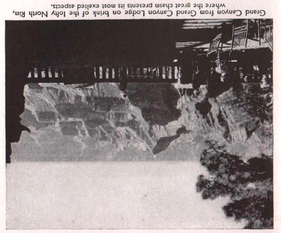
UNION PACIFIC RAILROAD



Grand Canyon from Grand Canyon Lodge on brink of the baby Kaibab Rim, where the great chasm presents its most exalted aspects.

The Historic Beginning of the Union Pacific

THE Civil War was raging in 1863 . . . the Security of the Pacific Coast was in doubt . . . unless quick communication by rail could be established overland across the continent.

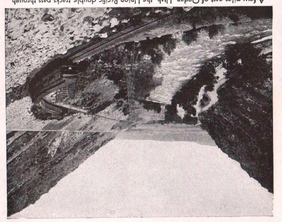
Thus out of the need of a nation fighting against disruption, the "Pacific Railroad" came into existence. There was no time for lengthy preliminaries. It was a case of selecting the shortest route to the Pacific Coast and laying track with all possible speed.

The shortest and most obvious route was the Overland Trail westward from Council Bluffs and Omaha, originally followed by great herds of buffalo and other wild animals through their instinct for water level routes and easy grades. Later it was used by Indians, then by trappers, emigrants and fortune hunters of '49, the Siege Coach and Pony Express. It was one of the world's finest natural highways, when chosen by the railroad builders it became known as the Overland Route.

President Lincoln actively supported the undertaking, backed by men of prominence and vision. Meeting many delays, often held up by lack of materials . . . harassed by bands of Indians . . . with death and disaster ever menacing them . . . the courageous construction crews carried on.

Finally, in spite of all difficulties, the last rail was laid and on May 10th, 1869, at Promontory Point, Utah, Thomas C. Durant of New York and Leland Stanford of California drove the Golden Spike which completed the Overland Route . . . then and now, the main highway across the continent.

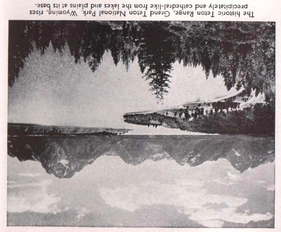
This Strategic Middle Route, which unites the East with the Pacific Coast, carried a tremendous amount of traffic during the recent war as troops and freight cargo were speeded to ports of embarkation. Today, this same route is resuming as rapidly as possible its peace-time role of providing efficient transportation to hasten the march of progress.



A few miles east of Ogden, Utah, the Union Pacific double tracks pass through Weber Canyon's impressive series of gorges in the Wasatch Range.

DOUBLE-TRACK

Between Council Bluffs and Salt Lake City, and in several other places, considerably more than a thousand miles in all, the Union Pacific operates on double-track. This is an invaluable aid to efficiency in maintaining fast schedules, and increases the safety of operation.



The historic Teton Range, Grand Teton National Park, Wyoming, rises precipitately and cathedral-like from the lakes and plains at its base.

The Greatest Scenic Route Westward

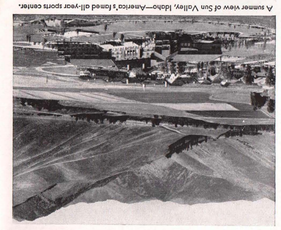
MOST of America's western playgrounds, including sixteen National Parks, are served by Union Pacific which reaches more of the scenic West than any other railroad.

The west territory served by this railroad includes a great variety of contrasting scenic wonders. The imposing snow-capped Rockies of colorful Colorado "Where the West is neared" . . . The romantic semi-tropical beauty of Southern California, with its luxuriant orange groves, sun-kissed beaches and smooth motor roads . . . the spectacular geysers and the friendly bears of Yellowstone . . . the virgin loveliness of the Pacific Northwest, appreciated via Union Pacific by a thrilling ride through the scenic Columbia River Gorge.

