

**Burlington  
Route**

**FROM  
INDIAN TRAILS  
TO STEEL RAILS**

**Burlington  
Route**

**FROM  
INDIAN TRAILS  
TO STEEL RAILS**



KANSAS CITY • ST. JOSEPH • OMAHA • LINCOLN

KANSAS CITY • ST. JOSEPH • OMAHA • LINCOLN



# from INDIAN TRAILS to STEEL RAILS ...



This country through which the Silver Streak Zephyr glides—what was it like in the bygone days? The cities and towns which it serves—what of their earlier days? Somehow we believe that a quick glance into the past will give you an added zest to the trip you're making today. For the growth and development of the great Mid-West typifies the glorious expansion of yesterday's America as it went through the throes of growing pains and came of age. So let's leaf back through a few pages of history and see what we can learn about the country which now breezes by your window.

\* \* \* \*

The white men who first visited this part of the country found it sparsely occupied

by Indians. From all indications, these red men were themselves recent emigrants, but exactly where they came from, remains a mystery. In fact, a great amount of confusion has centered around the entire history of the various tribes of this period. We only know that they were on the move constantly, giving way first to powerful eastern tribes; then to the spread of French and English settlements.

During the French exploration days of the late 1600's, the Indian tribes found in this region consisted of two main linguistic groups—the Algonquin and Siouan. The Algonquin family included the Sauk, Fox and Illinois Tribes, while the Siouan were the Otoe, Iowa, Osage, Missouri, Quapaw and Kansa. These groups were hereditary enemies and no chronicle could do justice to the era that marked their struggle for supremacy.

They lived by hunting and raising small crops. The River gave them fish from its







cool depths; they trapped their furs and hunted game in the woods that fringed its shores; they feasted upon grain, berries, beans and pumpkins grown in the rich soil deposited in its muddy tumble to the sea.

President Thomas Jefferson is credited with the decision which sparked the white man's interest in this vast region and inspired him to settle and exploit its wealth. He was the leading figure in two important moves during 1803. One was the Louisiana Purchase; the other, planning the exploration of this unknown territory by Lewis and Clark. Forty-three men set out

with these two intrepid explorers. Their means of transport was three boats; one large keel-boat equipped with a sail and



twenty-two oars; and two open boats, each propelled by six oars. Two horses were led along the banks of the river. What a contrast that equipment offers in the light of today's transportation. We know, for example, that it took this expedition 34 tedious days to cover the trail

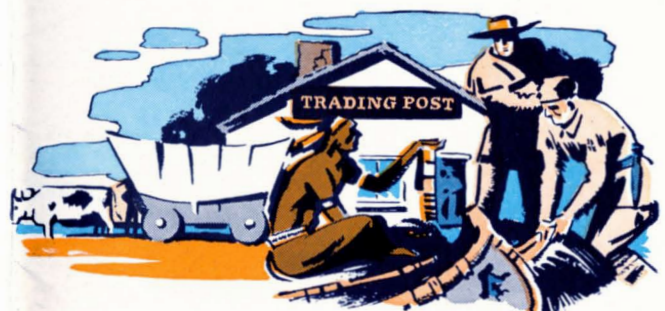
between what is now Kansas City and Council Bluffs. Today, the Silver Streak makes the same trip in approximately four hours.

The purpose of the Lewis and Clark trek was to explore the country, notify the Indians of the change in ownership, offer them protection from their enemies and make peace treaties in behalf of American settlers who were soon to follow.



That accomplished, the fur traders and adventurers pushed boldly beyond the old frontiers into this newly acquired land. Records indicate that fur-trading posts were established as far north as Council Bluffs, as early as 1809. In 1818, the first military post was established in this newly expanded territory, near the present site of Atchison. A year later the first steamboat to venture up the Missouri docked at this point.

In 1821, Indian trappers paddling their fur-laden canoes down the Kaw (Kansas) River to its junction with the Mini-souri or "Big Muddy" found a group of sturdy pioneers who had recognized the advantages to be







gained at the confluence of these rivers. Here the Indians exchanged pelts for provisions; mutual prosperity grew between the settler and the red

man; and the great commercial center now known as Kansas City was born!

During this same year, trade with Santa Fe was initiated from the present site of Leavenworth. A few years later a cantonment was erected at that point to protect traffic moving into the Southwest—a military post later to become the Fort Leavenworth of today.

Farther north, some sixty-four miles, shrewd members of the American Fur Company had observed that several Indian tribes came to the hills on the east bank of the Missouri River to bury their dead. In 1826, Joseph Robidoux, an employe of the American Fur Company, founded a post in this vicinity with a view to establishing trade with these tribes. Living at peace with the Indians, he became a wilderness king, employing twenty Creoles who made trips into present day Kansas and



Nebraska to trade for furs. Settlers began to locate here and in time the town became known as St. Joseph in honor of Robidoux' patron saint.

A decade later the settlement of Weston had its beginning. Between then and now, this picturesque town has experienced a dramatic series of ups and downs. By 1849 it had boomed to a thriving Missouri River port, a strategic shipping point for hemp, pork, grain and tobacco. Just as rapidly, its activity waned and remained dormant until the impetus of tobacco-growing revived it in 1894. Today, Weston is the largest loose-leaf tobacco market west of the Mississippi.

Next, with the passing of the years, came the highlights of 1846. The little town of Kansas, later Kansas City, now boasted of many permanent homes and a post office. Steamboat traffic was attracted to the natural landing against a rock shelf at the foot of Main Street. Business boomed for waterfront merchants who were busy outfitting emigrants to Oregon, wagon freighters to Santa Fe and army units, including Alexander Doniphan's famous 1000 horsemen from Liberty and western Missouri bound for the Mexican War.

At St. Joseph during this same year, emigrants pushing westward, found it to be the





principal Missouri River ferry. By 1850 over 50,000 of these pioneers had crossed the Missouri at this point.

It was in 1846, also, that agitation began for a railroad connection with Mississippi River points, and in 1847 the Hannibal & St. Joseph Railroad (a part of today's Burlington system) was chartered by the Missouri legislature. In 1850, an engine and rails were landed at St. Joseph, and the town buzzed with curiosity and wonderment as tracks were laid. By 1859 the line was completed and linked the industrial East to the Missouri River, and St. Joseph became the westernmost point in the United States reached by a railroad.

In the early days of '49, Council Bluffs was among the first to be exposed to the feverish excitement of America's first gold rush. Practically overnight it was inundated by hordes arriving and leaving for the long trip to California. It is said that as many as 500 freight wagons passed there in a single day!

Omaha, just across the river, had its first boom in 1854. Though no territorial capital had been selected, the first Nebraska legislature met here on January 16, 1855. By 1858, wagons were lumbering daily between this frontier town and Florence (a point a few

miles north of Omaha and the last outpost of the Mormon colony in the Mid-West), with supplies for Mormon emigrants—an important factor in the growth of the town.

