

MAPS AND DESCRIPTION

Shasta Route

PORTLAND • SAN FRANCISCO

Southern Pacific welcomes you aboard the train. We hope your trip will be a comfortable and enjoyable one. We feel sure you will find it interesting.

This booklet has been prepared especially for your use on the train. It gives you interesting information about the places you pass through and tells you what to look for as you ride along. The descriptive sequence is from Portland south. If you are traveling north you can follow your trip by starting from the back of the booklet.

The Shasta Route of Southern Pacific begins at Portland, Oregon and extends to San Francisco, California, a distance of 718 miles. The highest altitude (5,063 ft.) is attained at Grass Lake, Calif.

The Shasta Route was completed and placed in operation in 1887. In 1927, forty years later, a new line was constructed between Eugene, Oregon and Black Butte, Calif. over the Cascade Mountains, joining the original line at those points. The original line, now known as the Siskiyou Line of the Shasta Route, serves an historic section of Oregon, rich in interest. It is a beautiful region scenically and has many attractive qualities as a place to live. Its communities are served by trains from Portland and from San Francisco. The new line, called the Cascade Line of the Shasta Route, is 23 miles shorter than the original route and has easier grades. It is used by all Shasta Route through trains.

At San Francisco, Shasta Route trains connect with Overland Route trains to the East via Ogden, Utah. At Los Angeles, connection is made with Golden State Route trains to Chicago, via El Paso, Texas, and Sunset Route trains to New Orleans through the old South.

At Portland, Shasta Route trains connect with trains to the north and east via northern railroads.

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The friendly Southern Pacific

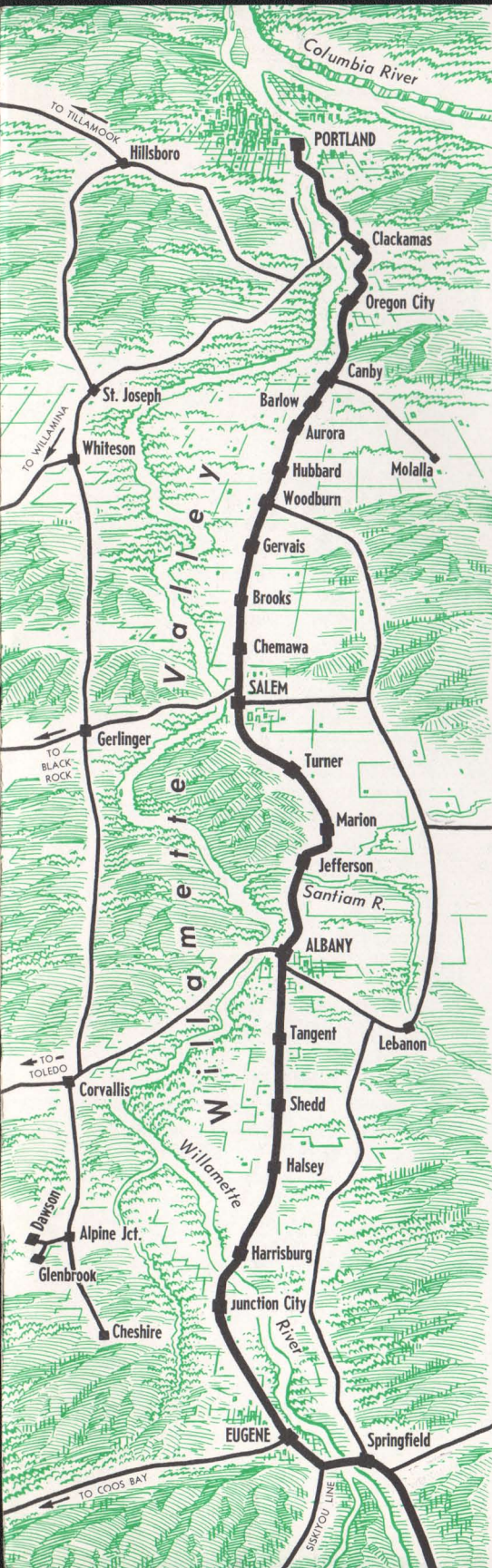


SHASTA ROUTE WAYSIDE NOTES

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PORTLAND. Alt. 30 ft. To San Francisco 718 miles. Northern terminus of Southern Pacific's Shasta Route. The city, first settled in 1843, lies on both sides of the Willamette River, 12 miles south of its confluence with the Columbia. One of the nation's important fresh-water ports and a port of entry, Portland is terminus for a large number of steamship lines, and is the wholesale and retail distribution point for a wide agricultural and lumbering region. It is famous for its Rose Festival, held annually in June. From Council Crest (1073 ft.), Portland Heights, and other terraced residential districts may be seen a wonderful panorama of snow-capped mountain peaks on the skyline. Mt. Hood (11,245 ft.); Mt. St. Helens (9,761 ft.); Mt. Adams (12,326 ft.); Mt. Rainier (14,408 ft.); and Mt. Jefferson (10,350 ft.) are all visible, while the courses of the Columbia and Willamette rivers may be traced for miles. The world-famous Columbia River Highway begins here, with its unsurpassed vistas of mountains, forest, river, and graceful waterfalls.

Leaving Portland, you cross to the east side of the Willamette River. As the city is left behind, Reed College and a municipal golf course are seen to the east, while to the west rise the wooded heights of Council Crest. Just before reaching **CLACKAMAS** station, your train passes the rifle range of the Oregon National Guard. A mile beyond Clackamas



Station the Clackamas River is crossed. In his "American Notes" Rudyard Kipling tells how he fished for salmon in this stream.

The Willamette Valley, goal of many of the immigrants in the days of the covered wagon and the Oregon Trail, extends from Portland 145 miles to the Calapooya Mountains, with the city of Eugene at its southern end. The valley is 80 miles wide, the Cascade Mountains bounding it on the east and the Coast Range on the west. Through the 11,000 square miles of the valley flows the Willamette and its tributaries. The valley has a widely diversified agriculture, the greatest industrial and commercial development in Oregon, and contains two-thirds of the State's population.

Sixteen miles from Portland is **OREGON CITY** (Alt. 75 ft.), the site of an Indian salmon fishing village in the early days. The dam at Willamette Falls, seen on the west, diverts water for pulp, paper, and woolen mills. Royal Chinook salmon, weighing 30 to 50 pounds, are taken below the falls with rod, reel, and spoon. The annual migration of lamprey eels up the river from May to July attracts much attention. Beyond the mills, locks provide for navigation on the upper river. The huge log rafts seen in the Willamette here are evidence that you are now in the great lumbering country of the Pacific Northwest. The home of Dr. John McLoughlin, built in 1829, is preserved as a memorial of a notable pioneer, often referred to as "the father of Oregon." Within this house many of the early state laws were framed. The first Protestant church and the first Masonic lodge west of the Rockies were established here.

The town of **CANBY** (Alt. 151 ft.) lies 8 miles beyond Oregon City. It is the trade center of a fertile bulb and flax growing region. Brilliant fields of daffodils and tulips may be seen in the spring and early summer. Two miles beyond Canby you pass the little village of **BARLOW**, and two

miles farther the Pudding River is crossed and you enter **AURORA** (Alt. 119 ft.), established in the 1850's as a commune by a party of Germans. The commune lasted for about 25 years when the younger generation, with different ideals, brought about the dissolution of the commune and the re-organization of the village on American principles. South of Aurora are extensive hop fields.