Deserving of special mention are Zion, Grand Canyon and Bryce Canyon National Parks in southern Utah and northern Arizona. Here is a trio of scenic treasures so unusual . . . so bewildering . . . that nothing on earth compares with them.

All three of these National Parks as well as enchanting Kaibab National Forest with its white-tailed squirrel and its thousands of deer, and colorful Cedar Breaks National Monument are accessible over an excellent highway from Lund, Utah on the Union Pacific Railroad. Motor bus tours are operated to them during summer season, via the gateway at Cedar City, Utah.

Sun Valley, Idaho, America's foremost year round sports center, is served exclusively by Union Pacific. Skiing is the major attraction in winter and spring but visitors also enjoy skating, sleighing, swimming in outdoor warm-water pools and other healthful activities. In summer and fall, vacationists may golf, play tennis and badminton, go horseback riding and swim. Pack trips lead to primitive regions where fish and big game abound. Sun Valley and its activities are now open to the public.



A summer view of Sun Valley, Idaho—America's famed all-year sports center.

Typical orange groves near Riverside, in the heart of Southern California.

Grand Canyon and Grand Falls (300 feet high) of the Yellowstone River, Yellowstone Park's most spectacular spectacle.

ELECTRIC SAFETY SIGNALS

Every mile of the Union Pacific Railroad is fully protected by electric safety signals, giving travelers a solid sense of security.

Boulder Dam across the Colorado River near Las Vegas, Nevada, represents one of man's greatest efforts to control the forces of nature.

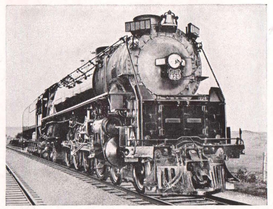
Sleep Soundly and Arrive Safely via Union Pacific

THE Union Pacific loaded is constructed to give the utmost in riding comfort. Resilient Sherman gravel is used for ballast. This exceptionally smooth loaded, combined with skillful handling of trains, insures pleasurable travel. Even those unused to night travel may sleep soundly and awaken fully refreshed for the day's work or pleasure.

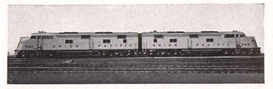
The rugged ledges of the Sawtooth Mountains protect Sun Valley Lodge and Challenger Inn against winter winds.

Yosemite Falls, which plunge a distance of 2,600 feet, is one of the many awe-inspiring sights of Yosemite National Park, California.

BEAUTIFUL SCENERY



The 800 Series of new high-speed locomotives for passenger and fast merchandise service have the power to pull 100 loaded freight cars at a mile a minute. Nearly forty of these Union Pacific rail giants are now in use in both freight and passenger service.



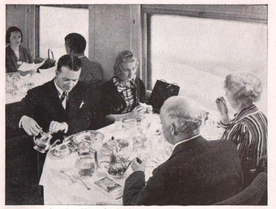
Union Pacific's new 4000 horse-power, Diesel-electric locomotives each consist of two units coupled back-to-back so that they may be operated from the cab at either end. They carry 2400 gallons of Diesel fuel oil, 400 gallons of lubricating oil, 700 gallons of water for engine cooling, 2100 gallons of water for the boiler, used for supplying heat to the train.

Union Pacific's Modern Motive Power

SINCE 1934, Union Pacific has designed and constructed some of the World's most powerful Diesel Electric streamlined locomotives.

Beginning in 1936 and through the succeeding years many high speed steam locomotives have been built and placed in operation to handle rapidly increasing passenger and freight business.

As a result of this continuous building program, Union Pacific was able to meet the government's requirements in transporting men, materials and foodstuffs during the war and, at the same time, provide adequate freight and passenger service for the nation's normal needs.

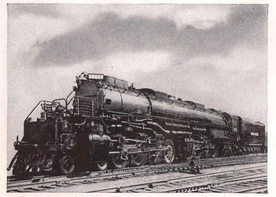


Interior of modern Union Pacific dining car where passengers are served those famous Overland Route "meals that appeal."