In 1859—nine years prior to the establishment of rail service between St. Joseph and Council Bluffs—the astounding total of 268 Missouri River steamboats arrived at this point, thus establishing it as an important river town. It was about this time that Abraham Lincoln, a lawyer for railroads in Illinois, predicted that some day Omaha would be the great gateway city to the West.

But River "Posts" were not the only points in the Mid-West to attract the early settler. For example, a few miles west of Omaha, a



small inland settlement was struggling with the Pawnee Indians for a precarious existence. The first white settlers were attracted to this spot because of the large salt deposits which later proved to be the source of supply for settlers for

many miles around. This community, then known as Lancaster, was later se-



lected as the site for the State Capital, and renamed Lincoln, Nebraska.





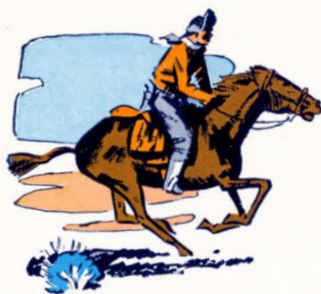
1860 marked the beginning of one of the most colorful and spectacular epochs of the pioneer days—the Pony Express. Previously, the only mail service had been via stagecoach—slow and irregular at best. Now it was to be speeded up and St. Joseph, western railway terminal, was to be the starting point. The U.S. Mail was to be carried safely and on time from St. Joseph to the rugged, young settlements of the West Coast. Nearly two thousand miles of wilderness, overrun by wild animals and equally wild Indians, was to be mastered by seasoned frontier riders.



The Hannibal & St. Joseph Railroad was to “feed” the mail to the Pony Express. On April 3, 1860, the old wood-burning locomotive “Missouri” snorted into St. Joseph. The mail was turned over to the first westbound rider of the Pony Express and he was on his way! The first trip took ten days, with each rider averaging around 75 miles in the saddle.

The Pony Express operated only 19 months, but the riders traveled a total of 650,000 miles and lost only one consignment of mail. Their exploits have lived to become a symbol of western heroism.

The present day railway



mail car was conceived during this period. William A. Davis, St. Joseph Postmaster, was the father of this time-saving idea of sorting mail en-route. His suggestions for a railway car equipped for sorting mail in transit were approved



by Postmaster General Blair and the first car was placed in operation on the Hannibal & St. Joseph Railroad in 1862.

In 1867 the Kansas City and Cameron Railroad Company (now a part of the Burlington) built its line from Cameron, Missouri—a junction on the Hannibal & St. Joseph Railroad—to North Kansas City. Two years later, on July 4th, a memorable celebration inaugurated service on the first span across the Missouri River and the railroad came into Kansas City. Later in this same year the Missouri Valley Railroad Company, building south from Weston, Missouri, reached Murray (North Kansas City). With the building of this line, rail service was established between North Kansas City and Council Bluffs—a railroad having been completed from St. Joseph to Winthrop, Missouri (East Atchison) in 1859; another



between Winthrop and Weston in 1861, and still another between St. Joseph and Council Bluffs in 1868. Through service, established over this route in 1870, virtually ended the steamboat era along the Missouri.





During the ensuing years which completed the 1800's and introduced the expansive 1900's, a series of amazing transformations took place. Kansas City, originally little more than a trading post, blossomed forth as a full-fledged town. Residents began to point with pride to their home town's population as it began its rapid climb—from five to ten thousand—from ten to twenty-five—up and up until it became a city in every sense of the word. Today, Greater Kansas City embraces a trading area with a population of more than 700,000—hundreds of miles of streets and boulevards—two hundred and more churches—scores of public schools, attended by sixty-five thousand students.

And St. Joseph! From a frontier trading post, in the heart of the Indian country, to a substantial American City with a population of more than 75,000. The third largest city in the state, it fans out over the bluffs that overlook the Missouri. Metropolitan in its economic life, it is likewise richly endowed with social and cultural facilities.

And Omaha! When the original townsite was laid out, it comprised 322 city blocks. Today, its area covers more than 25,000 acres and its population exceeds a quarter of a

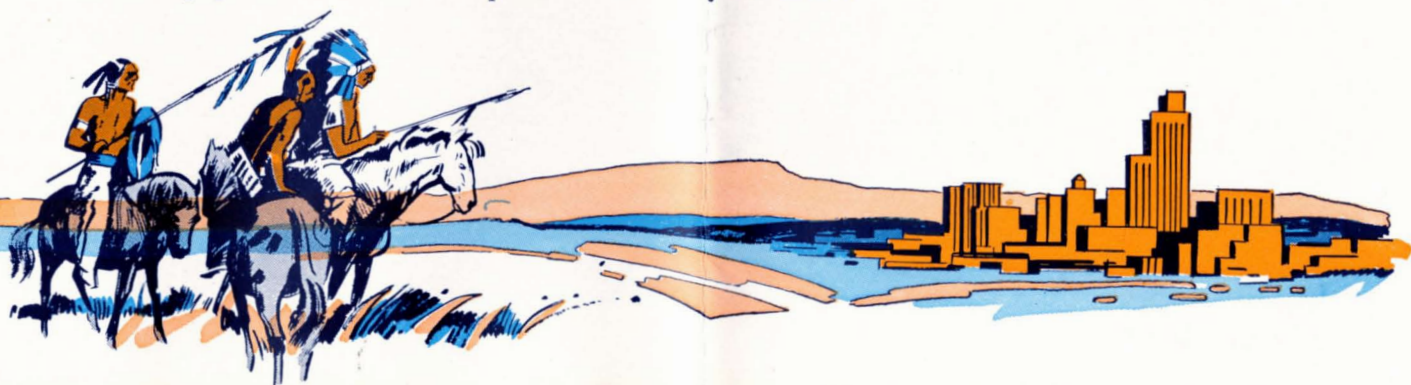


million. Abraham Lincoln proved himself a prophet, indeed, when he predicted great days ahead for what was then a struggling community.