HUBBARD (Alt. 182 ft.), a small village 4 miles south of Aurora, is the trading center for an area growing blackberries, loganberries, youngberries, strawberries, and raspberries. Four miles south of Hubbard is **WOODBURN** (Alt. 182 ft.), also a berry-raising district, operating a large cannery. Bulb culture is also carried on in this area. Three miles beyond Woodburn you pass **GERVAIS**. At this point a church steeple is visible two miles to the west. In the church plot is buried Marie Dorion, an Indian squaw, heroine of the Astor overland expedition which reached Oregon in 1811 after suffering extreme hardship. The town is named after Joseph Gervais, a member of the Astor expedition. The town of **BROOKS** lies 5 miles beyond Gervais, and four miles farther is **CHEMAWA**, at which point the railroad tracks divide the campus of a Government Training School at which are educated Indians from Alaska and the Pacific Northwest.

SALEM (Alt. 163 ft.) To San Francisco 665 miles. To Portland 53 miles. Capital of the State and seat of Marion County, Salem is the second largest city in the State. It was settled in 1834 by Jason Lee and other missionaries. To the west, as you enter the city, may be seen the Capitol and Supreme Court buildings. To the east, a mile distant, are the state hospital and penitentiary. Founded in 1842 as the Oregon Institute, Willamette University, oldest institution of higher learning in the Pacific Northwest, is located in the city. Salem is located geographically exactly midway between the equator and the north pole.

As you travel southward, Mt. Jefferson and the peaks of the Three Sisters are seen about 60 miles to the east. In early summer this whole countryside is carpeted with wild flowers. Frequently you can see brightly-plumaged Chinese pheasants in the fields along the way.

Leaving Salem, your train goes through the little towns of **TURNER** and **MARION** in the midst of a hay-growing country. A half mile north of Marion, on the east side of the track is a tombstone erected to the memory of a cow—"Vive la France." This cow won five world's records and over \$100,000 in prizes. Five miles beyond Marion is **JEFFERSON** (Alt. 240 ft.), located on the north bank of the Santiam River, named for a tribe of Calapooyan Indians.

ALBANY. (Alt. 213 ft.) The seat of Linn County, situated at the junction of the Willamette and Calapooya rivers. It is an important lumbering and agricultural center. South of Albany, the valley opens up into prairie-like expanses. The fields are larger. Grain and seed production dominates. This area is sometimes referred to as "the plains of Lebanon." Six miles beyond Albany is the village of **TANGENT**, a railroad term for the long stretch of straight track over which you are riding. South of here, at intervals are dome-like buttes, formed by volcanic upthrusts, once islands in the waters that filled the valley ages ago. There are marine fossils in the tops of the buttes, and bones of mammoths and mastodons have been found at their bases. Six miles beyond Tangent is **SHEDD**, a small settlement. Rising prominently on the east you can see Ward Butte (825 ft.), and Saddle Butte (646 ft.). South of Shedd is marshland which is blue in spring with the blooms of camas, Indian food-root. **HALSEY**, five miles south, is a shipping point for wool, grain, and seed crops.

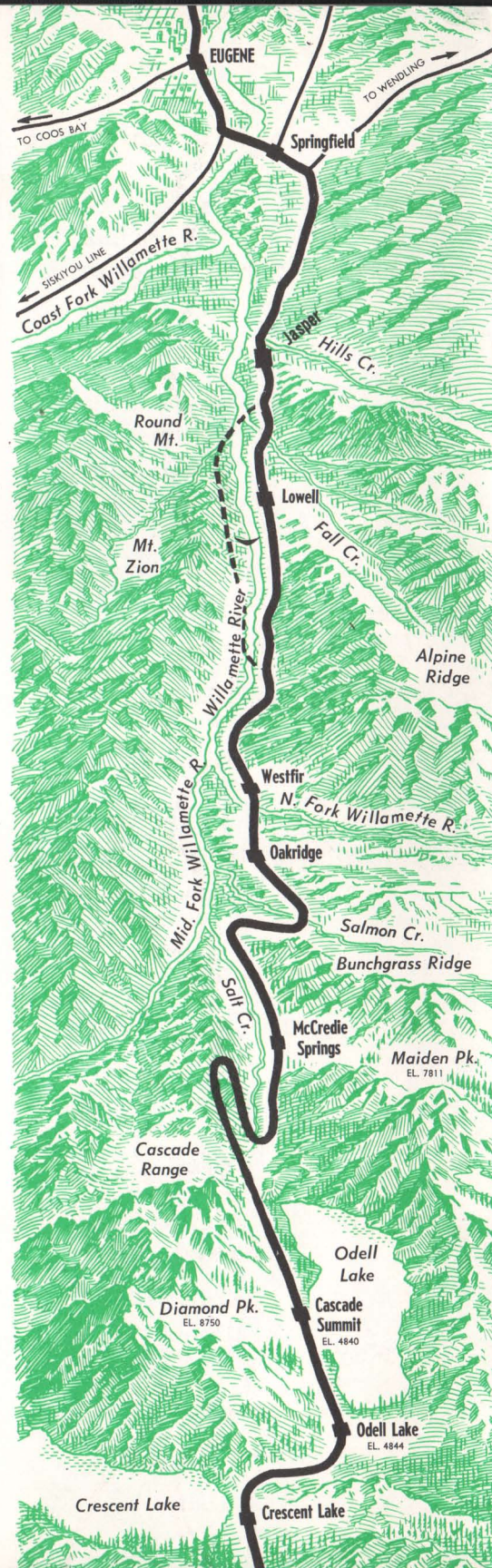
HARRISBURG (Alt. 309 ft.) is a typical river town. For many years a

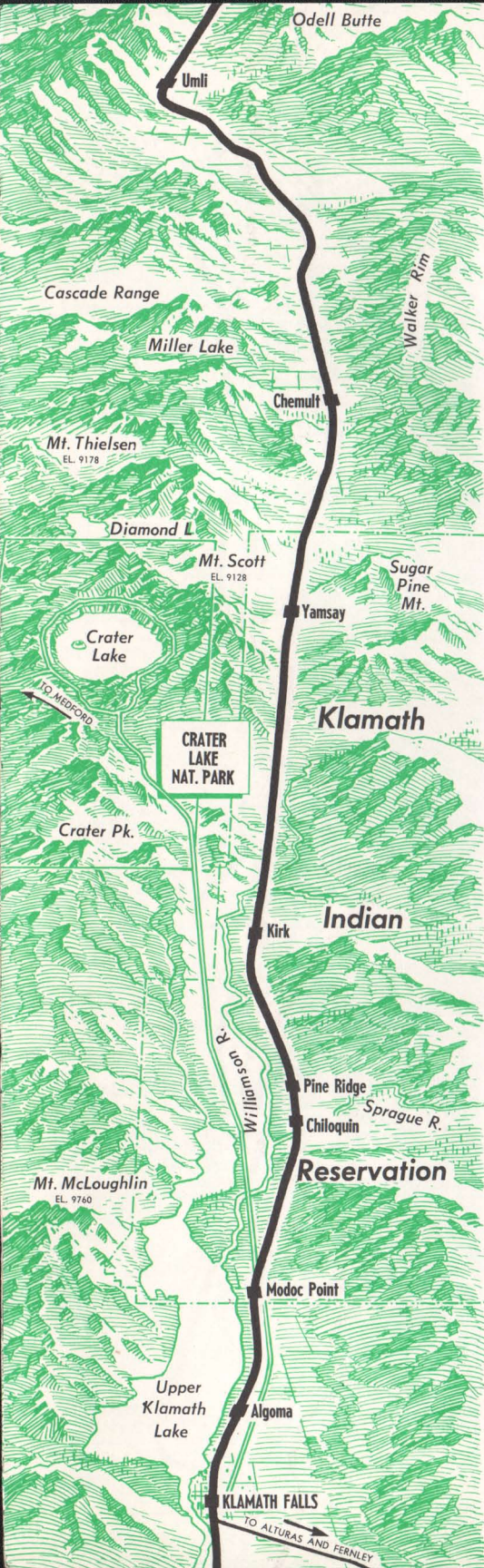
river ferry was operated here, ultimately replaced by a bridge. South of Harrisburg your train crosses the Willamette River. **JUNCTION CITY**, 4 miles beyond, is a trading point for farmers of the adjacent valleys. South of here are many fruit orchards and groves of walnut and filbert trees, alternating with berry patches and fields of grain.

