

MAPS AND DESCRIPTION

Sunset Route

NEW ORLEANS—LOS ANGELES



Southern Pacific welcomes you. We hope that your trip will be a pleasant and interesting one.

This guide book has been especially prepared for your use while on the train. It tells you something about the country through which you pass, and the things of interest to watch for along the way. Drawings of various cactus types are included (see inside back cover) to help you identify the various kinds you see from the train window as you journey through the Southwest.

The Sunset Route from New Orleans to Los Angeles passes through five states—Louisiana, Texas, New Mexico, Arizona, and California—2,004 miles.

The highest elevation encountered is at Paisano, Texas (5,074 feet above sea level), and the lowest point is at Salton, California (202 feet below sea level)—an altitude variation of almost a mile.

One of this country's pioneer railroad lines, the Sunset Route was the second transcontinental railroad built in the United States. The last spike was driven January 12, 1883, at a point two and a half miles west of the Pecos River in Texas. Passenger trains began operating the following month.

The first transcontinental railroad in the United States was the Overland Route, built jointly by the Central Pacific (now the Southern Pacific), and the Union Pacific.

At Los Angeles, connections are made with Southern Pacific trains for San Francisco. From San Francisco,

Southern Pacific's Shasta Route extends north to Portland, Oregon and the Pacific Northwest. San Francisco is also the starting point for Southern Pacific's Overland Route to the Midwest and East.

SUGGESTION: Eastbound passengers using this guide should follow their trip by starting with the back pages and reading forward.

For additional information about Southern Pacific service to or from the West, write to one of the following:

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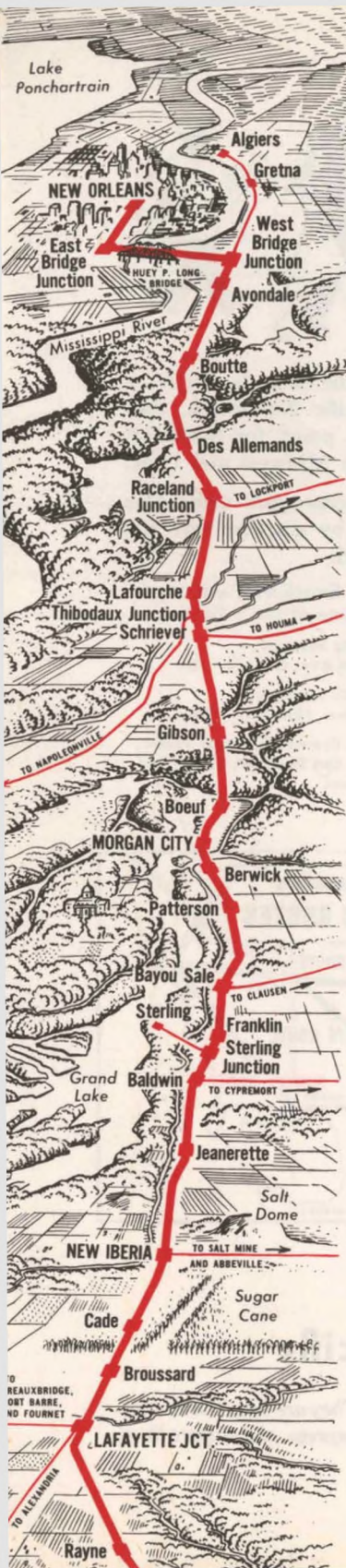
Vice President, System Passenger Traffic,
65 Market St., San Francisco 5, Cal. and
Houston 1, Texas.



S·P

the friendly Southern Pacific

The maps in this booklet were drawn by Mr. Clyde Magill, western artist, after extensive research. They are based on United States Geodetic Survey maps and other authentic sources and, although it was necessary to compress and distort them slightly because of space limitations, their topographic information is quite accurate.



NEW ORLEANS, Eastern terminus of Southern Pacific's Sunset Route to California, is located on a crescent-shaped bend of the Mississippi 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 charm of old-world France and Spain.

Canal Street (America's widest business thoroughfare) separates New Orleans from the Vieux Carre, or old French Quarter, the original town whose balconied buildings stand today exactly as they did over two hundred years ago. There are quaint courtyards, romantic historical buildings, and the treasure-laden antique and French perfume shops on Royal Street. Its restaurants are famous the world over and make dining in New Orleans an experience long to be remembered. High spot of the year is the annual Mardi Gras, held each spring and marked by fantastic parades and masked balls.

Leaving New Orleans, your Sunset Route train crosses the mighty Mississippi ten miles west on the New Orleans Public Belt Railroad Bridge. Opened to traffic Dec. 17, 1935, it replaced the earlier train ferries. Including approaches, the bridge is 4.4 miles long, extends 3,524 feet across the river, and cost \$13,000,000 to build.

At **AVONDALE** (Alt. 4 ft.) are the Southern Pacific yards and the Southern Export Oil Co. tanks and offices. To the right is the Mississippi River levee. **BOUTTE** (Alt. 8 ft.) centers a small farming community. In this area are many cypress trees, water hyacinths, and other plants typical of the swamps and lowlands. Most of the larger trees are festooned with the parasitic Spanish moss. **DES ALLEMANDS** (Fr.: the Germans) is a quaint old settlement founded in colonial days. It stands on the banks of Des Allemands Bayou, whose waters empty into Barataria Bay, an inlet of the Gulf, one-time haunt of Jean Lafitte and his pirate crew. Main industries are trapping and the packing of sea food. At **LAFOURCHE** (Alt. 25 ft.) you are well into the famed "Sugar Bowl" of Louisiana. Sugar mills dot the skyline and here and there you catch glimpses of planters' homes, embowered in magnolia trees, built to face the bayous

which were the only highways before the advent of the railroad. Principal waterway is Bayou Lafourche, crossed by the railroad just west of the station.

In the center of a sugar-producing section, **SCHRIEVER** (Alt. 17 ft.) is headquarters of a Farm Security Administration resettlement project. Several fine plantation homes catch your eye. Six miles west of Schriever your train passes the Chacahoula Swamp abounding in fur-bearing animals and a profitable resort for trappers. **MORGAN CITY** (Alt. 14 ft.) is situated on Berwick Bay, a widening of Atchafalaya River (Ind.: long river) one of the great outlets of the Mississippi. Numerous bayous, weaving through fields of sugar cane, almost surround the city, which is a commercial fishing center and headquarters for fur traders. In the war between the States, gunboats were a common sight in the bay and spectacular battles were fought in the surrounding area. **FRANKLIN** (Alt. 10 ft.) and the entire country west to Lafayette are in the Teche sugar district. On the south bank of Bayou Teche, Franklin is one of the oldest sugar towns, founded in 1880. It is the seat of St. Mary Parish. In Louisiana "Parish" corresponds



to "county" in other states. **JEANERETTE** (Alt. 19 ft.) is an old Louisiana-French agricultural town. Its chief products are sugar, pepper, and pecans. From Jeanerette to New Iberia, the land on the west side of Bayou Teche is known as Prairie au Large. Leaving Jeanerette, the railroad follows the high south bank of Bayou Teche through canefields and small woodlands. This is a district of live oaks festooned with Spanish moss, many of them surrounding old plantation homes. Among them are the Delgado-Albania plantation, now owned by the city of New Orleans, and several other notable old estates, such as Bayside, Westover, Loisel, and Beau Pre, all surrounded by fine trees.

NEW IBERIA (Alt. 21 ft.) stands on the banks of Bayou Teche, locale of much Teche country literature, including Longfellow's "Evangeline." The town was incorporated in 1839, and it is said that fully eighty percent of the people are descendants of the Acadians, known locally by the colloquial term "Cajuns." A branch line runs from New Iberia 9½ miles south to Avery Island. Here is located Edward Avery McIlhenny's famous bird sanctuary where tens of thousands of egrets make their homes. During the nesting season (April to June) you can look right into the nests as you drive along the road.

Several hundred American egrets come every evening to roost. They seem to come from nowhere as they sweep out of the sky with dangling legs to find a suitable place to alight on the bare boughs of the cypress trees. Here they preen themselves, opening up their marvellous plumes, continuously uttering low cries and moving about from limb to limb as new arrivals crowd them off their perches. Ducks, geese, ibises, herons and all kinds of shore birds, and numerous species of land birds make this preserve their home.