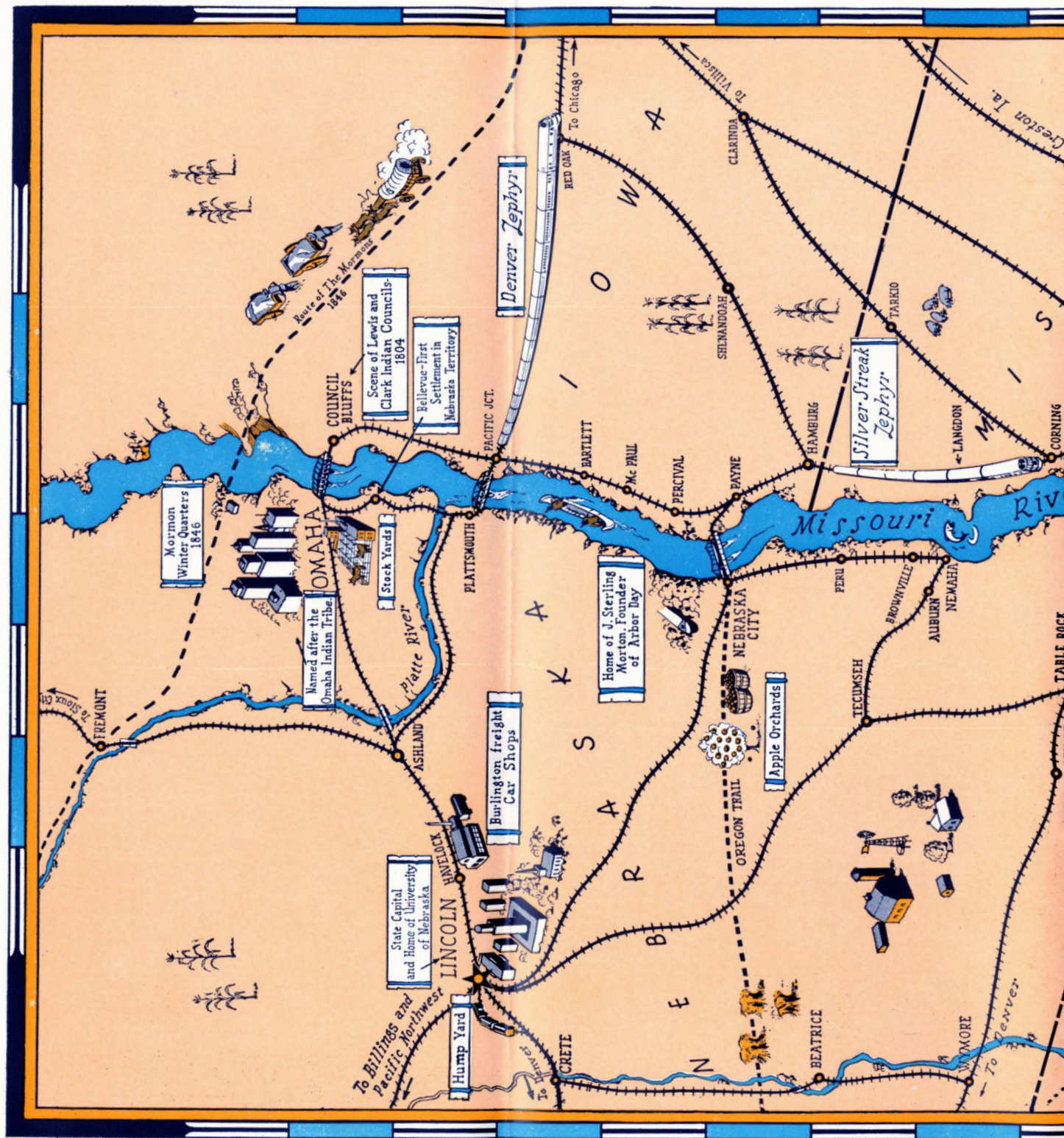
And Lincoln! From a small settlement, fighting the Pawnees for its very existence, to a thriving community of 14,000 in 1880. Today, it is a beautiful modern city of 85,000 over which towers one of the most pretentious state capitol buildings in the world—a striking contrast to the crude huts and cabins of Lincoln's earliest days.

Yes, the great Mid-West through which you are traveling today, is a far cry from the untamed regions of yesteryear. Puny villages have emerged as mighty cities—a rambling wilderness as fertile acres—Indian trails, as steel rails. But one thing remains unchanged—the eternal spirit of getting ahead; of doing things better, quicker, easier; of wondering what lies beyond the next hill—and taking steps to find out.

And, because that typically American spirit endures, you'll see an even more glorious Mid-West when you "look out the window" in the years ahead.







Mormon Winter Quarters 1846

Named after the Omaha Indian Tribe

OMAHA

Stock Yards

COUNCIL BLUFFS

Scene of Lewis and Clark Indian Councils-1804

Bellevue-First Settlement in Nebraska Territory

PLATTSBURGH

Burlington freight Car Shops

State Capital and Home of University of Nebraska

LINCOLN

Hump Yard

Home of J. Sterling Morton, Founder of Arbor Day

NEBRASKA CITY

Apple Orchards

Silver-Streak Zephyr

Denver Zephyr

Missouri River

Platte River

ASHLAND

WINLOCK

CRETE

BEATRICE

WYOMORE

CORNING

CLARINDA

TARKIO

LANGDON

PERCIVAL

Mc PAUL

BARTLETT

SHENANDOAH

HAMBURG

BAYNE

PERU

BROWNVILLE

AUBURN

NEMAH

TECUMSEH

TABLE ROCK

TO DENVER

TO BILINGS AND PACIFIC NORTHWEST

TO STOUT CITY

TO VINCENNA

TO CHICAGO

RED OAK

PACIFIC JCT.

ROUTE OF THE MORMONS 1846

TO STOUT CITY

TO DENVER

TO BILINGS AND PACIFIC NORTHWEST

TO VINCENNA

TO CHICAGO

RED OAK

PACIFIC JCT.

ROUTE OF THE MORMONS 1846

TO STOUT CITY

TO DENVER

TO BILINGS AND PACIFIC NORTHWEST

TO VINCENNA

TO CHICAGO

RED OAK

PACIFIC JCT.

ROUTE OF THE MORMONS 1846

TO STOUT CITY

TO DENVER

TO BILINGS AND PACIFIC NORTHWEST

TO VINCENNA

TO CHICAGO

RED OAK

PACIFIC JCT.

ROUTE OF THE MORMONS 1846

TO STOUT CITY

TO DENVER

TO BILINGS AND PACIFIC NORTHWEST

TO VINCENNA

TO CHICAGO

RED OAK

PACIFIC JCT.

ROUTE OF THE MORMONS 1846

TO STOUT CITY

TO DENVER

TO BILINGS AND PACIFIC NORTHWEST

TO VINCENNA

TO CHICAGO

RED OAK

PACIFIC JCT.

ROUTE OF THE MORMONS 1846

TO STOUT CITY

TO DENVER

TO BILINGS AND PACIFIC NORTHWEST

TO VINCENNA

TO CHICAGO

RED OAK

PACIFIC JCT.

ROUTE OF THE MORMONS 1846

TO STOUT CITY

TO DENVER

TO BILINGS AND PACIFIC NORTHWEST

TO VINCENNA

TO CHICAGO

RED OAK

PACIFIC JCT.

ROUTE OF THE MORMONS 1846

TO STOUT CITY

TO DENVER

TO BILINGS AND PACIFIC NORTHWEST

TO VINCENNA

TO CHICAGO

RED OAK

PACIFIC JCT.