The McKenzie River, one of the world's finest fishing streams, flows into the Willamette at Junction City. Fishermen come from all over the world to try their luck in the McKenzie's rapid waters. Anglers fish from skiffs rowed by river guides, who pull against the rushing stream while the boats drift slowly down the whirling rapids, stern first.

EUGENE. (Alt. 426 ft.) To San Francisco 594 miles. To Portland 124 miles. The seat of Lane County, Eugene is the third largest city in the State and a shipping point for manufactured lumber and farm products. Here are located the University of Oregon and the Northwest Christian College. The Willamette River curves around the northwest section of the city, and to the east rise the foothills of the Cascades, with the misty summits of the Coast Range to the west. A branch line extends westward from Eugene, crossing the Coast Range and following Siuslaw River to Cushman, near its mouth, thence south to Coos Bay on the Oregon coast, 122 miles from Eugene.

Eugene is also the northern junction point of the Cascade and Siskiyou Lines of the Shasta Route, the Cascade Line turning easterly to skirt the western slopes of the Cascade Range, and the Siskiyou Line turning westerly to run through the Umpqua and Rogue River Valleys and thence over the Siskiyou Mountains to Black Butte, Calif., where the two lines join again. The descriptive material immediately following covers the Cascade Line. The details of the territory along the Siskiyou Line are to be found on pages 9 to 11 inclusive.





OVER THE CASCADES

Leaving Eugene, your train begins the ascent of the Cascade Mountains. For the next 87 miles it gradually climbs until, at Cascade Summit, an elevation of 4,840 feet is reached. The country is ruggedly dramatic. Mountains, piled range upon range, rise about you, the highest only misty blue forms in the distance. On the south side of the train the Middle Fork of the Willamette rushes down to the valley. Up and up you climb, now close to the river, now through virgin forest with trees on either side, now clinging to the side of a cliff. An occasional clearing reveals a lonely farm house. For more than 60 miles the route roughly parallels the trail over which the immigrants toiled on the last lap of their journey into the Willamette Valley a century ago.

From Eugene the south bank of the Willamette is followed for 4 miles to Springfield, where the river is crossed and left. Five miles beyond Springfield your train reaches the north bank of the Middle Fork of the Willamette which it follows for the next 32 miles. **SPRINGFIELD** (Alt. 457 ft.), is an industrial and lumbering center. Leaving Springfield, you enter the foothills of the Cascades and the open valley begins to close in. For the next 16 miles the train passes through rolling country with some agriculture and an occasional lumbermill. Just south of **LOWELL** (Alt. 741 ft.) to the west is construction on Lookout Dam, a part of the Willamette Valley flood control project. Building of dam will cause relocation of 22 miles of Southern Pacific track, scheduled to be completed in 1951-52. Tracks will cross to west side of river at **JASPER**, $7\frac{1}{2}$ miles south of Springfield and follow west bank for approximately 20 miles, recrossing to east side at **ARMET**, just north of **WESTFIR** (Alt. 1,108 ft.) site of huge lumber mills. Your train crosses the North Fork of the Willamette River at Westfir and leaves it behind.

Two miles beyond Westfir is **OAKRIDGE** (Alt. 1,206 ft.), named for the oak trees nearby, and site of a large, modern lumber mill.

McCREDIE SPRINGS (Alt. 2,076 ft.), 11 miles beyond Oakridge, is a popular Oregon health resort, centered about mineral springs. There are numerous mountain trails and fine fishing here. About five miles south of McCredie Springs, your train crosses Salt Creek, makes a hairpin turn and follows a northwesterly direction for five miles, then turns as sharply again to resume its southeasterly course in its gradual ascent of the canyon's western wall to the Summit of the Cascade Range.

CASCADE SUMMIT. (Alt. 4,840 ft.) Thirty-three miles beyond McCredie Springs, on emerging from a tunnel, you see beautiful Odell Lake at the summit of the Cascades. For four miles you follow the south shore of the lake, with delightful vistas of this magnificent body of water, its pine-covered shores, and Maiden Peak (7,811 ft.) at its background. Odell Lake, a summer resort, is five miles long and three miles wide, and its depth (2,000 feet in places) gives it its wonderful blue color.

Also in this region are other mountain lakes easily accessible from the Cascade Line, including Summit Lake, Crescent Lake, and Diamond Lake. This great region is a famous attraction for campers, hunters, and fishermen. From **ODELL LAKE** (Alt. 4,844 ft.) a number of beautiful towering peaks are silhouetted against the sky—Maiden Peak, Odell Butte (7,000 ft.), Maklaks Mountain (6,990 ft.), Royce Mountain (6,186 ft.), Mt. Yoran (7,132 ft.), Lakeview Mountain (7,063 ft.).

Three miles beyond Lake Odell is **CRESCENT LAKE** (Alt. 4,779 ft.). The lake, one-half mile from the station, is a popular summer resort, noted for its fine fishing. Four miles from Crescent Lake is **UMLI** (Alt. 4,775 ft.), just south of which rugged Diamond Peak (8,750 ft.) is seen to the west. **CHEMULT** (Alt. 4,761 ft.) was named

for an Indian chief. There is a ski course west of the town. Eleven miles beyond Chemult is **YAMSAY** (Alt. 4,651 ft.). You are now in the Klamath Indian Reservation. South of here the western skyline is broken by jagged Mt. Thielsen (9,178 ft.), and Mt. Scott (9,128 ft.). Between these two landmarks can be seen the remains of Mt. Mazama, which now forms the rim of Crater Lake. This lake lies in the center of an extinct volcano 6,177 feet above sea level. It is six miles long and four miles wide, with precipitous walls rising 1,000 feet from water's edge to rim. Aside from its great scenic attractions, Crater Lake, located in Crater Lake National Park, is recognized as one of the great natural wonders of the world.