On Avery Island is the famous Tabasco Sauce factory. The red peppers are grown in the surrounding country. Four years after planting, the finished product is ready for market. Peppers are harvested in the fall and cured in salt brine for three years. Only then are they mixed with vinegar and prepared for bottling.

Avery Island is actually not an island. It is one of a chain of salt domes which once stood out in the Gulf of Mexico, but the area between the mainland and the former island has been filled by sediment carried down by the Mississippi River. On Jefferson Island, a short distance away, sulphur is mined.

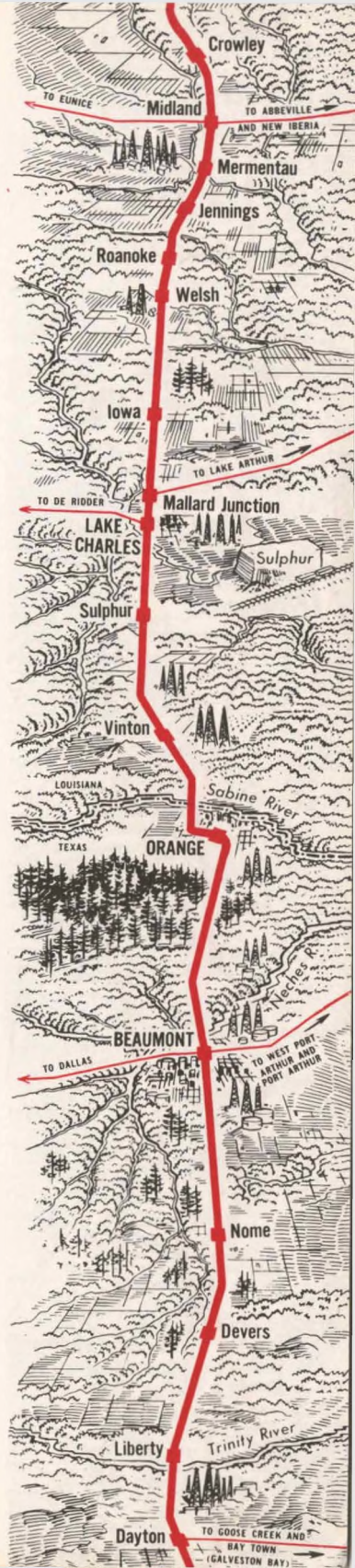
A lake seen from the train four miles west of New Iberia is Spanish Lake. Just before reaching **BROUSSARD** (Alt. 38 ft.) your Sunset Route train passes a large sugar refinery. Broussard is an old town named for a French captain by one of his descendants when the town was established after the war between the States. The region hereabouts is called

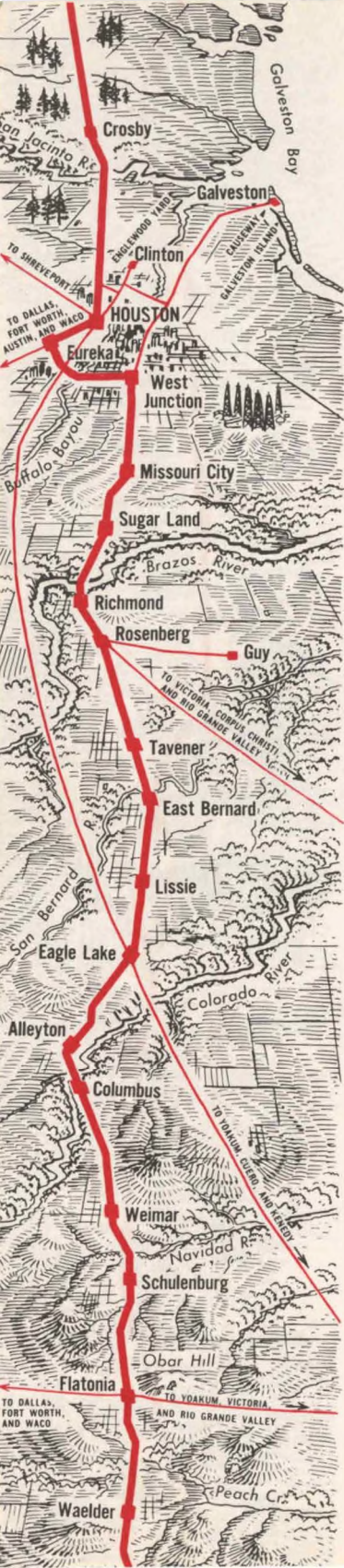
the Attakapa country, from the Indians who originally occupied it, of whom a very few remain near Grand Lake. They were nearly annihilated by neighboring tribes; notably the Choctaws, at a battle about three miles east of Billeaud, just before the advent of the white settlers. Many of their burial mounds may be seen today along the banks of Bayou Teche.

Three miles beyond Broussard your train crosses the Vermilion River near the site of the first settlement in this region. Located at the head of navigation, it was a trading post under the successive names of Little Manchac, Pinhook, Vermilionville, and, finally, **LAFAYETTE** (Alt. 39 ft.) Sugar cane, rice, cotton and corn are the chief crops here, and herds of cattle fatten upon the grassy prairie. French is still the language of Lafayette, and the old French customs still prevail.

At **RAYNE** (Alt. 35 ft.) the sugar cane country ends and the rice belt begins. The town is important in the rice industry, with four mills in the vicinity. It is also the center of the Louisiana frog industry, and a large plant ships edible frogs to the market, others to aquariums, etc. Between Rayne and Vinton, 82 miles west, your train passes a continuous succession of rice fields. Seven miles west of Rayne is **CROWLEY** (Alt. 23 ft.) seat of Acadia Parish, and nicknamed the "Rice City," after its principal industry. There are eleven rice mills in the town. Each fall the National Rice Festival is held here, and the town is crowded with visitors from the surrounding country.

The old village of **MERMENTAU** (Alt. 16 ft.) with a quaint, ancient graveyard on the main street, stands on the east bank of the Mermentau River, which empties into Lake Arthur, 15 miles south. Local tradition recalls the vessels of the pirate Lafitte ascending the Mermentau River to sell stolen slaves. Five miles west is **JENNINGS** (Alt. 29 ft.) seat of Jefferson Davis Parish, and local headquarters for rice and other agricultural products. A very special industry is the extensive cultivation of Bermuda or Easter lilies for shipment to all parts of the United States. **WELSH** (Alt. 23 ft.) is a growing community in the rice belt. In the distance may be seen derricks of the Welsh oil field. Just





beyond the city the railroad crosses the east branch of Bayou Lacassine. **IOWA** (Alt. 24 ft.) centers another rice area, and is also a trading point for a flourishing oil field. The Shell Petroleum Company of Louisiana has its headquarters here.

Built around an oval lake two miles wide and three miles long, **LAKE CHARLES** (Alt. 16 ft.) is a business city of importance, also widely known as a resort. Oil was an important factor in its development. Has a deep-water port connected with the Gulf of Mexico. Just west of the city, the railroad crosses the Calcasieu River, once the resort of slave smugglers when the region west to the Sabine River was neutral territory between Mexico and the United States.

Deep in the earth around **SULPHUR** (Alt. 19 ft.) are large underground deposits of sulphur. Hot water is pumped into these deposits, converting the sulphur into a liquid which is forced by compressed air into enormous bins, where it rapidly hardens. It is then blasted into chunks for shipment to market. Thirteen miles west of Sulphur is **VINTON** (Alt. 16 ft.) an oil town. Derricks of the Vinton Oil Field are visible about a mile from town. Nine miles farther west your train crosses the Sabine River, which forms two-thirds of the boundary between Louisiana and Texas.

TEXAS

Your Sunset Route train is now in Texas, our largest state, with an area of 267,339 square miles. Its nickname is "Lone Star State," and the state flower is the bluebonnet. Texas has flown the flags of France, Spain, and Mexico, as well as its own Lone Star banner as the Texas Republic. After nine years as a separate commonwealth, Texas joined the Union in 1845.

