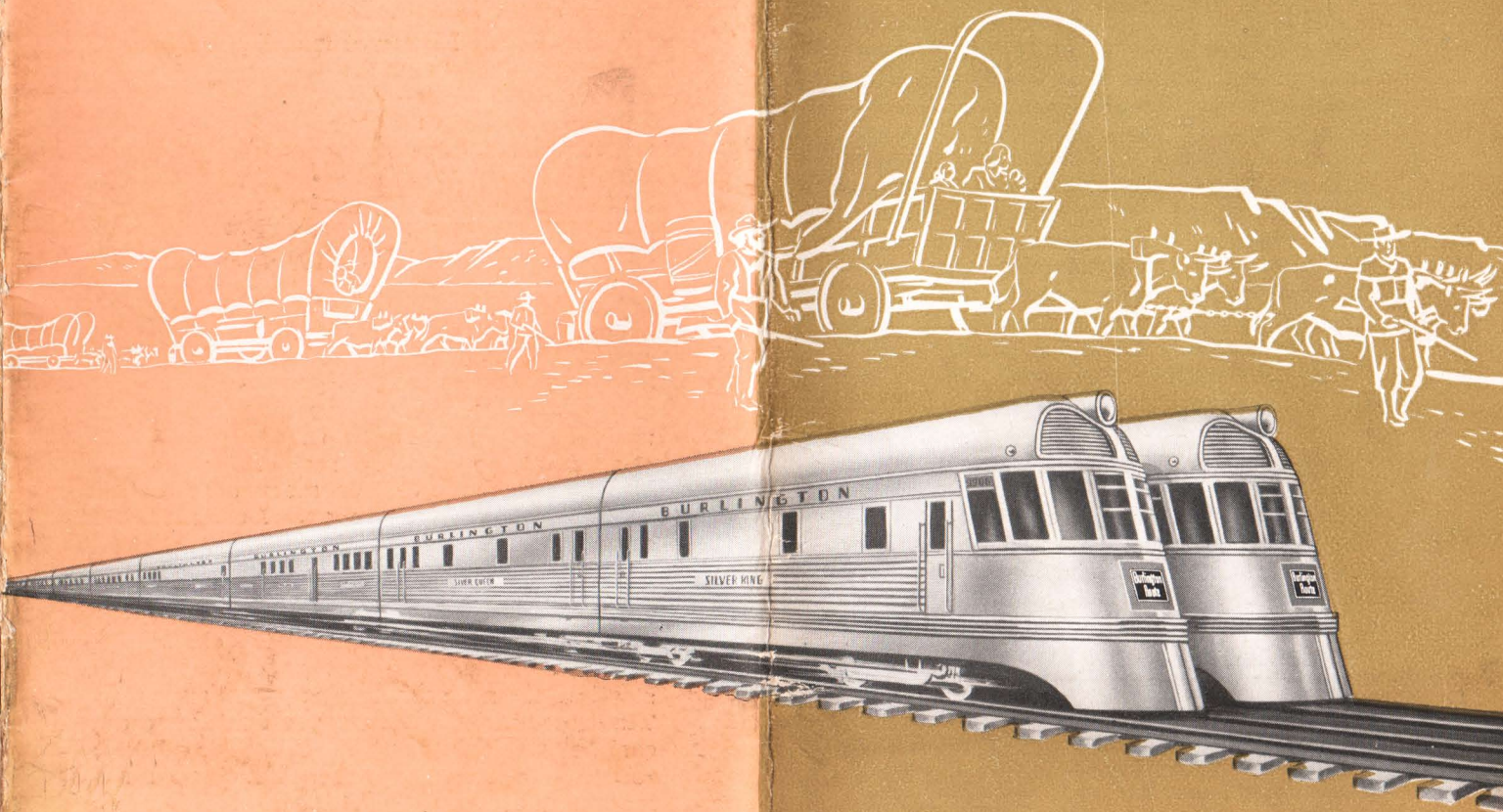


FROM
WAGON WHEEL
TO
Stainless Steel

FROM
WAGON WHEEL
TO
Stainless Steel



Burlington
Route

Burlington
Route

NOTE ★ Although the trip you will take with the "Old Timer" on the following pages is from Chicago to Denver, those of you who are making the trip eastbound will derive equal enjoyment from this phantom journey and the stowaways you'll meet enroute.