ROUTE OF THE MORMONS 1846

TO STOUT CITY

TO DENVER

TO BILINGS AND PACIFIC NORTHWEST

TO VINCENNA

TO CHICAGO

RED OAK

PACIFIC JCT.

ROUTE OF THE MORMONS 1846

TO STOUT CITY

TO DENVER

TO BILINGS AND PACIFIC NORTHWEST

TO VINCENNA

TO CHICAGO

RED OAK

PACIFIC JCT.

ROUTE OF THE MORMONS 1846

TO STOUT CITY

TO DENVER

TO BILINGS AND PACIFIC NORTHWEST

TO VINCENNA

TO CHICAGO

RED OAK

PACIFIC JCT.

ROUTE OF THE MORMONS 1846

TO STOUT CITY

TO DENVER

TO BILINGS AND PACIFIC NORTHWEST

TO VINCENNA

TO CHICAGO

RED OAK

PACIFIC JCT.

ROUTE OF THE MORMONS 1846

TO STOUT CITY

TO DENVER

TO BILINGS AND PACIFIC NORTHWEST

TO VINCENNA

TO CHICAGO

RED OAK

PACIFIC JCT.

ROUTE OF THE MORMONS 1846

TO STOUT CITY

TO DENVER

TO BILINGS AND PACIFIC NORTHWEST

TO VINCENNA

TO CHICAGO

RED OAK

PACIFIC JCT.

ROUTE OF THE MORMONS 1846

TO STOUT CITY

TO DENVER

TO BILINGS AND PACIFIC NORTHWEST

TO VINCENNA

TO CHICAGO

RED OAK

PACIFIC JCT.

ROUTE OF THE MORMONS 1846

TO STOUT CITY

TO DENVER

TO BILINGS AND PACIFIC NORTHWEST

TO VINCENNA

TO CHICAGO

RED OAK

PACIFIC JCT.

ROUTE OF THE MORMONS 1846

TO STOUT CITY

TO DENVER

TO BILINGS AND PACIFIC NORTHWEST

TO VINCENNA

TO CHICAGO

RED OAK

PACIFIC JCT.

ROUTE OF THE MORMONS 1846

TO STOUT CITY

TO DENVER

TO BILINGS AND PACIFIC NORTHWEST

TO VINCENNA

TO CHICAGO

RED OAK

PACIFIC JCT.

ROUTE OF THE MORMONS 1846

TO STOUT CITY

TO DENVER

TO BILINGS AND PACIFIC NORTHWEST

TO VINCENNA

TO CHICAGO

RED OAK

PACIFIC JCT.

ROUTE OF THE MORMONS 1846

TO STOUT CITY

TO DENVER

TO BILINGS AND PACIFIC NORTHWEST

TO VINCENNA

TO CHICAGO

RED OAK

PACIFIC JCT.

ROUTE OF THE MORMONS 1846

TO STOUT CITY

TO DENVER

TO BILINGS AND PACIFIC NORTHWEST

TO VINCENNA

TO CHICAGO

RED OAK

PACIFIC JCT.

ROUTE OF THE MORMONS 1846

TO STOUT CITY

TO DENVER

TO BILINGS AND PACIFIC NORTHWEST

TO VINCENNA

TO CHICAGO

RED OAK

PACIFIC JCT.

ROUTE OF THE MORMONS 1846

TO STOUT CITY

TO DENVER

TO BILINGS AND PACIFIC NORTHWEST

TO VINCENNA

TO CHICAGO

RED OAK

PACIFIC JCT.

ROUTE OF THE MORMONS 1846

TO STOUT CITY

TO DENVER

TO BILINGS AND PACIFIC NORTHWEST

TO VINCENNA

TO CHICAGO

RED OAK

PACIFIC JCT.

ROUTE OF THE MORMONS 1846

TO STOUT CITY

TO DENVER

TO BILINGS AND PACIFIC NORTHWEST

TO VINCENNA

TO CHICAGO

RED OAK

PACIFIC JCT.

ROUTE OF THE MORMONS 1846

TO STOUT CITY

TO DENVER

TO BILINGS AND PACIFIC NORTHWEST

TO VINCENNA

TO CHICAGO

RED OAK

PACIFIC JCT.

ROUTE OF THE MORMONS 1846

TO STOUT CITY

TO DENVER

TO BILINGS AND PACIFIC NORTHWEST

TO VINCENNA

TO CHICAGO

RED OAK

PACIFIC JCT.

ROUTE OF THE MORMONS 1846

TO STOUT CITY

TO DENVER

TO BILINGS AND PACIFIC NORTHWEST

TO VINCENNA

TO CHICAGO

RED OAK

PACIFIC JCT.

ROUTE OF THE MORMONS 1846

TO STOUT CITY

TO DENVER

TO BILINGS AND PACIFIC NORTHWEST

TO VINCENNA

TO CHICAGO

RED OAK

PACIFIC JCT.

ROUTE OF THE MORMONS 1846

TO STOUT CITY

TO DENVER

TO BILINGS AND PACIFIC NORTHWEST

TO VINCENNA

TO CHICAGO

RED OAK

PACIFIC JCT.

ROUTE OF THE MORMONS 1846

TO STOUT CITY

TO DENVER

TO BILINGS AND PACIFIC NORTHWEST

TO VINCENNA

TO CHICAGO

RED OAK

PACIFIC JCT.

ROUTE OF THE MORMONS 1846

TO STOUT CITY

TO DENVER

TO BILINGS AND PACIFIC NORTHWEST

TO VINCENNA

TO CHICAGO

RED OAK

PACIFIC JCT.

ROUTE OF THE MORMONS 1846

TO ST





St. Joseph - Settled by Joseph Robidoux-Indian Trader in 1826. Eastern Terminus of Pony Express 1860-61

First R.P.O. Car in the U.S. designed for sorting Mail in transit, operated in 1882 between Hannibal and St. Joseph on the H&S.R.R.

Tobacco Curing

North Kansas City Industrial District

KANSAS CITY  
First settled by French fur-traders in 1821

Stock Yards  
Liberty Memorial

First Territorial Capital of Kansas. Ft. Leavenworth, established here in 1827 as a military Post

Large Flour Mills. First Military Post in Kansas established here in 1818

Pony Express 1860-61

St. Joseph

Forest City

Maryville

Craig

Falls City

Humboldt

Lawrence

Atchison

Bigelow

Napier

Amazonia

Nodaway

To Charleston

To St. Louis

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago

To Chicago





*Kansas City Skyline  
—Union Station  
in foreground.*



*Pioneer  
Mother  
Monument—  
Kansas City.*



*Administration Building, Fort Leavenworth, Kans.*

## THE LOG

Between Kansas City and Lincoln lie 250 miles of historic America. Every foot of its rich farmland has been trod upon and fought upon by the intrepid pioneers who blazed the trails westward in bygone years. The thriving towns which are interspersed along the way likewise can look back to beginnings which are permeated with historical lore. It is no exaggeration to say that no other part of the country is more endowed with a background of the pioneering era than that through which you are traveling today. This log, although necessarily brief, will hit the highspots along the way. Southbound passengers may find it more convenient to start on Page 13, and read forward.