The first Texas town is **ORANGE** (Alt. 10 ft.) on the Sabine River. A deep-water channel connects the town with the Gulf of Mexico 40 miles to the south. Adjacent are bayous and cypress swamps, once the haunt of the pirate Jean Lafitte. West of Orange, small mounds are noticeable, most of them 3 to 5 feet high and a few yards in diameter. These are called "pimple mounds." They appear at intervals in Southern Texas and

over a wide area in the north. Their origin is unknown.

Just before reaching **BEAUMONT** (Alt. 22 ft.) your train crosses the Neches (nay-chase) River. Oil tanks visible from your train window indicate the chief source of the city's business activity. Fabulous Spindletop, the first large oil field in Texas, was discovered here in 1901. Beaumont is an inland seaport, linked by a deep-water ship channel to the Gulf of Mexico. It is also the junction point for Southern Pacific Lines to Port Arthur, Nacogdoches, Jacksonville, and Dallas.

Fifty-two miles west of Beaumont is **LIBERTY** (Alt. 34 ft.) a pioneer town founded in 1831. Many imposing old homes of ante bellum days still line its streets. It was here that Sieur La Salle, heading a movement by France to gain possession of the Mississippi Valley in 1687, was assassinated by his own men. One mile west of the town your train crosses the Trinity River and quickly covers the five miles to **DAYTON** (Alt. 85 ft.) where the derricks of the North Dayton oil fields are visible to the north. Three miles farther west you can see the Esperton oil fields to the south.

HOUSTON (Alt. 47 ft.) is the greatest railroad center between New Orleans and San Francisco. Though more than fifty miles from the Gulf of Mexico, through the great Houston Ship Channel, ocean-going vessels ply between Houston and the important ports of the world. The city centers a territory producing immense quantities of oil, cotton, lumber, and other agricultural products. It is the site of Rice Institute, a university with a private endowment of ten million dollars. Twenty-two miles to the south the independence of Texas was won at the battle of San Jacinto in 1836. The first capital of the Republic of Texas, the city was named after General Sam Houston. All the important cities in northern Texas are reached by Southern Pacific Lines from Houston, and also from San Antonio. Among these cities are Austin, capital of Texas; Fort Worth, gateway to the Panhandle and west Texas; Dallas, chief distributing center of the Southwest; Corsicana, Denison, Shreveport, and Waco. From Houston to Waco the railroad follows the Brazos River.

A rail line also runs from Houston south to Galveston, a Texas seaport city and resort. Another S.P. line runs down the fertile East Coast of Texas to Corpus Christi and through the Rio Grande Valley to Brownsville. The first cane sugar factory built west of the Mississippi River is at **SUGARLAND** (Alt. 82 ft.). It has a capacity of 1,500,000 pounds a day. West of the town can be seen the State farm "Sartartia," and a half mile to the north is a canning factory in which the State preserves vegetables of many kinds for use in State institutions. Four miles southwest of Sugarland is the De Walt oil field, its derricks plainly visible from the train. **RICHMOND** (Alt. 90 ft.) is the seat of Fort Bend County. One of the oldest towns in Texas, its many plantation-style homes suggest the deep South. Just to the east the railroad crosses the Brazos River. From **ROSENBERG** (Alt. 107 ft.), a branch line of Southern Pacific extends to Victoria, Cuero and other towns in the Gulf country. West of Rosenberg are large cotton plantations. **EAGLE LAKE** (Alt. 127 ft.) is a rice-milling center. The adjacent lake of the same name is used as a reservoir for water pumped from the Colorado River and thence into a canal for irrigating the rice fields to the east. East of Eagle Lake much of the land is prairie, with scattered clumps of timber along the streams. **ALLEYTON** (Alt. 189 ft.) is a quaint village surrounded by cotton



fields and grazing land. Three miles west of Alleyton, your train crosses the Colorado River of Texas. Nearby, at Beason's Ford, the Texans under General Houston camped prior to their victory at San Jacinto.

First court session in the Republic of Texas was held under an oak tree at **COLUMBUS** (Alt. 202 ft.) county seat of Colorado County. Now an historical landmark, the tree is still standing. The Colorado River of Texas curves about the city in a horseshoe bend

and flows under your train just east of the town. Leaving Columbus, we pass through the towns of Weimar, Schulenburg, Flatonia, Waelder and Harwood.

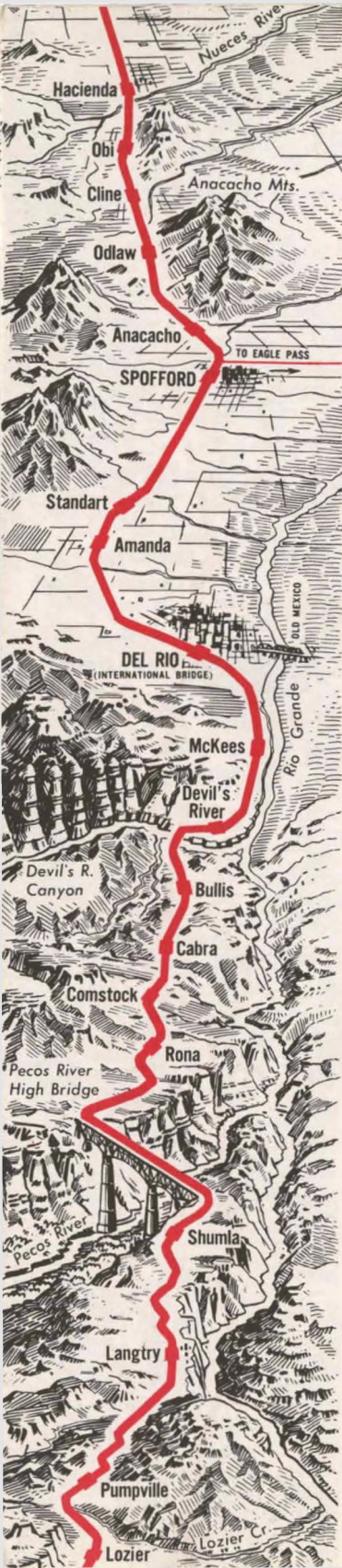
In early days a wild frontier town and cattle center, **LULING** (Alt. 550 ft.) is now the center of an oil-producing area. At the edge of town is the Luling Foundation Farm, an endowed enterprise for the improvement of agricultural products and livestock. Just west of Luling, your train crosses the San Marcos River.

Situated beside the Guadalupe River, **SEGUIN** (Alt. 550 ft.), the seat of Guadalupe County, lies about one mile south of the station. Founded while Texas was a Republic, the town was named for two Spanish settlers who lived in the vicinity during the Texas revolution. One was Don Erasmo Seguin, who helped create the constitution of Texas, and the other was Juan Seguin, who commanded a body of Mexicans who fought in the battle of San Jacinto.

Known as the West Point of the Air, **RANDOLPH FIELD** (Alt. 712 ft.) is one of the largest military air fields in the world. Fifteen miles west of Randolph Field is **SAN ANTONIO** (Alt. 661 ft.) third largest city of Texas, centering a vast and fertile domain producing cattle, cotton, oil, wool, and farm produce. The San Antonio River, which winds through the city, is spanned by 42 bridges within the city limits. Here is Fort Sam Houston, one of the largest military posts in the country. In the famous Alamo, in the heart of the present city, an intrepid band of 182 Texans withstood the attack of 5,000 Mexican regulars in March, 1836. When, after eleven days, the Alamo came to its glorious fall, not one of the defenders remained to tell of the siege. "Remember the Alamo" became the battle-cry of Texas liberty.

Near San Antonio are the picturesque ruins of several old missions. Mission de la Concepcion, two miles south of the city, was built in 1731. In that year were also established San Juan Capistrano, five miles south, and San Francisco de la Espada, nine miles south of the west bank of the San Antonio River. San Jose de Aguayo, founded in 1720, lies four miles south. The Cathedral of San Fernando, in the Mexican quarter, dates from 1734. From San Antonio a branch





line extends 335 miles south to Corpus Christi, Brownsville and other points in the "Magic Valley of the Rio Grande."