Twenty-two miles south of Yamsay, at **KIRK** (Alt. 4,533 ft.), your train crosses the Williamson River and follows its east bank for the next 15 miles. **CHILOQUIN** (Alt. 4,190 ft.), fourteen miles south of Kirk, an Indian settlement on the Klamath Reservation, bears the English version of an Indian name. At **MODOC POINT** (Alt. 4,154 ft.) your train reaches the eastern shore of Upper Klamath Lake, which it follows for 18 miles. Across the lake to the west you can see the sharp peak of Mt. McLoughlin (9,760 ft.) against the sky. Upper Klamath Lake is 8 miles wide and 40 miles long, one of the largest bodies of fresh water west of the Rockies, and the remains of an ancient inland sea. Interesting are the snow-white pelicans, which are protected by law and live on the lake in large numbers. Eight miles beyond Modoc Point is **ALGOMA** (Alt. 4,155 ft.) named for a lumber company, and ten miles farther is the city of Klamath Falls, a lumbering center.

KLAMATH FALLS. (Alt. 4,105 ft.) To San Francisco, 400 miles. To Portland, 318 miles. A gateway to Lava Beds National Monument and Crater Lake National Park. Auto stages leave here for the park daily during the summer. Klamath Falls, situated on the Link River near the southern

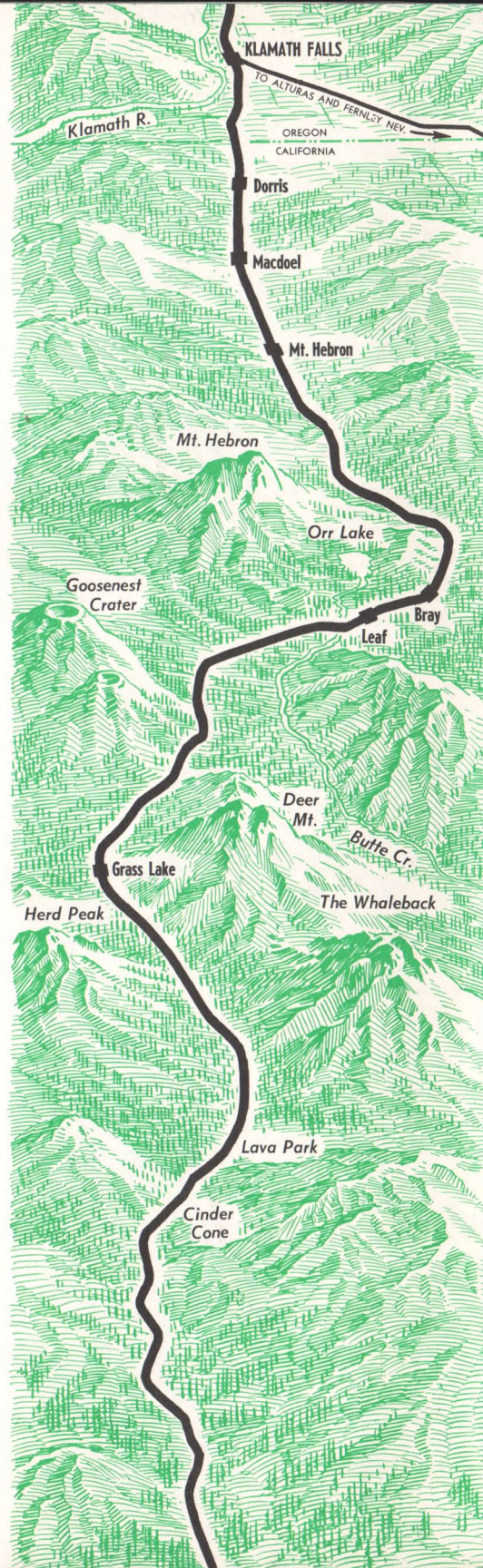
end of Upper Klamath Lake, is the seat of Klamath County. It is a modern city and a lumbering center. A regatta is staged annually on Klamath Lake in June. The city is distributing point for large farming and lumbering districts. Klamath potatoes are among the world's finest, and a major crop. Public buildings and some homes in Klamath Falls are heated with water from natural hot-water springs.

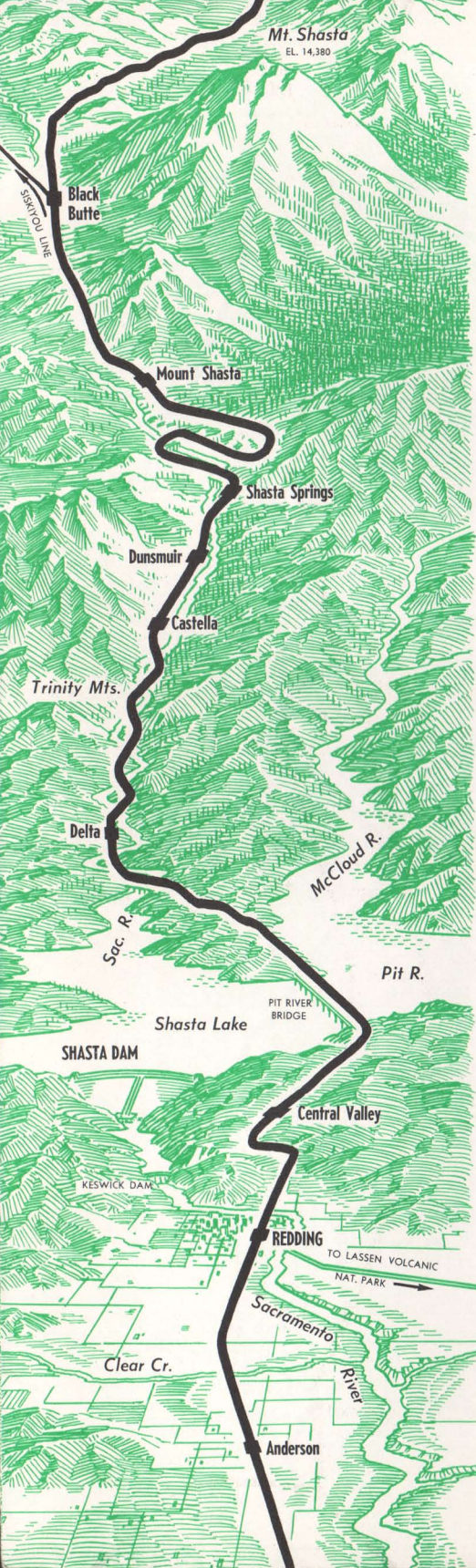
Twenty miles south of Klamath Falls the Oregon-California state line is crossed into California, and Mt. Shasta (14,380 ft.) looms ahead. While not the highest, Mt. Shasta is California's most spectacular peak. Snow covered most of the year, it is in sight from the train for many hours after it is first glimpsed.

You are now in the Butte Valley which, in ancient times, cradled a great lake. The valley is 17 miles long and about 10 miles wide. It is largely agricultural and was first settled by the Dunkards, a religious sect which originally immigrated from Germany to Pennsylvania in 1719, and later spread westward.

Proceeding through the valley, the first town encountered is **DORRIS** (Alt. 4,243 ft.), a trading center for lumbermen and farmers in the area. A few miles beyond Dorris your train passes a basin on the west known as Butte Lake, the remains of an ancient inland sea. Eleven miles beyond Dorris is **MACDOEL** (Alt. 4,264 ft.), formerly a Dunkard colony, and now a farming and business center for the Butte Valley. At **MT. HEBRON** (Alt. 4,262 ft.), two miles beyond Macdoel, you leave Butte Valley and begin to ascend, passing **BRAY** (Alt. 4,647 ft.) and **LEAF** (Alt. 4,674 ft.) a logging center, on the climb to **GRASS LAKE** (Alt. 5,063 ft.) the highest point on the Cascade Line. From Grass Lake the descent of the western slope is begun and continues steadily to the end of your trip.