• • •

**KANSAS CITY, MO.**  
**Pop. 434,600**

Kansas City, second largest city in Missouri, is the market place for a large part of the western half of the United States. Near the geographical center of the country, it is one of the leading manufacturing and industrial cities, and one of America's greatest transportation centers. The American Royal Livestock Show, one of the foremost horse and livestock exhibitions in the United States, is held here each November.

Settled by French fur-traders at the junction of the Kaw (Kansas) and Missouri Rivers, it was first known as Kansas.

Prior to 1850, it was an outfitting point for emigrants enroute to Oregon and California over the historic Oregon Trail. It was also the closest Missouri River port to Santa Fe, which point controlled trade to the Southwest. By 1860, trade along the Santa Fe Trail had grown to such proportions that it involved 7,000 men, 3,000 wagons and more than 34,000 head of mules and oxen.

During the Civil War, Kansas City's trade suffered terrifically, most of it being transferred to Leavenworth. Kansas City was a town divided in its beliefs and when hostilities began, bands of plunderers sprang up on both sides of the border, resulting in the suspension of practically all business. One of the decisive battles of the Civil War, known as the "Gettysburg of the West" was fought at Westport—now a part of Kansas City.

In 1866 the first railway reached Kansas City from St. Louis and in July of 1869, the first span across the "un-bridgeable" Missouri was completed at this point. It was also in 1869 that a rail line (now a part of the Burlington) was completed between Kansas City and Council Bluffs.



**PARKVILLE, MO.****Pop. 671****Kansas City, 12 mi.**

Founded in 1838, the first settlers soon established trade with the Indians and in the early 40's Parkville became one of the most important towns on the Missouri River, ranking with, or even surpassing Kansas City.

In the 1850's, when the slavery question caused unrest along the Kansas border, the citizens of Parkville were active on both sides and sentiment often ran high. Colonel George S. Park, who later founded Park College, was one of the most outspoken abolitionists of the time.

Today Parkville is essentially a college town.

**BEVERLY, MO.****Kansas City, 29 mi.**

Across the river is the city of Leavenworth (pop. 22,500) which has the distinction of being the first incorporated town in the Kansas Territory. Named in honor of Col. Henry H. Leavenworth, who first erected a cantonment here in 1827 to protect traffic on the Santa Fe Trail.

In 1856, Leavenworth became the headquarters for a vast transportation system, operating wagon trains from Missouri River points into the West and Southwest—employing thousands of men and hundreds of wagons.

During the Civil War, it was a thriving community which as late as 1880 threatened Kansas City for supremacy in the Middle West.

Today, it is an important manufacturing and wholesale center; the site of Fort Leavenworth, one of the Federal penitentiaries and the U. S. Prison Annex, at one time used as an army disciplinary barracks.

**WESTON, MO.****Pop. 1,121****Kansas City, 33 mi.**

Founded in 1837, it was an important river port until deserted by the ever-shifting Missouri River. Principal products at that time were hemp, pork, grain and tobacco. In the '90's, tobacco culture was again encouraged and today Weston is the largest loose-leaf tobacco market west of the Mississippi. Its warehouses echo the peculiar singsong jargon of the tobacco auctioneer during the marketing season.

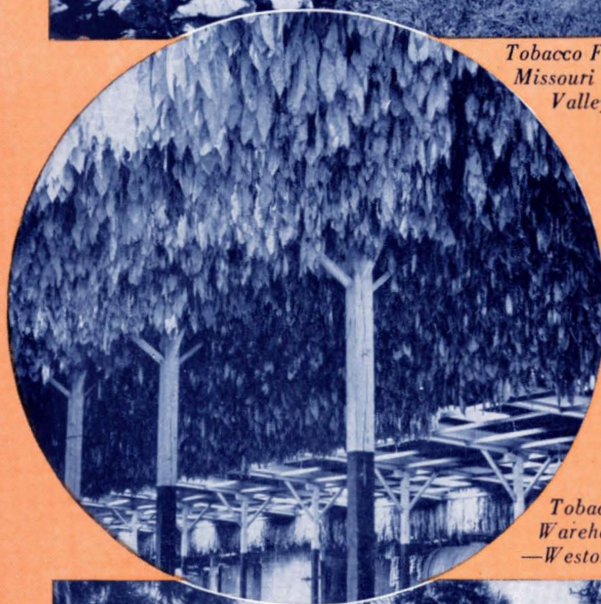
The Weston and Atchison Railroad (a part of today's Burlington system) entered Weston in 1861.

**ARMOUR, MO.****Kansas City, 46 Mi.**

Just opposite Armour, on the west bank of the Missouri, lies Atchison, Kansas (pop. 13,500), an important wholesale, jobbing and flour mill center. Nearby, Major Stephen H. Long established the first military post in Kansas in 1818, when conducting his Yellowstone expedition.



*Tobacco Field—  
Missouri River  
Valley.*



*Tobacco  
Warehouse  
—Weston, Mo.*



*One of Many Vistas Near Atchison, Kans.*



The first large settlement was established here by a group of Mormons in 1855. The Atchison & St. Joseph Railroad (now a part of the Burlington), building from St. Joseph, reached East Atchison (now Winthrop, Mo.) in October of 1859. In the '60's it became an important eastern terminal for wagon trains and overland stages.

#### **ST. JOSEPH, MO.**

**Pop. 77,040**

**Kansas City, 64 mi.**

Third largest city in the state and seat of Buchanan County. The world's fifth largest meat-packing center, it is also an important grain, livestock, fruit-growing, manufacturing and wholesale center.

First settled in 1826 by Joseph Robidoux, Indian trader of French extraction, he later gave it the name of St. Joseph in honor of his patron saint.

Its history is the history of pioneer America. In '49-'50 hordes of gold-seekers crossed the Missouri River at this point, enroute to the West. Early in '59, St. Joseph became the westernmost point in the United States reached by a railroad, and an important outfitting point for west-bound emigrants.

Here the Pony Express came into being in 1860 and the stables used during the nineteen months of its existence, still stand as a tribute to the development of communication. The first through stageline to California was inaugurated from this point in 1861. In 1862, the first railway car equipped for sorting mail in transit was placed in operation between this city and Hannibal, Missouri, on the Hannibal & St. Joseph Railroad.

Through rail service from St. Joseph to Council Bluffs was established by the St. J. & C. B. R. R. (now a part of the Burlington system) in the fall of 1868.



*A Birdseye View of St. Joseph.*

#### **LANGDON, MO.**

**Kansas City, 125 mi.**

Junction with the Rockport, Langdon & Northern Ry., which serves Rockport, seat of Atchison county. This peaceful community was not founded until 1880, thus it escaped the hardships of the early pioneer days.