Continuing west, your Sunset Route train skims through the villages of Lacoste, Noonan and Dunlay to **HONDO** (Sp.: deep), seat of Medina County (Alt. 890 ft.), which is surrounded by an agricultural section. Near here are old Comanche Indian villages, and flint arrowhead quarries.

SABINAL (sah-bee-nahl') is named after the Sabinal (Sp.: cypress) River, just west of the town. This area supports vast herds of Angora goats, which produce a large part of the Texas mohair crop.

UVALDE (Alt. 931 ft.) is seat of Uvalde County. Situated on the Leona River, the town centers an extensive pecan growing district, and makes heavy shipments of mohair from the goat ranches in this section. Uvalde is the home of John Nance Garner, former Vice-President of the United States. Five miles west of the city your Sunset Route train crosses the Nueces (Sp.: nuts) River, along the banks of which are grown the finest pecans. Uvalde is the name of a Spanish officer who, with 20 soldiers, defeated many times that number of Comanche Indians. Forty miles west of Uvalde is **SPOFFORD** (Alt. 1,009) center of a livestock, wool and mohair producing section. From Spofford a branch line extends 33 miles south to Eagle Pass, connecting with the National Railways of Mexico for Mexico City and intermediate points.

DEL RIO (Alt. 964 ft.) is a border town on the banks of the Rio Grande River. An international bridge across the river leads to Old Mexico. Del Rio is the county seat of Valverde County, and is important for its wool and mohair shipments. The body of Roy Bean, who administered "Law West of the Pecos," is buried at Del Rio (see Langtry).

Fourteen miles west of Del Rio the Southern Pacific crosses Devil's River, one of the clearest streams in the world, originating in a spring. Your train slips along the banks of the river which flows through a rock-walled channel. It joins the Rio Grande, but does not mix with that stream for a long time. For mile after mile you can watch the

two rivers in one channel, the Devil's River clear as dew, and the Rio Grande yellow with desert mud. There are fantastic limestone formations in Castle Canyon on the far bank of the river, which you can see clearly from the train window.

Proceeding westward, you notice a change in the type of vegetation and the country begins to look more "western." The climate is more arid, trees cease in the upland, and the bushes are smaller and more widely spaced. Sage, palo fierro, Spanish bayonet, lechuguilla, covillea, bear grass, sotol, ocotillo, and maguey dot the countryside. Here you see large flocks of sheep and goats.

Fifty-three miles west of Del Rio your train crosses the Pecos River on a 1,390-ft. bridge, 321 feet above the water in a deep canyon below. From the bridge Sunset Route travelers enjoy a fine view of the surrounding country.

LANGTRY (Alt. 1,397 ft.) is a small trading and shipping station, famous in Texas history as headquarters of the famous "Judge" Roy Bean during the frontier days when no legitimate law courts existed in the region. A former Kentuckian, "Judge" Bean dispensed liquor and supplies and acted as the embodiment of "Law west of the Pecos" for many years. He changed the name of the settlement from Vinegarone to Langtry in honor of the actress Lily Langtry and had high expectations that she would visit the place. Some years later, on her way east, she stopped over to inspect her namesake, but meanwhile the autocratic old judge had died.

SANDERSON (Alt. 2,771 ft.) is the seat of Terrell County. In frontier days the town was the resort of cattle thieves and outlaws. Today it is an important shipping point for cattle, sheep, goats and wool from the Trans-Pecos region.

In the region southwest of Sanderson and south of Alpine the Rio Grande makes a great deflection to the south, and the country embraced by the river is known as the Big Bend. In early days the Big Bend country harbored many outlaws, and large numbers of cattle were smuggled across the Rio Grande at fords and other crossings. It was also a favorite with the Indians, mainly the Apache Lipans.

There are many remarkable plants in the Big Bend country and other parts of western Texas. Resurrection plants occur in large number on some of the rocky surfaces—many of them are sold as curiosities. When dry, they roll into a nestlike ball; when wet they unfold into a mass of fern-like fronds of a rich green color. One of the common weeds of the region, called trompillo, with violet flowers and a berry like a small black marble, is much used by Mexicans for curdling milk in making cheese. Another rather notable plant is a small, low cactus of radish shape, called peyote by the Mexicans and Indians. It bears a pale pink flower in the early summer which develops into a greenish berry on a wooly sack, formerly much chewed by Indians, especially in ceremonial prayers for the sick; some alkaloid content has a mildly intoxicating effect, so that it has been called "white whiskey."



MARATHON (Alt. 4,043) is a supply station for the great ranching country covering the Texas Big Bend. The town was named for a General of the United States Army. To the west are the eastward-facing escarpments of the Del Norte Mountains, and on the north are the Glass Mountains, so named because of the glassy appearance of the limestone cliffs when seen from a distance. Gateway to Big Bend National Park.

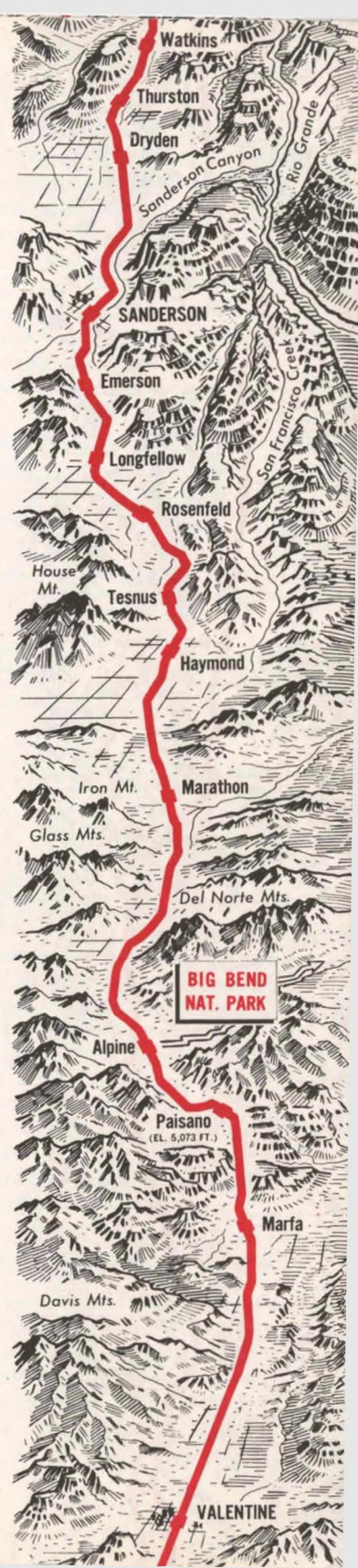
ALPINE (Alt. 4,484 ft.) is a real cow town, straight from a western novel. Great cattle ranches occupy the surrounding country. The mountains hereabouts are highly mineralized and there is considerable mining.

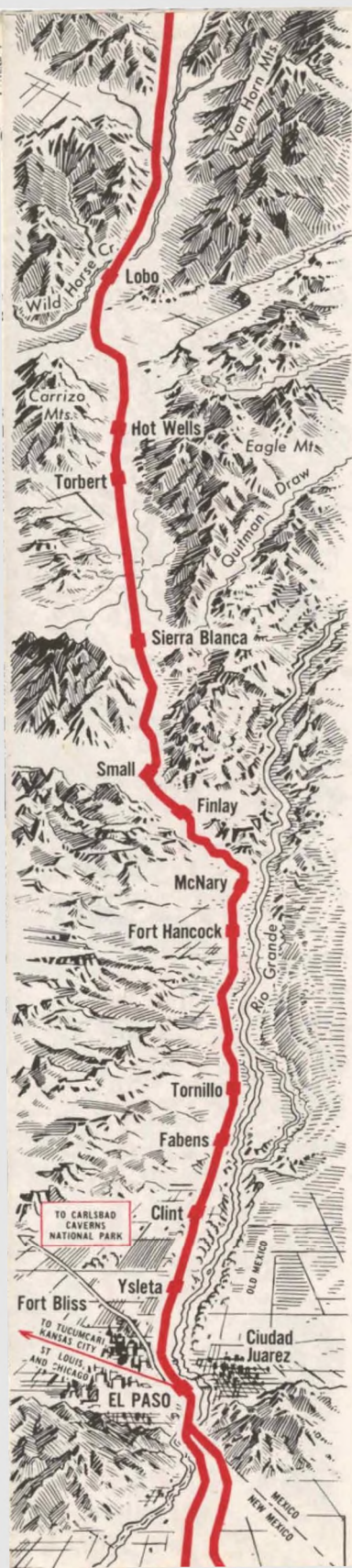
Alpine came into being with the railroad; Texas Rangers protecting the builders from the Indians, who hotly resented their presence. A mile northeast of the station is a hill, at the base of which there is a spring. At this spring in the early days a caravan of 40 freight wagons was surrounded by Apache Indians with the expectation that it would be easy prey. One man was able to slip away and reach the army post at Presidio, 100 miles distant, whence forces were sent to the rescue.