BLACK BUTTE (Alt. 3,903 ft.), 23 miles beyond Grass Lake, is the southern junction of the Cascade





and Siskiyou Lines. (For information on the Siskiyou Line between Eugene and Black Butte, see pages 9 to 11.) To the east is Mt. Shasta and to the south rises nearby Black Butte, a steep, perfectly-shaped cone of volcanic rock 6,250 feet in height. Eight miles south from Black Butte is the town of **MOUNT SHASTA** (Alt. 3,555 ft.) near the base of the mountain for which it is named. The town centers a rich meadowland known as Strawberry Valley, and is the starting point for ascending the mountain. One of the largest trout hatcheries in the country is maintained by the State about a mile west of the station. The town of Mount Shasta is a popular winter sports center, since in the winter months good snow conditions and the fine skiing slopes on Mt. Shasta make an ideal combination.

Four miles south of Mount Shasta station the rugged Sacramento River Canyon is entered and for four hours your train follows the river, crossing it 18 times in 32 miles. **SHASTA SPRINGS** (Alt. 2,555 ft.) is 12 miles south of Mount Shasta station. It is noted for its natural sparkling mineral water and charming location. There is a rustic spring house on the station grounds. Hotels and cottages, delightful for summer vacation, are on a timbered plateau above and east of the station. A cable incline car takes visitors from the station, carrying them up the pine-covered side of the canyon. Immediately on the east, after leaving Shasta Springs, are beautiful Mossbrae Falls. Unlike other falls, they do not make a sheer drop, but foam down the hillside through curtains of moss and delicate ferns.

DUNSMUIR (Alt. 2,290 ft.), three miles beyond, is an important Southern Pacific division point. The town is picturesquely situated in a widening of the canyon, the homes nestling among trees on the hillside. Dunsmuir is the supply center for the surrounding country and in season is thronged by hunters and fishermen. Seven miles beyond Duns-

muir to the south is **CASTELLA** (Alt. 1,947 ft.) a little mountain town. Directly to the west the gray splintered granite spires of Castle Crag, towering 2,084 feet from their base, appear like some medieval castle. In early days a battle between the Modoc Indians and the whites was fought among the ramparts of Castle Crag. From Castella you continue down the Sacramento Canyon 18 miles to **DELTA** (Alt. 1,137 ft.) and, 24 miles beyond, your train emerges from a tunnel onto the Pit River Bridge which crosses Shasta Lake, created by the waters of the Pit, McCloud, and Sacramento rivers impounded by the mighty Shasta Dam. The lake, in an inspiring setting of forested mountains, is 40 miles long with a shore line of over 300 miles. Beyond the lake you proceed through tree-covered rolling hills to **CENTRAL VALLEY** (Alt. 844 ft.), and 8 miles beyond reach Redding.

REDDING. (Alt. 557 ft.) To San Francisco, 236 miles. To Portland, 482 miles. The seat of Shasta County, Redding is an important lumber manufacturing and shipping center. A side trip by bus from Redding to the Shasta Dam and power plant is operated during the summer months by the Gray Line Tours. The side trip includes a tour of the lake on a steel diesel-powered cruiser. Shasta Dam is the highest overflow-type dam in the world, the world's second highest dam, and the world's second largest dam. It is 520 feet thick at the base, 602 feet high, and two-thirds of a mile long. The dam is higher than the Washington Monument, and the water drop from the spillway is three times that of Niagara Falls. The capacity of its great power plant is 375,000 kilowatts. The dam cost \$87,167,000.

Redding is also gateway to Lassen Volcanic National Park, and a side trip to the park may be made by motor coach during the summer months. Although not now active, Lassen Peak is still a live volcano—the only one in the Continental United States. It centers a region of

great natural beauty. Lassen Peak is visible from Redding on the skyline 45 miles to the east, and continues in sight from the train for 45 miles as you proceed south.

Redding lies at the head of the Sacramento Valley, which embraces 12,000,000 acres of fertile land, extends south 160 miles, and is 60 miles wide at the south end. The valley is bounded on the west by the Coast Range and on the east by the Sierra Nevada Mountains. Geologists tell us that ages ago the Sacramento Valley was part of the floor of the Pacific Ocean and that at that time the ocean shore was at the base of the Sierra Nevada. With the San Joaquin Valley to the south, the Sacramento Valley forms the great Central Valley of California—425 miles long and one of the most fertile and productive regions on earth.

Eleven miles beyond Redding is **ANDERSON** (Alt. 434 ft.) and, seven miles farther, **COTTONWOOD** (Alt. 423 ft.), two towns established in the 1800's as starting point and supply station, respectively, for miners going into the Trinity Mountains, to the northwest.

RED BLUFF (Alt. 309 ft.), 17 miles south of Cottonwood, is the seat of Tehama County. It lies on the west bank of the Sacramento River, and is an important trading center for livestock, fruit, grain and poultry. Red Bluff is a gateway to Lassen Volcanic National Park.

South from Red Bluff your train runs through a level plain, spread like a midwest prairie out to the foothills of the distant mountains on either side. There are grazing lands, dotted with trees, and great grain fields hemmed by miles of fence.

GERBER (Alt. 246 ft.), nine miles south of Red Bluff, is a Southern Pacific division point. Two miles beyond is **TEHAMA** (Alt. 223 ft.), once the seat of Tehama County and a busy trading and freighting center.