Superlative Dining Car Service

UNION PACIFIC invites particular attention to its excellent cuisine. The food is the best obtainable. It is skillfully prepared and served in a manner tempting to the appetite. The portions are satisfactorily adequate. Union Pacific has become justly famous for "Meals that Appeal."

Attractive dining cars, air-conditioned and completely modern are carried on the Union Pacific fleet of famous trains. The linen is of snowy whiteness; the silver glistens richly. Refinement and

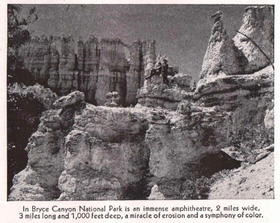


"Big Boy", World's largest, most powerful locomotive. Union Pacific has many of these giants in active service.

Attractively decorated "coffee shop" style dining car on The Challenger and many other Union Pacific trains serving low cost meals.

deft, personalized service have always been a keynote on Union Pacific dining cars.

On some Union Pacific trains, such as the famous Challengers . . . the fast, Coach-Pullman Tourist Car trains that have revolutionized rail transportation . . . moderately priced meals are featured in new and strikingly attractive dining cars. While all Union Pacific dining car meals are reasonable in cost, Challenger meals are below the general price level. These are delightful, wholesome meals, and portions are generous.



In Bryce Canyon National Park is an immense amphitheatre, 2 miles wide, 3 miles long and 1,000 feet deep, a miracle of erosion and a symphony of color.

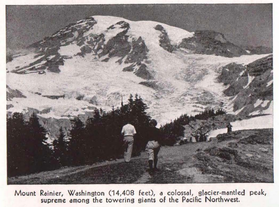
In the standard Pullman sleepers, if desired, compartments and drawing-rooms may be arranged to form private two or three-room suites.

Union Pacific Equipment

PULLMAN CAR COMFORT

REGULARLY assigned passenger equipment on all through trains of the Union Pacific is, of course, air-conditioned. This includes observation, club and lounge cars, dining cars, sleeping cars, chair cars and coaches.

Pullman cars in Union Pacific service afford passengers an atmosphere of quiet refinement, evidenced in the luxury of the interior furnishings . . . richly colored deep-pile carpeting and shaded overhead lamps. High headboards between sections



Mount Rainier, Washington (14,408 feet), a colossal, glacier-mantled peak, supreme among the towering giants of the Pacific Northwest.

The Streamliner City of Denver carries every known modern train convenience, including this spacious and restful observation car.

provide a sense of privacy. Comfortable mattresses, crisp, immaculate linens and convenient reading lamps meet with the approval of overnight travelers.

On the later Streamliners inaugurated by Union Pacific, "Roomette" cars, closed-section cars and cars having "upstairs" and "down stairs" bedrooms are featured. Large, well lighted dressing rooms have plenty of mirrors and ample shelf room for toilet articles. Private compartments and drawing rooms are attractively decorated and a pleasant seclusion is assured.

The Streamliner City of San Francisco on the famous causeway that carries Overland Route trains across Great Salt Lake, Utah.

Comfortable reclining seat coach of the type carried on The Challenger and several other Union Pacific trains.

As soon as travel conditions return to normal, passengers again will enjoy the luxury cars and appointments to which they were formerly accustomed in riding Union Pacific trains, plus the many other conveniences that go to make a journey by rail one of genuine pleasure.

PULLMAN TOURIST SLEEPING CARS

For those who wish to travel comfortably but economically, Pullman Tourist Sleeping Cars, available on some trains, are ideal. This service assures travelers practically the same degree of comfort as the newer type Standard Sleeping Cars at a considerable reduction in rail and berth cost.

Pullman Tourist Sleeping Cars, roomy, comfortable and economical, are provided on many Union Pacific trains.

Standard Pullman sleeping cars of the newest type are carried on most Union Pacific limited trains.