Three miles west of Alpine the railroad enters a gorge in the volcanic rock that constitutes the Davis Mountains. Alpine is gateway to the Big Bend National Park, which lies 75 miles to the south. This is the newest of our national parks.

In Paisano Pass, highest point on the Sunset Route, is **PAISANO** (Alt. 5,074 ft.). To your right is Toronto Mountain (5,350 ft.) and on your left the summit of Paisano Peak (5,750 ft.). Tall yuccas, abundant in this area, extend far to the west. Thirteen miles west of Paisano is **MARFA** (Alt. 4,694 ft.) seat of Presidio County, and supply center for ranchmen operating in the mountains to the north and south. Heavy shipments of cattle and mohair are made from Marfa. McDonald Observatory, second largest in the country, can be seen from the train on the right $4\frac{1}{2}$ miles west of Marfa. The next town is **VALENTINE** (Alt. 4,432 ft.) in an area of vast grazing ranges, with thousands of cattle fattening upon them. Twelve miles to the east are the Davis Mountains, and to the west is the Tierra Vieja Range, which consists of a succession of lava flows. Prominent on the south is Capote Peak, 20 miles away.

SIERRA BLANCA (Alt. 4,519 ft.) is the seat of Hudspeth County, whose stores supply the ranchers in this area. Sierra Blanca (Sp.: white mountain) takes its name from the drab mountains to the south, together with the Quitman Range. The mountains on the north are the Finlay Mountains, with Cerro Diablo in the middle distance and the Guadalupe Range far away on the horizon. Fifteen miles beyond Sierra Blanca the railroad drops down into a small valley which was the bed of a lake in prehistoric times. Rolling westward through the towns





of Finlay and McNary your train passes **FORT HANCOCK** (Alt. 3,592 ft.). About a mile south of the station and clearly visible from the train are the ruins of Fort Hancock, a former frontier post near the banks of the Rio Grande, which guarded the mail through the Rio Grande Valley. Cotton and alfalfa are raised under irrigation in this vicinity. The bluffs on the Mexican side of the river are beautifully marked by weathering of crystalline strata.

FABENS (Alt. 3,615 ft.) centers a large irrigation district. The contrast here is very great between the sandhill and desert country of the terrace just north, and the fertile irrigated district in the bottom lands. About 20 miles north of Fabens, in places visible from the railroad, is the south end of Hueco (way-ko) Mountain. Seven miles west is **CLINT** (Alt. 3,632 ft.) center of an irrigation district which extends to and beyond El Paso. The railroad passes through irrigated fields of alfalfa and many other crops, gardens and orchards. A large irrigation ditch parallels the railroad for several miles.

YSLETA (ees-lay'-ta) (Alt. 3,664 ft.) is one of the old settlements of the Rio Grande Valley, now largely Mexican in population. From Ysleta into El Paso there is an almost continuous succession of irrigated fields, gardens and orchards, raising hay, alfalfa, vegetables and fruits. Long-staple cotton is an important crop here.

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

El Paso is gateway to Carlsbad Caverns

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

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

NEW MEXICO

Leaving El Paso, your train crosses the Rio Grande and passes into New Mexico. The area of New Mexico is 122,666 square miles. Both the English and Spanish languages are used in the courts and in official documents. State nicknames are "Sunshine State," and "Land of Enchantment." State flower: the yucca.

Three miles west of El Paso, the train passes north of Sierra de Cristo Rey, a peak 4576 feet above sea level. Atop the peak can be seen a cross 33½ feet high on a 9-foot base. The figure of Christ is 27-feet high. This is known as Cristo Rey "The Christ of the Rockies." It commemorates the 19th centennial of the Redemption. Cristo Rey is the largest monument of its kind in America and is larger than the Christ of the Andes in South America.

THE SOUTH LINE

(El Paso to Tucson via Douglas)

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

visible. To the northwest are the Tres Hermanas (Sp., three sisters) Mountains, named for the three conical peaks at the north end.

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

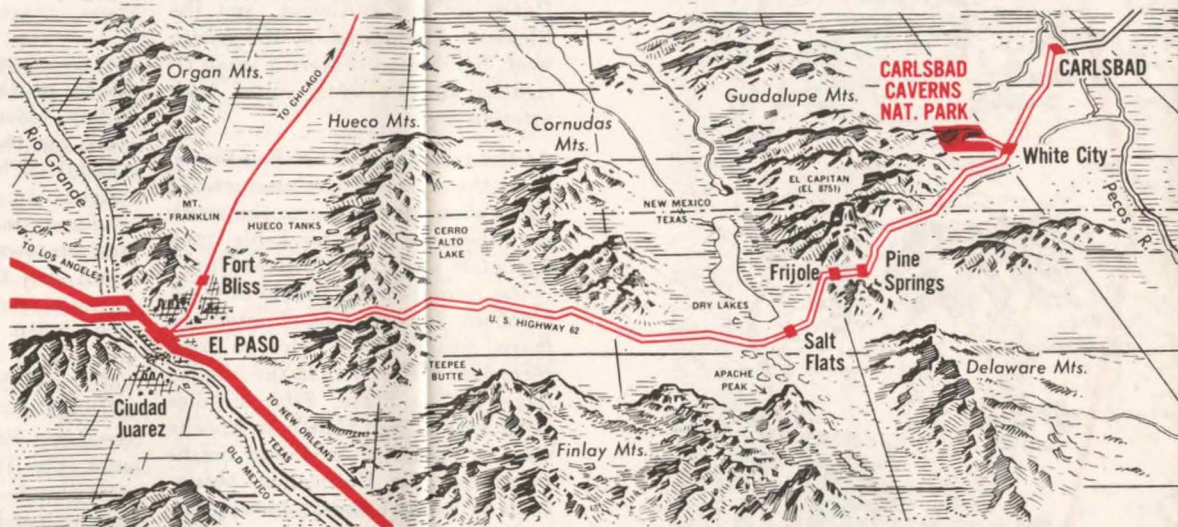
DOUGLAS Arizona (Alt. 3,970 ft.) is the hub of a mining district which supports a large copper smelter, seen from the train west of the city. Douglas is the western gateway to Chiricahua National monument, the Wonderland of Rocks. It is a border town—on the other side of a gate which spans its main street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

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

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

Arch outstanding. You may be interested in locating a hole through a ridge in the Florida Mountains at an elevation of 7,300 feet, visible from this point. This ridge is called Window Peak and the hole is 86 by 250 feet. Twenty-six miles west of Cambray is **DEMING** county seat of Luna County, center of a farming region. On the north is Cook's Range, with Cook's Peak outstanding. Thirty-two miles west of Deming your train crosses the Continental Divide which separates the Atlantic and Pa-