From Tehama, two lines extend south through the Sacramento Val-

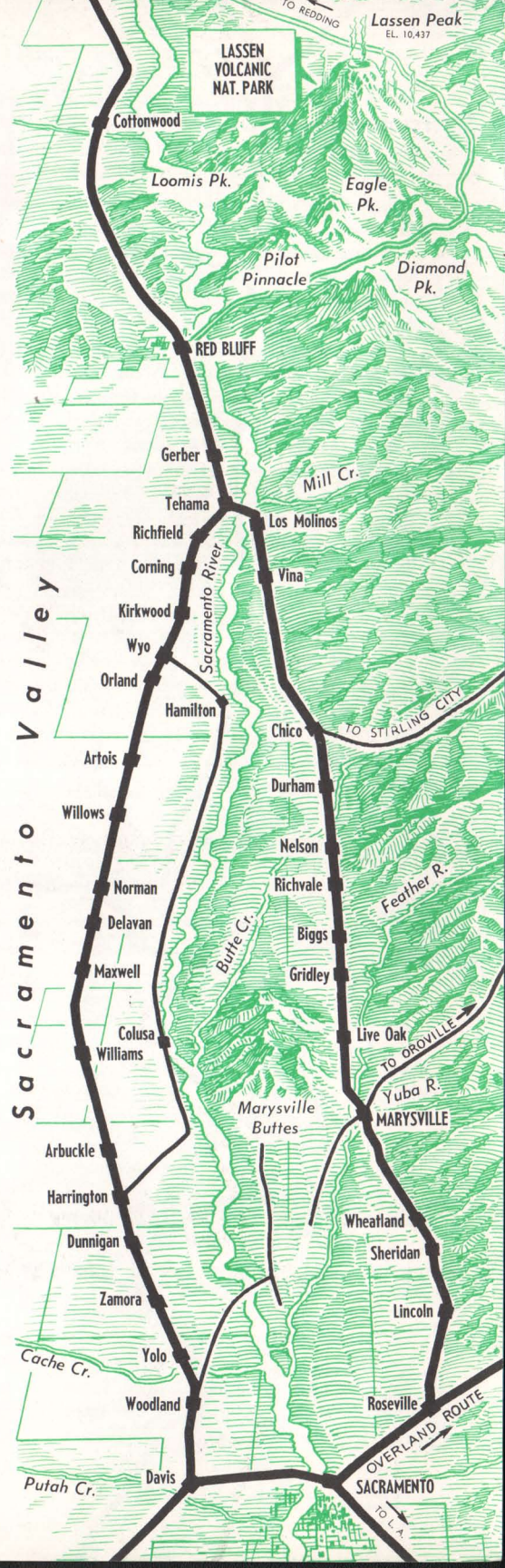
ley. The West Side line is used by all through Portland-San Francisco trains. The East Side line passes through an agricultural section producing hops, nuts, fruit, dairy products, and large quantities of wheat and rice. Important towns are **CHICO**, a trade center and home of Chico State College; **MARYSVILLE**, seat of Yuba County at the confluence of the Feather and Yuba rivers, a trading center for a large region; **LINCOLN**, a trading point and a pottery town where ceramics have been produced since 1870; and **ROSEVILLE**, a Southern Pacific railroad center with extensive classification yards and the world's largest icing plant.

On the West Side line 8 miles beyond Tehama is **CORNING** (Alt. 277 ft.), centering an extensive acreage of Sevillano olive groves. Olive oil refining and olive canning are the principal industrial enterprises.

ORLAND (Alt. 259 ft.), 13 miles south of Corning, is the center of a Government irrigation project storing the waters of Stony Creek, which rises southwest in the Coast Range. The project embraces over 20,000 acres. Citrus and deciduous fruit, raisin grapes and alfalfa are grown. Sixteen miles south of Orland is **WILLOWS** (Alt. 137 ft.), the seat of Glenn County, surrounded by fertile farming districts. Just south of Willows you cross the Central Canal, irrigating over 60,000 acres, and enter the heart of a great rice-growing belt which extends southward for a distance of twenty-five miles.

Leaving Willows, your train continues south through **NORMAN**, **DELA VAN** and **MAXWELL**, past wide and level plains devoted to raising livestock, grain and, in the lowlands, rice. The mysterious Marysville Buttes are seen 15 miles to the east. They are a miniature mountain range rising about 2,000 feet and stand isolated in the middle of the valley. They are the remnants of an extinct volcano.

WILLIAMS (Alt. 84 ft.), 25 miles south of Willows, lying amid far-spreading rice fields, is a supply and





shipping point. Colusa, seat of Colusa County, is located 10 miles to the east. **ARBUCKLE** (Alt. 139 ft.), 11 miles south, in a deciduous fruit and grape section, is noted for its fine almonds. Leaving Arbuckle you pass the towns of **DUNNIGAN**, **ZAMORA**, and **YOLO**, dotting large stretches of farms, orchards, and vineyards and, 31 miles beyond, reach **WOODLAND** (Alt. 62 ft.), the seat of Yolo County and trade center for a productive agricultural area.

Nine miles south of Woodland is **DAVIS** (Alt. 52 ft.), junction for Southern Pacific's Overland Route to the east via Sacramento and Ogden, and west to Oakland and San Francisco. The State College of Agriculture farm of 1,076 acres, conducted by the University of California, is located here. **DIXON** (Alt. 67 ft.), 8 miles beyond Davis, is a farming and dairying center. Toward San Francisco Bay are tule marshes—duck-shooting grounds.

SUISUN-FAIRFIELD (Alt. 12 ft.) is 16 miles beyond Dixon. Fairfield, the seat of Solano County, is situated just north of Suisun, the two practically forming one city. South of Suisun-Fairfield you pass the Suisun marshes. In Suisun Bay, to the east, can be seen 300 merchant marine ships moored and covered by a special red paint which looks like rust but is really a red oxide preservative coating. Fifteen miles beyond Suisun-Fairfield your train climbs a slight grade and glides onto the great Southern Pacific double-track bridge which crosses Suisun Bay, an arm of San Francisco Bay. (A lift span in the bridge permits large ships to pass beneath.) Two miles after crossing the bridge is **MARTINEZ** (Alt. 10 ft.), seat of Contra Costa County and important as an oil refining, canning and fishing center. Beyond Martinez your train skirts the shore of San Francisco Bay, which it follows for 31 miles to Oakland Pier.

CROCKETT (Alt. 14 ft.) is reached 6 miles beyond Martinez. Here is a

large sugar refinery. Crockett is the junction point for Vallejo and Mare Island Navy Yard, located on the north shore across the strait. It is also the connecting point for Napa Valley and the "Valley of the Moon" made famous by Jack London. Across the broad waters of the Bay are the Marin County hills, with the bold outlines of Mt. Tamalpais (2,604 ft.) beyond. Just west of Crockett you pass under the great highway bridge over Carquinez Straits. **RICHMOND** (Alt. 41 ft.), 14 miles beyond Crockett, is an important industrial and ship-building center with a deep-water harbor. There are more than sixty industrial plants here. The Pullman Company's car shops are passed south of the city, east of the tracks.

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

Four miles beyond Berkeley you reach **OAKLAND** (16th Street Station) third largest city in the State and a commercial center of importance, with many large manufacturing and shipbuilding interests. The slender tower of the City Hall, one of the tallest buildings in California, is a striking landmark. Lake Merritt, in a fine park near the Civic Center, is surrounded by modern apartments; on its waters thousands of wild ducks make their winter home. Nearby stands the Municipal Auditorium, seating 12,000. It includes the Municipal Theatre and an art collection.

OAKLAND PIER. From 16th Street Station, Oakland, your train proceeds to Oakland Pier. The pier extends a mile into San Francisco Bay and has been filled in on each side, providing for the extensive railroad yards you see here. This is the rail terminus of Southern Pacific's Overland and Shasta Routes, to the east and north, respectively, and of its

San Joaquin Valley Line to Los Angeles. A line from Oakland Pier also connects at San Jose with Southern Pacific's Coast Line which has its principal terminal at Third Street Station, San Francisco. Both Coast and San Joaquin Lines run to Los Angeles, connecting there with Southern Pacific's Golden State Route to Chicago, and Sunset Route to New Orleans.