#### **HAMBURG, IA.**

**Pop. 2,280**

**Kansas City, 142 mi.**

First settled in 1857 by Augustus Borchert, Indian trader of German extraction, who named it after his native city—Hamburg, Germany.

In the early days there were several steamboat landings nearby, from which goods were wagon-freighted inland over "The Hamburg Road".

Situated near the confluence of the Nishnabotna and Missouri Rivers, it is today a trading center for a large agricultural district.

#### **PAYNE, IA.**

**Kansas City, 150 mi.**

Across the river from Payne is Nebraska City (pop. 7,950) one-time site of Fort Kearney. It began as a trading post on the cutoff route of the Oregon Trail in the 1850's, and developed into one of the important Missouri River points where cargoes were transferred from steamboat to overland freighters.

John Brown's Cave, where negroes were hidden on the underground route during the Civil War period, is nearby.

The first high school in Nebraska, probably the first west of the Missouri, was erected in Nebraska City in 1864. Seat of Otoe County, it is the center of an apple-raising belt and one of the principal industries is the canning of fruits and vegetables. Nebraska City was the home of J. Sterling Morton—founder of Arbor Day, which is now being celebrated in nearly every civilized country.



*A Glimpse of Krug Park—St. Joseph.*



**PACIFIC JUNCTION, IA.**

**Pop. 558**

**Kansas City, 175 mi.**

Opposite Pacific Junction, on the Nebraska side, is Plattsmouth. Here, in 1869, the Burlington began construction of its lines west of the Missouri. Early history points to this site as one frequented by traders many years before the town was settled.

Seat of Cass County, it was given the name of Plattsmouth because of its location at the mouth of the Platte River.

The King Korn Karnival, an annual festival, is held here in September to honor the agricultural and industrial development of this community.

**COUNCIL BLUFFS, IA.**

**Pop. 41,439**

**Kansas City, 191 mi.**

Second largest city in western Iowa, Council Bluffs has, for many years, been an important manufacturing city and trading point for a great agricultural area, and an important transfer point for transcontinental mail. The finest grape-producing soil in the world surrounds the city.

The original town, built against the bluffs of the Missouri River, figured prominently in the early history of the Middle West. Indians first met on these bluffs to hold their war councils, and later to sell their furs to French traders. In 1804, Lewis and Clark made their camp and held council with the Otoe and Missouri Indians nearby. Here the Mormons established a trading post in 1846-1847 which was one of the chief outfitting points for the early settlers of the West. Here, too, was established one of the main stations on the Overland Trail of '49.



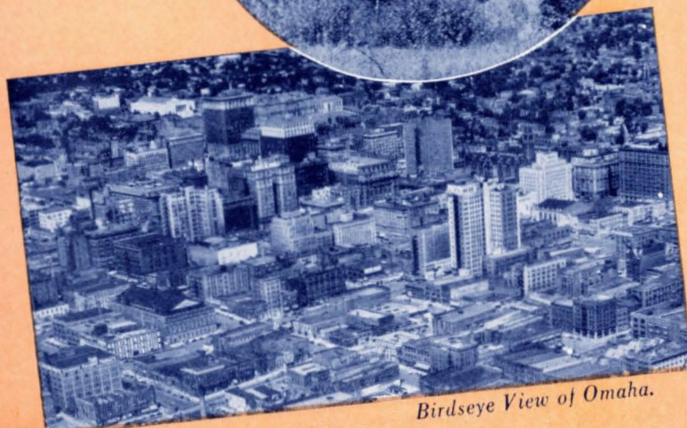
*Fertile, Rolling Hills—Missouri River Valley.*



*Former Home of  
J. Sterling Morton,  
Nebraska City.*



*Orchards Abound  
Along the  
"Missouri."*



*Birdseye View of Omaha.*

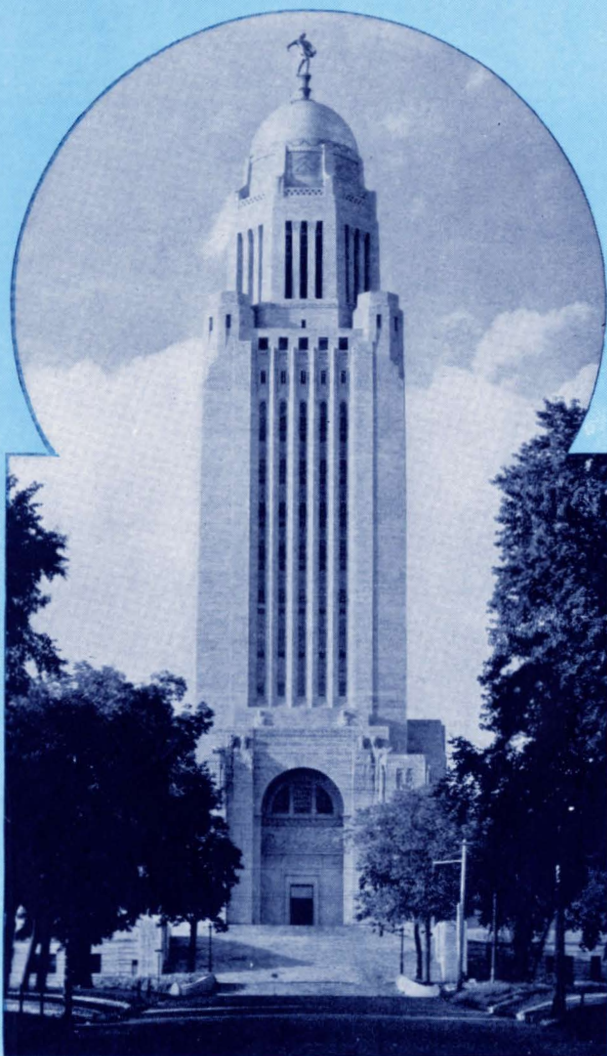


*Monument to Mormon Pioneers—Florence, Nebr.*





*Platte River—Eastern Nebraska.*



*Nebraska's State Capitol—Lincoln.*

#### **OMAHA, NEBR.**

**Pop. 233,000**

**Kansas City, 195 mi.**

Situated on the west bank of the Missouri, the site was originally occupied by the Omaha Indians, from which tribe it takes its name. Lewis and Clark passed here in 1804 on their trek into the Pacific Northwest. Omaha was a fur-trading post as early as the 1820's. Brigham Young established winter quarters six miles north of Omaha, at Florence, in 1846. These quarters became an outfitting post—an important factor in the growth of the town. Actually, Omaha came into being at the conclusion of the treaty with the Indians in 1854.

Long known as the gateway to the West, and first capital of the state of Nebraska, Omaha is a city of varied industries and manufacturing pursuits—and one of fine retail stores and exceptional educational facilities. It is the nation's fourth largest rail center and one of the world's foremost grain, livestock and meat-packing cities.