YOUR TOUR TO CARLSBAD CAVERNS NATIONAL PARK



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

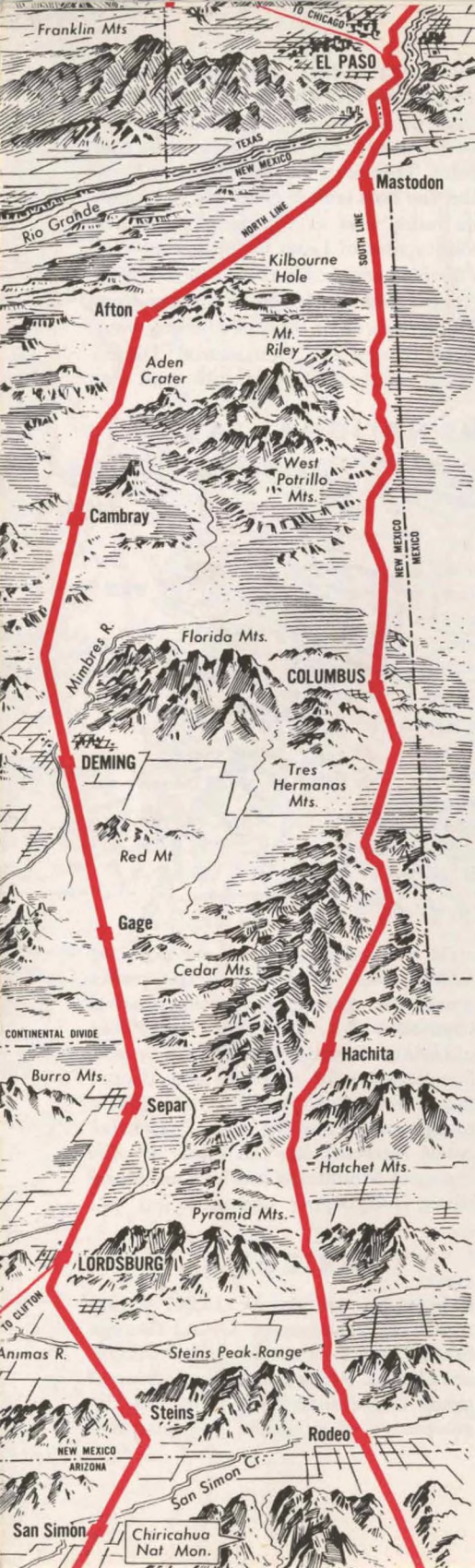
THE NORTH LINE (El Paso to Tucson via Deming)

Sixty miles west of El Paso, at **CAMBRAY** N. M. the rugged Florida Mountains appear to the southeast, with Capital Dome and the jagged rim of Devil's

cific watersheds at an elevation of 4,587½ feet. A sign near the tracks marks the spot. Twenty miles west is **LORDSBURG** (Alt. 4,244 ft.), county seat of Hidalgo County. From here a branch line extends 70 miles to the copper mines of Clifton, Ariz. Lordsburg is a mining center and the base of extensive cattle interests. To the south are the Pyramid Mountains in which are found silver, lead, copper, and gold.

ARIZONA

Arizona has an area of 113,909 square miles. Its nickname is "Grand Canyon State," and the state flower is the Saguaro Cactus. Mining has always been of great importance and, with the development of irrigation projects, Ari-



zona's fruit and vegetables are taking up more space each year in world markets. Arizona has many prehistoric ruins and the known history of the state goes back to 1536. Noted for its warm winter climate, Arizona is highly favored by winter tourists.

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

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

BOWIE (Alt. 3,761 ft.) is the junction point for a Southern Pacific branch line extending 124 miles north to Globe, once a booming copper camp, but now a residence and trading town. Fifteen miles south of Bowie are the ruins of historic Fort Bowie. Located at the entrance to Apache Pass, the fort was built in 1862, and served to protect immigrant travel to California. **WILLCOX** (Alt. 4,167 ft.), 24 miles west of Bowie, is the principal cattle mart of Arizona. Large cattle ranches dot the surrounding hills and valleys. Six miles

west of Willcox, to the left of the train, is the dry bed of an ancient lake. Mirages are frequent here, depending upon atmospheric conditions, and you may have difficulty convincing fellow passengers that your train is really not rolling along near a body of water.

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

On the banks of the San Pedro River, at the head of San Pedro Valley, oldest artesian belt in Arizona, lies the town of **BENSON** (Alt. 3,580 ft.). This is a land of numerous ranches. In early days Benson was wild and woolly, but is now a sedate western town. The mountains to the south are the Whetstone Range. Lying in an extensive valley, **TUCSON** (Alt. 2,386 ft.) is almost entirely surrounded by mountains. To the north are the Santa Catalinas, on the east the Rincons, to the south the Santa Ritas and, nearby on the west, the Tucson Mountains. The city stands on the banks of the Santa Cruz River which, like many Arizona rivers, is a subterranean stream. Water appears in the river bed only during the rainy season. Tucson was established in 1700 as a supply station for Mission San Xavier del Bac, founded in 1699, which lies nine miles to the south on the Papago Indian Reservation. County seat of Pima County, Tucson is the gateway to the West Coast of Mexico, reached by Southern Pacific Lines through the port of Nogales, Ariz., 66 miles to the south. Tucson is also the seat of the University of Arizona, and second largest city in the State. Twenty-five miles east is Colossal Cave, a State Park explored a distance of 27 miles. Leaving Tucson, in quick succession your Sunset Route train

passes through a farming and stock-raising section, dotted by the villages of Cortaro, Rillito and Marana, and reaches **RED ROCK** (Alt. 1,864 ft.) 33 miles west. Seven miles west of Red Rock, a large butte rises abruptly from the desert floor on the left side of the track. This is Picacho Peak. Beginning here and continuing west for five miles, one of the finest natural cactus gardens in Arizona extends along the south side of the track. Known as the Picacho Peak Sahuaro Forest, it includes, in addition to a forest of sahuaro or "giant" cactus, specimens of the barrel or "candy" cactus, from which a delicious confection is made; nightblooming cactus; the cholla or "jumping cactus"; the ocotillo or "cane" cactus; the prickly pear and the passajo. Seven miles west of Red Rock a ten-foot stone monument just south of the railroad tracks marks the scene of the only battle fought in Arizona between Union and Confederate forces during the Civil War.

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

One, the "north line," operates through the city of Phoenix. The other, the "south line", operates through Casa Grande and Gila.

THE SOUTH LINE

(Picacho to Wellton via Gila)

Five miles west of Picacho, at **ELOY** (Alt. 1,508 ft.) we enter an irrigation district which extends 14 miles to Casa Grande. Cotton, alfalfa and lettuce are the principal crops, together with melons and figs. The water is brought by ditches from the Gila River to the north, and considerable water is also pumped from wells in the area.

Centering a stock-raising and cotton-growing district, **GILA** (Alt. 736 ft.) lies on a great curve in the Gila River known as the Gila Bend. From Gila, the Tucson, Cornelia & Gila Bend R. R. runs south 44 miles to Ajo, site of the copper reduction

plant of the New Cornelia Copper Co. and center of a large mining district. Gila is headquarters for the Gila Bend Indian Reservation, nearby. To the south are the Saucedo Mountains. A prominent landmark 25 miles south of Gila is Hat Mountain. The steep Gila Bend Mountains on the north can be seen from the train for many miles.

SENTINEL (Alt. 687 ft.) 29 miles west of Gila, is a trading post in the center of four hundred square miles of lava beds of a recent geological age. We are steadily descending now. From Sentinel extensive vistas stretch across the desert to the lofty Growler Mountains on the south; to Aguila Mountain to the southwest; and to the Aztec Hills to the west. In this part of Arizona your train speeds across wide desert plains, mostly covered by creosote bush.