At Oakland Pier you board a Southern Pacific ferryboat for San Francisco. The $3\frac{1}{2}$ -mile trip across San Francisco Bay is made in 20 minutes, landing you at the Ferry Building, foot of Market Street. San Francisco Bay, one of the largest land-locked harbors in the world, extends in two arms 30 miles north and 35 miles south of San Francisco, and varies from 2 to 12 miles in width. Its water area covers over 450 square miles, providing 117 square miles of good anchorage. Crossing the Bay, midway, on the right, you pass close to Yerba Buena and Treasure Islands, and glide under the 8-mile long San Francisco-Oakland Bay

Bridge, largest in the world, completed in 1937 at a cost of \$79,000,000. Alcatraz Island, site of a Federal penitentiary, is seen farther to the north, directly facing the entrance to the Golden Gate, which is spanned by the graceful Golden Gate Bridge, world's largest suspension bridge. Beyond Alcatraz, and forming the northern shore of the Golden Gate, rise the Marin County hills, with Mt. Tamalpais high in the background. Angel Island, with immigration station, quarantine station, and hospital, lies near this shore. Ahead of you, San Francisco rises impressively on its fourteen hills. Historic Telegraph Hill, with Coit Tower rising from its summit, is the first prominence on the right; next is Russian Hill, a residential district. Directly in the center over the Ferry Building tower you see Nob Hill, topped by hotels and apartment houses. Twin Peaks are the two cones on the southwestern skyline to the left. On the second floor of the Ferry Building is displayed a large relief map of Califor-

nia, an outstanding piece of craftsmanship and an exhibit of much interest to the traveler unacquainted with the topography of the State.

SAN FRANCISCO. You could spend weeks in San Francisco without seeing everything. The city offers a wealth of attractions. A modern business section, fine parks and boulevards, the Embarcadero, picturesque Fisherman's Wharf, Ocean Beach, Chinatown, Civic Center and imposing public buildings; the Presidio, theatres, libraries, museums, art galleries, monuments—all demand your attention. Many pleasant hours may be spent in Golden Gate Park, playground of the city and center of its outdoor life. Located near Land's End in Lincoln Park is the California Palace of the Legion of Honor, a magnificent granite structure overlooking Lincoln Park and the entrance to the Golden Gate. A cosmopolitan city, San Francisco is famed for its restaurants and cafes. Here you may enjoy the cuisine of all nations. The shops are as fine as those of any city in the world.

THE SISKIYOU LINE

From Eugene, Oregon to Black Butte, California via Medford, Oregon.

Much of the stirring history of Oregon's pioneer days centers in the country traversed by Southern Pacific's Siskiyou Line between Eugene and the southern State line. This country, lying mainly in the Umpqua and Rogue River Valleys, was final destination for many of the hardy pioneers who blazed a covered-wagon trail from the East to make their fortunes. There is hardly a mile of this country that at some time was not a battleground between the settlers and the Indians, or the elements, or nature's barriers.

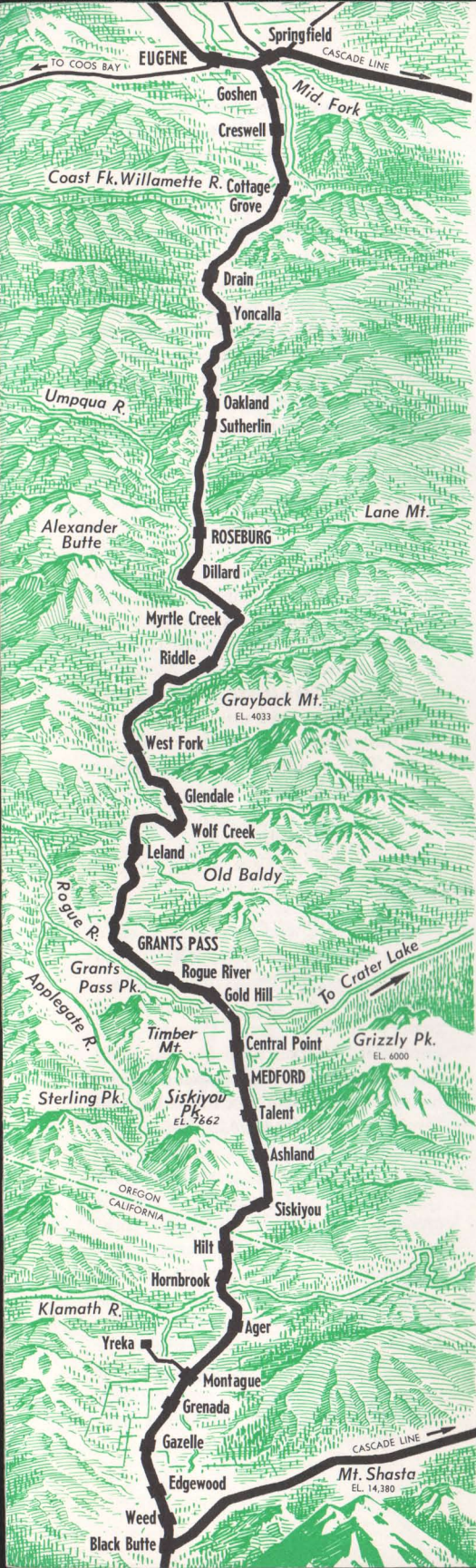
The route is extremely picturesque, with open plains, mountains, and valleys alternating to lend an interesting variety. The Rogue and Umpqua Rivers are followed for considerable distances, and from the mountain summits magnificent

vistas of great distances are afforded.

Leaving Eugene, your train follows the south shore of the Willamette for three miles, then turns to the south. The open valley continues southward, but lessens in size as the hills slowly close in. Farms decrease in size, and lumbering and stock raising increase in importance. Six miles from Eugene is **GOSHEN**, a little trading settlement, named by a settler who regarded the valley as the Land of Promise. **CRESWELL**, another small settlement six miles beyond, was named for the Postmaster General in office at the time of settlement—1872.

COTTAGE GROVE (Alt. 643 ft.) is in the heart of a lumbering region, with stock raising, dairying and fruit culture. Five miles beyond Cottage Grove, the Umpqua Valley is en-

tered and followed for the next hundred miles. **DRAIN** (Alt. 296 ft.), 17 miles beyond Cottage Grove, is shipping point for a fruit, vegetable and turkey growing area. One of Oregon's first Normal Schools was here. The old building may be seen on the hillside to the west. Six miles beyond Drain is **YONCALLA** (Alt. 356 ft.), a small rural trade town, and fourteen miles farther you pass **OAKLAND** (Alt. 426 ft.). Calapooya Creek is crossed just before entering Oakland, which is one of the largest turkey shipping points in the United States. A turkey show of national importance is held here each December. South of Oakland the character of the vegetation changes: hills are more rugged, firs fewer, and mingled with the oak groves are many red-barked, evergreen madronas.



SUTHERLIN (Alt. 518 ft.) is three miles beyond Oakland. It is a lumber center and the cradle of the turkey-raising industry. Here was established the first turkey farm in Oregon. The Sutherlin Valley, 11 miles long and 4 miles wide, lies to the east between the Umpqua and Calapooya Valleys. Deer Creek is crossed near **ROSEBURG** (Alt. 459 ft.) 14 miles south of Sutherlin. Roseburg is the seat of Douglas County and one of the State's largest lumber producing centers. It is situated on a curve of the Umpqua River and is the rail head for fishing parties on this famous stream. Mt. Nebo (1,100 ft.) is seen to the west across the Umpqua.

Ten miles beyond Roseburg is **DILLARD** (Alt. 528 ft.) wood-working center and famous for its fine cantaloupes. Twelve miles beyond Dillard you pass through **MYRTLE CREEK** (Alt. 609 ft.) on a stream of the same name. A large plywood plant is located here, and the town serves an area where fruit growing, dairying and poultry raising are carried on. Six miles beyond Myrtle Creek is **RIDDLE** (Alt. 705 ft.) which serves a rich logging and lumbering area. Five miles south of Riddle your train enters Cow Creek Canyon, which is followed for 35 miles. This picturesque ravine lies within steep walls which rise to a height of 1,000 feet above the tumultuous stream. Cow Creek was so named because in this canyon a settler found and recovered cattle stolen by marauding Indians.

