights (the nearest thing to daylight yet discovered).

"Help Yourself!" Many years ago we started placing the Salad Bowl in front of our dining car patrons and inviting them to help themselves to as much as they wished. It was just our way of expressing the feeling of western hospitality.

Now Southern Pacific's delicious "Meals Select" invite you to "help yourself" to three famous dining car specialties—the Salad Bowl, Casserole and Cheese Crock. The standing rule is that you eat all you want for no additional charge. And we *mean* it.

The "help yourself" principle goes beyond that, too. While Southern Pacific "Meals Select" are noted for their generous portions, additional helpings are yours for the asking.

A notation on our menu says: "Parents may share their portions with children without extra charge, or we will serve half portions at half price to children under 12 years of age." We also have special low-priced meals and a special menu for children.

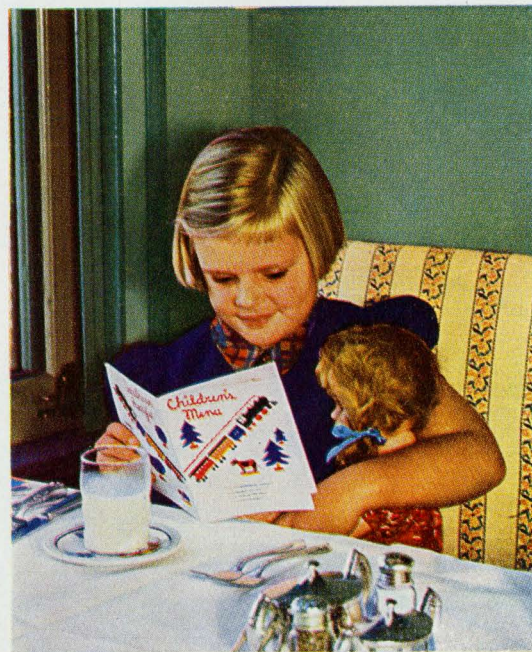
These are little things, but they all add up to this: we want you to feel at home on our trains.



The Salad Bowl was originated on Southern Pacific. Though other railroads have copied it, people still seem to like our Salad Bowl best.



The Casserole is a delicious ragout of lamb and vegetables, served piping hot in a potter's casserole. Help yourself to as much as you wish.



Children love to eat in Southern Pacific diners. They enjoy their own special low-priced meals and their own special menu filled with quaint colored pictures and amusing verses.

NOW BUILDING!

Shasta Daylights



We are happy to tell you that work is progressing on the new streamlined *Shasta Daylights*. We will spare no expense to make these the finest and most luxurious streamlined coach trains ever constructed.

Leaving San Francisco-Oakland and Portland in the morning and arriving in the late evening, the Diesel-powered *Shasta Daylights* will speed daily in each direction over Southern Pacific's famous Shasta Route—certainly one of the most magnificent scenic trips in all the world.

Each seat on the *Shasta Daylights* will have its own individual window and these windows will be of unique design—much taller than the windows on any other train. Through these enormous windows travelers will see the Sacramento Valley, Lassen Peak, Mt. Shasta and the vast lake behind Shasta Dam, the Cascade Mountains, Odell Lake and the lovely Willamette Valley.

Golden State Streamliners



Also planned are a pair of super-streamliners, powered by fast Diesel-electric locomotives, to provide the very finest extra-fare service between Chicago and Los Angeles, three times a week.

These new super-streamliners will be eleven cars each (in addition to the power cars), made of lightweight, high-tensile steel, and will be the last word in comfort and luxury. Their interior decorations will be inspired by the colorful mountain and desert country along the Golden State Route.

These new trains will speed over the Golden State Route between Chicago and Los Angeles, via Southern Arizona, in $39\frac{3}{4}$ hours. We expect to place them in service early in 1947.