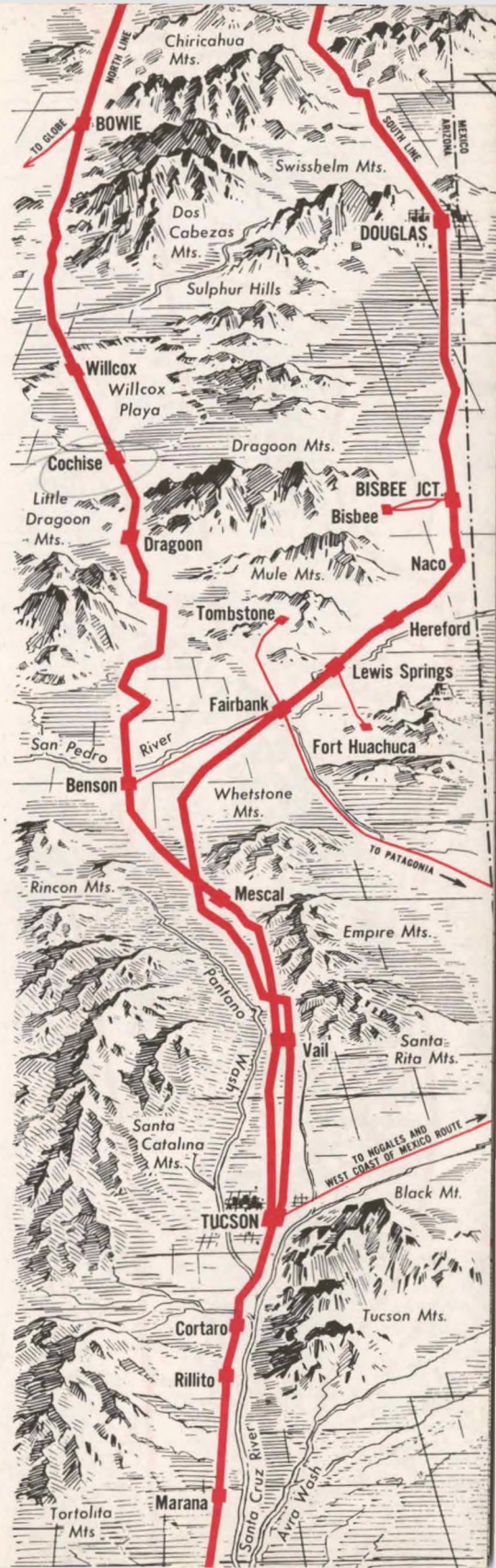
MOHAWK (Alt. 540 ft.) 34 miles on, lies in a pass surrounded by the peaks and cliffs of the Mohawk Mountains. In frontier days, Mohawk served as a Butterfield stage station. The singular saguaro (sawhar'-o) cactus abounds in this region, often attaining a height of 30 to 50 feet.

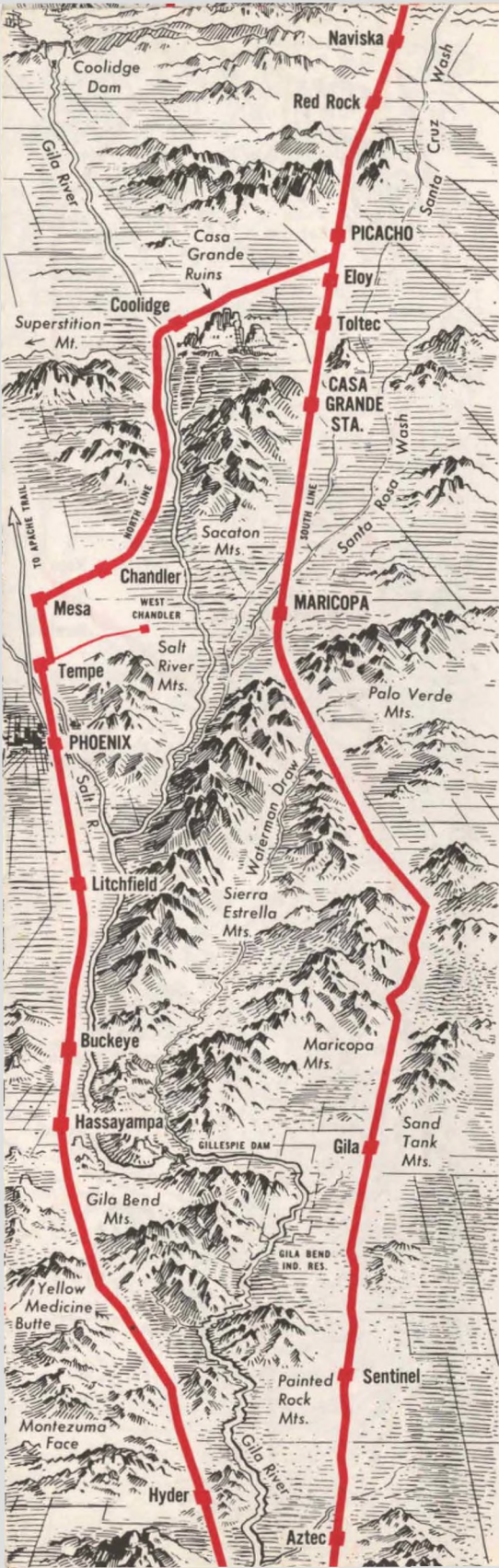
THE NORTH LINE

(Picacho to Wellton via Phoenix)

Leaving Picacho, the north line heads almost due north into the fertile Salt River Valley. The first town is **COOLIDGE** (Alt. 1,425 ft.) center of a fast-developing agricultural area. Two and half miles west is the Casa Grande National Monument which contains the ruins of dwellings of a prehistoric age. They were first visited by Fray Marcos de Niza in 1539 and stand in the center of the Casa Grande Valley.

CHANDLER (Alt. 1,214 ft.) is in the irrigated area of the Salt River Valley of Arizona. Agriculture and associated enterprise are the town's principal sources of revenue. A popular winter resort hotel is located here.





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

PHOENIX (Alt. 1,074 ft.), capital city of Arizona and county seat of Maricopa County, a desert metropolis. Phoenix lies in the Salt River Valley, a rich irrigated area which produces crops throughout the entire year. The city is also the center of an extensive resort region which annually entertains thousands of visitors from other States and even from abroad. An annual rodeo is held in February.

Sixteen miles west of Phoenix your Sunset Route train crosses the Agua Fria (Sp.: cold water) River before passing **LITCHFIELD**, a small settlement where a considerable area of desert land has been reclaimed by irrigation. Fourteen miles farther west we pass **BUCKEYE** (Alt. 1,305 ft.). The wide fields of cotton, grains and other crops seen here are irrigated by a canal from the Gila River. The canal is 20 miles long and provides water for nearly 20,000 acres. North of Buckeye are the rocky slopes of the White Tank Mountains, and on the south are the Buckeye Hills. Eight miles to the west of Buckeye your train spans the Hassayampa River. An Arizona legend, variously

attributed to pioneers, cowboys and Indians, holds that those who quench their thirst from the waters of the Hassayampa will never tell the truth again. If an Arizonan calls a man a "Hassayamp", he is using a polite substitute for "liar."

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

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

NORTH LINE (Yuma to Niland)

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

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

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

SOUTH LINE

(Yuma to Niland via El Centro)

From Yuma the south line runs southwest and passes into Lower California, then skirts the Mexican border for 51 miles to **MEXICALI** on the Mexican side and **CALEXICO** on the California side. Calexico is a port of entry into the United States and an interesting border town. The line continues north through the fertile Imperial Valley which produces a large percentage of the nation's lettuce and cantaloupe supply, as well as large crops of alfalfa, grapefruit, berries, grapes, etc. Dairying is also important.