MODERN UNION PACIFIC COACHES

Coach travel on Union Pacific trains is now looked upon as a marvel of perfection by the world of transportation. Passengers are amazed at the genuine comfort to be found in these modern, specially constructed coaches. Deeply upholstered reclining seats are spacious and restful. Car interiors are cheery and colorful. There are many recent improvements, such as free day and night porter service, large, well-appointed dressing rooms, and soft, blue night lights that are conducive to a good night's sleep.

The Great White Throne, a majestic and colorful rock temple in Zion National Park. Reached by regular motor-buses from Cedar City, Utah.

Union Pacific Traffic offices are located at the addresses given below:

ABERDEEN, WASH. ..... 3 Union Passenger Station, K and River Streets
ASTORIA, ORE. ..... Foot of 11th Street
ATLANTA 3, GA. ..... 1232 Healey Building
BEND, ORE. ..... 112 Oregon Avenue
BIRMINGHAM 3, ALA. ..... 701 Brown-Marx Bldg., First Ave. and 20th Street North
BOISE, IDAHO ..... City Ticket Office, Idaho Bldg., 212 N. 8th Street
BOSTON, 8 MASS. ..... 294 Washington Street
BUTTE, MONT. ..... 609 Metals Bank Bldg., 8 West Park Street
CHEYENNE, WYO. ..... City Ticket Office, 120 West 16th Street
CHICAGO 3, ILL. ..... City Ticket Office, 1 S. LaSalle Street
CHICAGO 3, ILL. ..... Freight Department, 9 S. LaSalle Street
CINCINNATI 2, OHIO ..... 303 Dixie Terminal Building
CLEVELAND 13, OHIO ..... 1407 Terminal Tower, 50 Public Square
COUNCIL BLUFFS, IA. ..... Union Pacific Transfer Depot
DALLAS 1, TEXAS ..... 2168 Mercantile Bank Bldg.
DENVER 2, COLO. ..... City Ticket Office, 535 Seventeenth Street
DES MOINES 9, IA. ..... 407 Equitable Bldg., 6th and Locust Streets
DETROIT 26, MICH. ..... 612 Book Bldg., 1227 Washington Boulevard
EAST LOS ANGELES, CALIF. ..... 5454 Ferguson Drive
EUGENE, ORE. ..... 1944 Lincoln Street
FRESNO 1, CALIF. ..... 207 Rowell Bldg., Tulare Street and Van Ness Avenue
GLENDALE 3, CALIF. ..... City Ticket Office, 206 North Brand Boulevard
HOLLYWOOD 28, CALIF. ..... City Ticket Office, 6702 Hollywood Boulevard
KANSAS CITY 6, MO. ..... City Ticket Office, 2 East Eleventh Street
KANSAS CITY 6, MO. ..... Freight Department, 200 Waldheim Bldg., 6 East 11th St.
LEWISTON, IDAHO ..... Room 7, Union Depot
LINCOLN 8, NEB. ..... City Ticket Office, 130 S. 13th Street
LONG BEACH 2, CALIF. ..... City Ticket Office, 144 Pine Avenue
LOS ANGELES 14, CALIF. ..... City Ticket Office, Union Pacific Bldg., 434 West 6th St.
MEMPHIS 3, TENN. ..... 1720 Sterick Bldg., 8 North Third Street
MILWAUKEE 3, WIS. ..... 814 Warner Bldg., 312 W. Wisconsin Avenue
MINNEAPOLIS 2, MINN. ..... 890 Northwestern Bank Bldg., 620 Marquette Avenue
NEW ORLEANS 12, LA. ..... 504 Canal Bldg., 210 Baronne Street
NEW YORK 20, N. Y. ..... 626 Fifth Ave., Suite 350, Rockefeller Center
OAKLAND 12, CALIF. ..... 315 Central Bank Bldg., 436 14th Street