#### **LINCOLN, NEBR.**

**Pop. 85,000**

**Kansas City, 250 mi.**

Founded in 1864, it was first known as Lancaster, but renamed in 1867 when chosen as the site for the State Capital. As previously told, Omaha was the first capital and it is interesting to note the state records were removed from there in the dead of night for fear of resistance by outraged citizens. The ten million dollar capitol building (whose white-stone shaft is visible from Burlington trains) houses Nebraska's unicameral (one-house) Legislature. Today, Lincoln is an important industrial and manufacturing city and an educational center—the University of Nebraska, College of Agriculture and Nebraska-Wesleyan University being located here.

In Lincoln, as in Galesburg, the Burlington has built a most modern hump yard of the automatically controlled car-retarder type, with a capacity of 3,000 cars per day. And, in nearby Havelock, are the railroad's shops where Burlington freight cars are manufactured.

William Jennings Bryan, Generals John J. Pershing and Charles G. Dawes, all men of national prominence, were one-time citizens of Lincoln.

\* \* \* \*

We hope these high spots have added to the enjoyment of your trip. Much could be written about any of the communities along the way. But, if this resume has afforded even a glance into the rugged past, adding to your travel enjoyment, it has served its purpose.





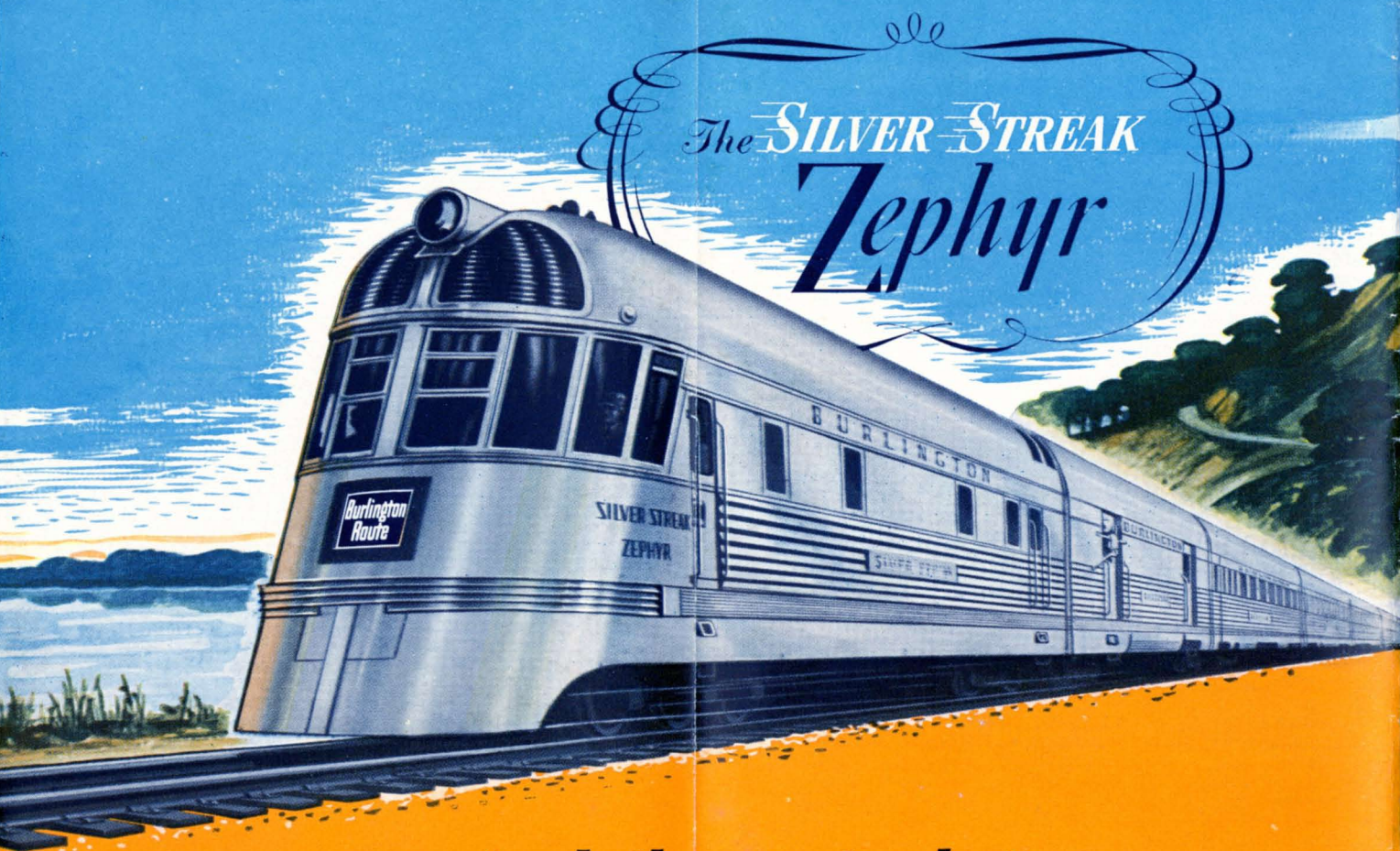
## REPRESENTATIVES OF THE BURLINGTON ROUTE

Atchison, Kan., Second and Main Sts. .... G. A. Tauchman, Com'l Agt.  
 Atlanta 3, Ga., 632-633 Healey Bldg. .... H. B. Howe, Com'l Agt.  
 Billings, Mont., 217 Fratt Bldg. .... P. C. Jordan, Div. Pass'r Agt.  
 Birmingham 3, Ala., 510 Brown-Marx Bldg. .... J. M. McDermott, Gen'l Agt.  
 Boston 16, Mass., 80 Boylston St. .... C. L. Gaffney, Gen'l Agt.  
 Burlington, Iowa, Burlington Station. .... J. C. Harkness, Div. Pass'r Agt.  
 Butte, Mont., 614 Metals Bk. & Tr. Bldg. .... D. F. Gregg, Gen'l Agt.  
 Casper, Wyo., Burlington Station. .... O. C. Wallace, Div. Pass'r Agt.  
 Cheyenne, Wyo., Burlington-C&S Station. .... W. T. Walsh, Gen'l Agt.  
 Chicago 3, Ill., Adams at Clark St. .... C. W. Plagemann, Act. Gen'l Agt.  
 Cincinnati 2, Ohio, 505 Dixie Terminal Bldg. .... E. G. Waterman, Gen'l Agt.  
 Cleveland 13, Ohio, 1610 Terminal Tower. .... Robt. Berman, Gen'l Agt.  
 Clinton, Iowa, 404 Wilson Bldg. .... W. A. Carlson, Com'l Agt.  
 Colorado Springs, Colo., 607 Exch. Nat. B'k Bldg. .... Paul L. Getchell, Gen'l Agt.  
 Council Bluffs, Iowa, Burlington Station. .... A. N. Kolb, Com'l Agt.  
 Dallas 1, Texas, 701-2 Kirby Bldg. .... T. V. Murray, Jr., Gen'l Agt.  
 Davenport, Iowa, Union Station. .... J. P. McDermott, Com'l Agt.  
 Deadwood, S. D., 47 Sherman St. .... A. E. Brown, Div. Pass'r Agt.  
 Denver 2, Colo., 17th & Champa. .... F. W. Johnson, Gen'l Pass'r Agt.  
 Des Moines 9, Iowa, 411 Southern Surety Bldg. .... H. E. Smith, City Pass'r Agt.  
 Detroit 26, Mich., 704 Transportation Bldg. .... A. G. Matthews, Gen'l Agt.  
 Galesburg, Ill., Burlington Station. .... W. E. Stouffer, Div. Pass'r Agt.  
 Hastings, Neb., Burlington Station. .... D. Kastrup, Div. Pass'r Agt.  
 Indianapolis 4, Ind., 910 Merchants Bk. Bldg. .... W. P. O'Rourke, Gen'l Agt.  
 Jacksonville 1, Fla., 304 Barnett Nat. Bk. Bldg. .... T. H. Harrison, Gen'l Agt.  
 Kansas City 6, Mo., 1031 Grand Ave. .... J. E. Lynn, Gen'l Agt.  
 Leavenworth, Kan., Fifth and Choctaw Sts. .... S. E. Nirdlinger, Com'l Agt.  
 Lincoln 8, Neb., 200 N. 11th St. .... W. T. Albrecht, Gen'l Agt.  
 Los Angeles 14, Calif., 510 W. 6th St. .... C. W. Hoefener, Gen'l Agt.

Milwaukee 3, Wis., 231 W. Wisconsin Ave. .... W. G. Shisler, Gen'l Agt.  