Twenty-three miles south of Riddle, **WEST FORK** (Alt. 1,009 ft.), famous for its fine fishing, is passed, and 13 miles farther you reach **GLENDALE** (Alt. 1,403 ft.) in the heart of a mining and lumbering region. North of Glendale two prominent peaks rise above the skyline—Grayback, 4,033 ft., and Panther Butte, 3,517 ft. Just south of Glendale your train passes through a tunnel under a ridge which forms the divide between the Umpqua and Rogue River Valleys; the crest of this divide forms the boundary between Douglas and Josephine Counties.

Six miles beyond Glendale is **WOLF CREEK** (Alt. 1,291 ft.) which is approached on a picturesque horseshoe curve. Wolf Creek Tavern, built in 1857, is still in use. It was headquarters for the American forces during the Rogue River Indian War. For 8 miles Wolf Creek Canyon is followed to **LELAND** (Alt. 1,190 ft.), where Grave Creek is crossed. From Leland the approach to Grants Pass affords a sweeping view west across the Rogue River Valley, with the Coast Range beyond.

GRANTS PASS (Alt. 935 ft.) To San Francisco 446 miles. To Portland 297 miles. The seat of Josephine County, Grants Pass, on the Rogue River, is trading and shopping center for a rich mining, lumbering, dairying, and fruit-growing area. During the summer months there is daily bus service from Grants Pass to Crater Lake National Park. The Redwood Empire may be visited by using the train, Portland to Grants Pass, thence bus over the Siskiyou and through redwood groves to Eureka, Calif., thence Northwestern Pacific R. R. to San Rafael, and bus from there to San Francisco.

Nine miles beyond Grants Pass you come to **ROGUE RIVER** (Alt. 907 ft.), a little settlement which was known to pioneers as "Tailhold." Across the river from the town is a rattlesnake farm where thousands of these reptiles are raised for their venom, used for medical purposes. Eight miles beyond Rogue River is **GOLD HILL** (Alt. 1,801 ft.) where one of the first discoveries of gold in this region was made. There now is a large cement plant here. The Rogue River is crossed and shortly thereafter two great flat-topped hills are seen to the east—Table Rock and Table Mountain. At Table Rock the Indians made their last stand in the Rogue River Indian War, and here the peace treaty was made. Mt. Pitt's snow-capped peak (9,760 ft.) looms in the southwest above lesser peaks of the Cascade Range.

You are now in the famous Rogue River Valley, containing 1,000,000 acres in all, lying between Umpqua Divide on the northwest and the Siskiyou Mountains on the south. At **CENTRAL POINT** (Alt. 1,371 ft.) the valley widens to 18 miles. The vista from the car windows embraces thousands of acres of fertile farmland and flourishing orchards.

MEDFORD (Alt. 1,370 ft.) To San Francisco 413 miles. To Portland 330 miles. Medford is a gateway to Crater Lake National Park. The city, seat of Jackson County, is built on both sides of Bear Creek. It is the fruit-shipping center of Southern Oregon, and important in the lumber industry; one of the most completely-equipped sawmills in the Northwest is here. Medford pears are world famous. Seven miles beyond Medford you pass through **TALENT** (Alt. 1,629 ft.), a small settlement surrounded by orchards. To the east, as your train climbs the grade from here, a remarkable view is had of fertile farms which checker-board the valley below.

Five miles beyond Talent is **ASHLAND** (Alt. 1,874 ft.), at the southern end of the Rogue River Valley and bisected by Bear Creek. The city lies at the base of Ashland Peak (2,535 ft.) and its twin peak, Mt. Wagner. One of the State's three Normal Schools is located here. Ashland is noted for its mineral springs with waters highly valued for their curative properties. Lithia and other mineral waters are piped into a natural park of unusual beauty, within the city limits.

Leaving Ashland, the railroad commences the climb to the summit of the Siskiyou (Ind., bob-tailed horse) Mountains, 4,113 ft. above sea level—winding amidst manzanita, mountain laurel, flaming madrona and towering pines. The distance, Ashland to **SISKIYOU**, at the summit, is 17 miles and in the one-hour climb your train mounts 2,241 ft. Remarkable engineering work in overcoming grades includes the complete circling of the mountain in a spiral. At one point the track is visible from the train in three places, each below the other.

After emerging from a tunnel at the summit, Pilot Knob, prominent landmark of Indians, appears to the east; to the southeast, above intervening hills, your first sight is had of magnificent Mt. Shasta, raising its snow-mantled bulk a sheer 14,380 feet into the enfolding sky.

HILT, Alt. 2,905 ft. You are now in California. Box material manufactured here in large quantities. Your train begins to descend the southern slope of the Siskiyous, passing through Cottonwood Canyon and Valley, and descending 1,958 feet in 19 miles to **HORN BROOK** (Alt. 2,156 ft.), a little pioneer village, long fallen into disrepair. Now you are entering the cattle country of Northern California. From Hornbrook to **AGER** (7 miles) your train winds through a narrow, twisting canyon, crossing the Klamath River once and Willow Creek twice on the way.

At Ager, Mt. Shasta's snow-covered

crest rises ahead of you to the south, to remain in sight for several hours. As you approach nearer to the mountain and wind around its base, you alternately see it from one side of the train, then from the other.

MONTAGUE (Alt. 2,542 ft.) 11 miles south of Ager, lies at the northern end of Shasta Valley, which extends southward to Weed, some 30 miles. This is farming country. From Montague the Yreka Western R. R. runs west 8 miles to Yreka (Ind., wai-reé-ka, mountain) seat of Siskiyou County, centering a gold mining district. Six miles south of Montague you reach **GRENADA** (Alt. 2,561 ft.), in the center of a grazing and dairying section. South of Montague you cross the Shasta River. In the basin seen from here to the northwest are many small cone-shaped hills. These are ancient volcanic formations. Eight miles south of Montague is the village of **GAZELLE** (Alt. 2,760 ft.), a cattle shipping point, and another 8 miles south is **EDGEWOOD** (Alt. 2,953 ft.), a dairying center. Edgewood is on the site picked by the first travelers on the California-Oregon Trail for a stopping place.

WEED (Alt. 3,466 ft.) lies 5 miles south of Edgewood. It is an important lumbering town with large mills, sitting in a hill-rimmed hollow. It lies at the base of Mt. Shasta, a beautiful vista of which may be had as your train proceeds south.

BLACK BUTTE. Alt. 3,903 ft. At Black Butte the Siskiyou Line makes its southern connection with the Cascade Line (See page 5).

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

L. C. IOAS
Passenger Traffic Manager
310 So. Michigan Ave.
Chicago 4, Ill.

CLAUDE E. PETERSON Vice-President
System Passenger Traffic
65 Market Street
San Francisco 5, Cal.

H. H. GRAY
Passenger Traffic Manager
913 Franklin Ave.
Houston 1, Texas

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.

MAPS AND DESCRIPTION

Shasta Route

PORTLAND - SAN FRANCISCO



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