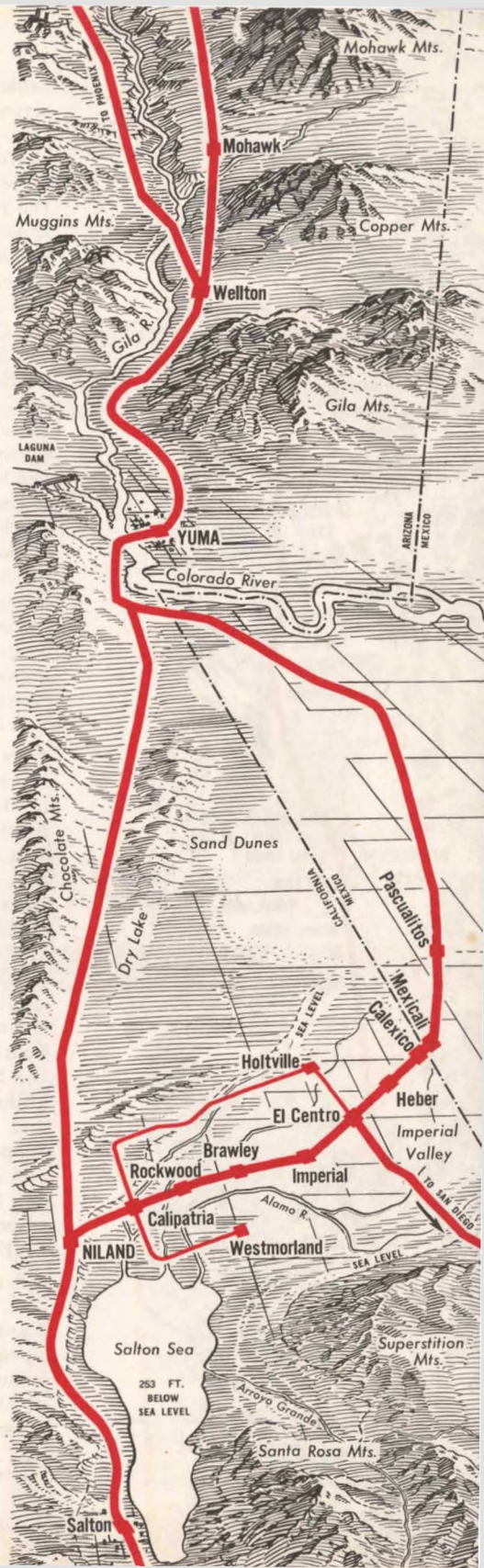
Four miles beyond Calexico is **HEBER**, a shipping and shopping point for the southern valley, and 5 miles farther is **EL CENTRO** (Alt. 52 feet below sea level), seat of Imperial County, and one of the two largest towns below sea level in the United States, Brawley being the other. El Centro is one of the chief trade and shipping centers of the Imperial Valley, the locale of one novel and memorialized in another. With a delightfully mild winter climate, the Imperial Valley

is a pleasant wintering spot, and plans are being developed for the construction of winter resorts in this area.

At El Centro connection is made with the San Diego & Arizona Eastern Railway, which runs west through the dramatic Carriso Gorge. Proceeding through Jacumba Hot Springs, the line reenters Lower California for 44 miles and passes Campo, Tecate, and over Redondo Loop, turning north at Tia Juana and racing on north to San Diego. Through train service is provided between San Diego and the East over this line.

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

Leaving Niland, your train proceeds west to **SALTON** (Alt. 202 feet below sea level), the lowest point on your Sunset Route trip from New Orleans to Los Angeles. The body of water seen on the left is the Salton Sea, some 30 miles in length. In prehistoric times the entire valley was the bed of a vast inland sea, whose waters rose high up the sides of Mt. San Jacinto, seen on the south. This sea was formed by the Colorado River, which, flowing into the Gulf of California one hundred miles below its head, in time created a delta entirely across the basin, the sand bar finally rising higher than the level of the gulf, severing it completely and converting its northern end into an inland sea. Through ensuing centuries the waters of this sea gradually evaporated until eventually the basin became a bed of dry salt. In 1905 the Colorado River





broke its banks and for a period of about sixteen months poured its entire volume into this depression. Southern Pacific, by skilful engineering and the expenditure of more than three million dollars returned the runaway river to its old channel and saved the Imperial Valley. Now, the Salton Sea serves as a sump into which drains the water that irrigates the Imperial Valley. The mountains on the north at Salton are the Ocotopia Mountains. At **MECCA** (Alt. 197 feet below sea level) we enter the Coachella Valley. Here are extensive date gardens. The valley is irrigated by artesian wells which tap water flowing from the San Jacinto Mountains nearly two miles above the level of the valley. Ten miles west of Mecca is **COACHELLA** (Alt. 72 feet below sea level) a town in the heart of the Coachella Valley. To the right are the Little San Bernardino Mountains and to the left the Santa Rosa Mountains. The valley produces a variety of agricultural products, irrigated by water from deep wells. At **INDIO** three miles west, a fine example of a bearing date orchard is seen on the north side of the track a mile beyond the depot.

PALM SPRINGS station, 28 miles west of Indio, serves the well-known desert winter resort of the same name, lying 6 miles to the southeast, a short distance from Palm Canyon National Monument. On the mountain sides you can see the beach line of Lake Cahuilla, which in prehistoric times inundated this valley. Fifteen miles west of Palm Springs is **BANNING** (Alt. 2,318 ft.) a fruit producing area. Your train has now climbed from the desert and is near the summit of San Gorgonio Pass, gateway to Southern California. North of the pass, in the San Bernardino Mountains, are the granite peaks of San Gorgonio (11,485 ft.) and San Bernardino (10,630 ft.), snow-capped most of the year. Along with Mt. San Jacinto (10,805 ft.) to the south, and Mt. San Antonio (10,080 ft.) to the west, these are the loftiest peaks in southern California.

A few miles beyond Banning is **BEAUMONT** (Alt. 2,559 ft.) which crowns San Gorgonio Pass. From here the grade descends through San Timoteo Canyon. The region around Beaumont is devoted to the raising of cherries and almonds. In the spring, when the trees are in bloom, thousands

travel to Beaumont to enjoy the sight. Fifteen miles beyond Beaumont is **REDLANDS** station at the bottom of a bluff in San Timoteo Canyon. At the top of the bluff is Smiley Heights, a public park with trees and shrubs from all over the world. Beyond lies the city of Redlands, among thousands of acres of orange groves. The University of Redlands is located here. Eight miles west of Redlands station is **COLTON** (Alt. 964 ft.) an industrial town surrounded by orange groves. Colton has fruit packing houses and a plant for the pre-cooling of fruit and the icing of railroad refrigerator cars. There is a large cement works here, seen from the left, west of the city. Three important southern California cities are reached from Colton—Riverside, eight miles south; San Bernardino, three miles north; Redlands, twelve miles east.

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

Leaving Bloomington, your train soon enters an area of vast vineyards. One of them, at **GUASTI**, covers 5,000 acres and is claimed to be the largest in the world. To the right of Guasti are the San Gabriel Mountains. Three miles beyond is **ONTARIO**, a residential town surrounded by small ranches and orange groves, and seven miles west of Ontario your train reaches **POMONA** (Lat.: goddess of fruit) shipping point for an extensive citrus-growing region. Pomona is the site of the Los Angeles County Fair Grounds, where one of the largest county fairs in the country is held in September of each year.

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

LOS ANGELES (Alt. 293 ft.) is the metropolis of Southern California, built upon the broad plains which slope seaward from the foothills of the Sierra Madre (Sp.: mother

of mountains). The first settlers, who came here in 1781, called the place "Nuestra Senora la Reina de los Angeles" (Our Lady the Queen of the Angels). The Spanish pueblo grew slowly and even after a century of existence had only twelve thousand inhabitants. Then, active development began and the population increased rapidly.

The city is famous for its schools and colleges. Among the latter is the University of Southern California, University of

California, Southern Branch, and Occidental College.

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

DESERT PLANTS



FLOWER YUCCA. Grows 4 to 10 feet high. In spring a long slender shoot rises from the top of the plant and bears hundreds of bell-shaped, cream-colored flowers.



BARREL CACTUS. So-called because of its shape. Grows 4 to 6 feet high. Its pulp used in the manufacture of candy. A circle of yellow or maroon flowers crowns its top in spring.



OCOTILLO. (o-ko-tee'-yo) Grows 10 to 15 feet high. Beautiful scarlet blossom 4 to 12 inches long appears on tip of each stalk in the spring.



SAGUARO. (sah-wah'-ro) Grows 30 to 60 feet high. Largest of cactus family and commonly known as the giant cactus. Lives for hundreds of years and begins to bear fruit at 50. In the spring each long arm is surmounted by a circle of white waxen blossoms.



PRICKLY PEAR. Grows from 1 to 4 feet high. Yellow, red and other hued blossoms appear at the tip of each leaf in spring, and are followed by a purple pear-shaped fruit which makes excellent jelly and wine.



CHOLLA. (choy'-ya) There are many members of the cholla family, all varying in shape. Best looking is the Spiny Tree Cholla, a bushy cactus growing 6 to 8 feet high, its branches composed of many small thorn-covered joints. It bears large flowers of almost every color.

MAPS AND DESCRIPTION

Sunset Route

NEW ORLEANS—LOS ANGELES



MAPS AND DESCRIPTION

Sunset Route

NEW ORLEANS—LOS ANGELES



S·P The friendly Southern Pacific

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