OGDEN, UTAH ..... City Ticket Office, Ben Lomond Hotel Bldg., 25th & Washington Sts.
OMAHA, 2 NEB. ..... City Ticket Office, 1614 Farnam Street
OMAHA, 2 NEB. ..... City Ticket Office, Corner 15th and Dodge Streets
PASADENA 1, CALIF. ..... Union Pacific Station, 205 West Colorado Street
PHILADELPHIA 2, PA. ..... 1840 Girard Trust Bldg., Broad St. and S. Penn Square
PITTSBURGH 22, PA. ..... 1419 Oliver Bldg., Smithfield Street and Sixth Avenue
POMONA, CALIF. ..... Union Pacific Passenger Station
PORTLAND 5, ORE. ..... City Ticket Office, 701 S. W. Washington Street
PORTLAND 5, ORE. ..... Freight Department, 751 Pittock Block
RIVERSIDE, CALIF. ..... Union Pacific Passenger Station, 7th and Vine Streets
RENO, NEV. ..... 35 Challenger Bldg., 118 West Second Street
SACRAMENTO, 14 CALIF. ..... 217 Forum Bldg., 1107 Ninth Street
ST. JOSEPH 2, MO. ..... City Ticket Office, 517 Francis Street
ST. LOUIS 1, MO. ..... 1223 Ambassador Bldg., 411 North 7th Street
SALT LAKE CITY 1, UTAH ..... Hotel Utah, Main and S. Temple Sts.
SAN DIEGO 1, CALIF. ..... City Ticket Office, 520 Broadway
SAN FRANCISCO 2, CALIF. ..... City Ticket Office, Geary at Powell Street
SAN JOSE 7, CALIF. ..... 806 First National Bank Bldg.
SAN PEDRO, CALIF. ..... City Ticket Office, 805 South Pacific Ave.
SANTA ANA, CALIF. ..... City Ticket Office, 305 North Main Street
SANTA MONICA, CALIF. ..... City Ticket Office, 307 Santa Monica Boulevard
SEATTLE 1, WASH. ..... City Ticket Office, 1300 Fourth Avenue at University
SEATTLE 4, WASH. ..... Freight Department, 204 Union Station, 4th Ave. & Jackson St.
SIOUX CITY 9, IA. ..... 405 Commerce Bldg., 520 Nebraska Street
SPOKANE 8, WASH. ..... City Ticket Office, 727 Sprague Avenue
STOCKTON 6, CALIF. ..... 303 California Bldg., 11 South San Joaquin Street
TACOMA 2, WASH. ..... City Ticket Office, 114 S. Ninth Street
TORONTO, ONTARIO ..... 201-2 Canadian Pacific Bldg., 69 Yonge Street
TULSA 3, OKLA. ..... 523 Kennedy Bldg., 321 S. Boston Street
WALLA WALLA, WASH. ..... First Nat'l Bank Bldg., 2nd and Alder Streets
WASHINGTON 5, D. C. ..... 600 Shoreham Building, 15th and H Sts. N. W.
WINSTON-SALEM 3, N. C. ..... 632 Reynolds Bldg., 4th and Main Streets
YAKIMA, WASH. ..... Union Pacific Bldg., 104 West Yakima Avenue

C. J. COLLINS,
General Passenger Traffic Manager
OMAHA 2, NEBR.

W. T. BURNS,
General Freight Traffic Manager
OMAHA 2, NEBR.

A. J. SEITZ, Vice-President
OMAHA 2, NEBR.

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GEOGRAPHICALLY CORRECT MAP
OF THE
UNITED STATES
ISSUED BY
UNION PACIFIC
RAILROAD
EXPLANATION
Double Track
Single Track
UNION PACIFIC RAILROAD
Double Track
Single Track
Connections over which Through Trains and Through Sleeping Cars are operated.
SCALE OF MILES
UNION PACIFIC
UNION PACIFIC RAILROAD
CONNECTING LINES OVER
PACIFIC OCEAN
UNION PACIFIC RAILROAD
CONNECTING LINES OVER
ATLANTIC OCEAN
Longitude West from Greenwich
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