 Minneapolis 2, Minn., 90 South 7th St. .... W. R. Burgess, Gen'l Agt.  
 Mobile 13, Ala., 203 1st Nat'l Bank Annex. .... F. J. Petagna, Com'l Agt.  
 New Orleans 12, La., 623 Canal Bldg. .... J. W. Grady, Gen'l Agt.  
 New York 18, N. Y., 500 Fifth Ave. .... M. J. Fox, Gen'l Agt.  
 Oakland 12, Calif., 512 Central Bank Bldg. .... V. A. Kulberg, Com'l Agt.  
 Oklahoma City 2, Okla., 2902 Apco Tower. .... B. C. Milliken, Com'l Agt.  
 Omaha 2, Neb., Farnam at 19th. .... J. W. Sharpe, Gen'l Agt.  
 Omaha 2, Neb., 1614 Farnam. .... F. J. Swircin, City Tkt. Agt.  
 Paducah, Ky., 606 Citizens Sav. Bk. Bldg. .... V. B. Budde, Com'l Agt.  
 Peoria 2, Ill., 301 S. Jefferson Ave. .... F. W. Werner, Gen'l Agt.  
 Philadelphia 9, Pa., 123 S. Broad St. .... E. O. Choice, Gen'l Agt.  
 Pittsburgh 19, Pa., 2620 Koppers Bldg. .... L. M. Jones, Gen'l Agt.  
 Portland 5, Ore., 217 Amer. Bk. Bldg. .... O. G. Hagemann, Gen'l Agt.  
 Pueblo, Colo., 622 N. Main St. .... G. G. Clutter, Gen'l Agt.  
 Quincy, Ill., 400 Maine St. .... B. R. Newlon, Div. Pass'r Agt.  
 Rock Island, Ill., Burlington Station. .... C. E. Carlson, Div. Frt. Agt.  
 Salt Lake City 1, Utah, 218 Kearns Bldg. .... J. H. Gregory, Gen'l Agt.  
 San Francisco 5, Calif., 999 Monadnock Bldg. .... M. B. Baker, Gen'l Agt.  
 Seattle 4, Wash., 1401 Dexter Horton Bldg. .... A. R. Brown, Gen'l Agt.  
 Sioux City 9, Iowa, 400 Commerce Bldg. .... A. L. Lauser, Gen'l Agt.  
 Spokane 8, Wash., 1031 Old Nat'l Bank Bldg. .... J. C. Boyer, Gen'l Agt.  
 St. Joseph 2, Mo., 511 Francis St. .... S. T. Abbott, Div. Pass'r Agt.  
 St. Louis 2, Mo., 322 N. Broadway. .... C. B. Ogle, Gen'l Agt.  
 St. Paul 1, Minn., 6th and Robert Sts. .... C. E. Birdsell, Gen'l Agt.  
 Tacoma 2, Wash., 216 Tacoma Bldg. .... T. L. Hammer, Com'l Agt.  
 Tulsa 3, Okla., 203 Mid-Cont. Pet. Bldg. .... E. L. Simmons, Gen'l Agt.  
 Washington 5, D. C., 425 Shoreham Bldg. .... F. F. Crabbe, Exec. Gen'l Agt.  
 Winnipeg, Man., 701 McArthur Bldg. .... H. A. McMahon, Gen'l Agt.

A. COTSWORTH, JR., Passenger Traffic Manager, .... 547 W. Jackson Blvd., CHICAGO 6, ILL.  
 B. L. GARTSIDE, General Passenger Agent, .... 547 W. Jackson Blvd., CHICAGO 6, ILL.  
 J. J. ALMS, General Passenger Agent, .... 1004 Farnam Street, OMAHA 8, NEB.





*in daily service between*

**KANSAS CITY - ST. JOSEPH - OMAHA - LINCOLN**

To the Silver Streak Zephyr, back in April, 1940, went the honor of taking over the run of the Pioneer Zephyr, America's first Diesel-powered, streamline train. The Pioneer (in regular daily service since November 11, 1934) had performed well—so well, in fact, that it simply couldn't carry all the people who wanted to ride it. So the Silver Streak, a much larger Zephyr, took over. It has been on the job ever since. Its record of performance has earned it a high place among Burlington's fleet of fourteen Zephyrs.

The Silver Streak, like all other Burlington Zephyrs, is diesel-powered, air-conditioned, and built of stainless steel.

Its richly-appointed parlor car, with deep-cushioned chairs, and restfully-styled, fully-carpeted coaches, provide passengers with most modern and commodious accommodations. Delightful meal service is also provided in equally luxurious surroundings. Double-width full-view windows permit an unobstructed view of the ever-changing panoramas. Its cheerful interior and passenger appointments are as pleasing as its sleek and graceful exterior.

You'll enjoy riding the Silver Streak Zephyr. Gliding through the historic Missouri Valley this gleaming streamline train thrills Burlington passengers with new joys that the Zephyrs have brought to travel.

**AMERICA'S FIRST DIESEL-POWERED**



**STREAMLINE TRAIN WAS A ZEPHYR**