Not so many years ago, a trip between Chicago and Denver was something to be reckoned with. Actually, it was much more than a trip. It was an adventure which called for months of planning and preparation, required weeks to accomplish, and was attempted only by those hardier souls who could "take it." It is easy to understand why it took no less than the driving desire to exploit new lands and acquire new wealth, to put the pioneers on the treacherous trails toward the West. Today, in the comfort of our modern trains, as we speed between the Great Lakes and the Rockies, it is hard to believe, much less appreciate, the hazards which plagued them.

In 1849, when men of courage and vision charted the first line of what is now the Burlington Railroad, none had any thought it would ever extend beyond the boundary of Illinois. In fact, little was then known of the vast wilderness that lay beyond the Mississippi.

But this was soon to change. For the early settlers, impelled by the lure of new fields to conquer, were pushing steadily westward into a new land. Thus, a new empire was born.

We, of the Burlington, on occasion, like to live again those days of the winning of the West. An old superstition has it that ever since the first train ran on the Burlington, an unseen delegation has made every trip. Those who have faith in this superstition

(and we're frank to admit we're among them) will tell you that these phantom stowaways ride in a phantom car coupled to every train that runs between the Great Lakes and the Rockies. They'll also tell you that these stowaways (and they're a most unusual group) are both sociable and talkative; that those who "believe" can meet and chin with them — a very worthwhile experience indeed.

Would you like to meet them? All right, then for a moment at least, you must be a "believer." You are? Okay, let's page the "Old Timer." He's the chief spokesman for our stowaways. Let's see what he has on his chest.

Howdy, "Old Timer," got a little visiting time on your hands today?

"Sure have. Matter of fact, I got a hankerin' to chew the fat every chance I get — helps me to keep up with the times. Suppose you want to know somethin' about the early days in this neck of the woods — 'most everybody does. Well, I could do a lot of spoutin' off on my own, but seems to me the way to cover the most ground is to join up with the boys back in the phantom car. I always sez, the real story of the West ain't so much the story of places as it is the doin's of men. Let's mosey back and meet the gang.

* * *

"Well, here we are, back in the observation car. Now, we'll just go on out and step into the next car. Ain't skeered are ye? That's good. What's that, you don't see no car? Funny thing, neither did those other fellows — but we got there. You just follow me and everything'll be jake. Watch where you're steppin' now — easy does it — here we are. See, didn't I tell you there was an extra car hitched on? Now, right through the door — no, don't open it, stranger — we don't open doors where I come from — we go through 'em. That's right.

LEWIS & CLARK



"Howdy, boys. Want you should meet up with friends of mine from one of the cars up ahead. If you'll just keep your seats, I'll do the honors right down the line.

"These two gents to your right here—guess I'll interduce 'em together—calculate that's the way they'd rather have it. I won't bother with first names—meet Lewis and Clark—you've probably heard of 'em. Set out in 1804 and got back in 1806. Warn't that the way of it, boys? It's a caution how time flies, ain't it?

"After the Louisiana Purchase, President Jefferson was hankerin' to know what kind of a buy the United States had made—so he gave Lewis and Clark here the job of findin' out. By the time they got through, they mayn't have been able to say exactly *what* we'd bought, but they knew for certain, there was lots of it.

"I don't want you to get the idea that Lewis and Clark was the first folks to cavort around these parts, 'cause they warn't. Only most of the fellows that headed out this way before and durin' their time, went for a different reason.

They was after furs. Trappin' and fur-tradin' was the big lure of the West long before the Gold Rush was ever dreamed of. A lot of fortunes was piled up to the tune of sprung traps.

"Want you should know Zebulon Pike. Zeb, here, was one of the first to cross the 'Great American Desert'—in 1806, warn't it, Zeb? What was the 'Great American Desert'? Well, sir, it took in the country west of the Missouri, includin' Oklahoma, Kansas, Nebraska, the Dakotas and Colorado east of the foothills of the Rockies—five hundred thousand square miles of buffalo grass and sagebrush. Yes sir, three hundred and twenty million acres, so thick with buffalo and injuns you couldn't spit without spatterin' on one or t'other. Zeb, here, had a peak named after him. Remember, 'Pike's Peak or bust'?



ZEBULON PIKE

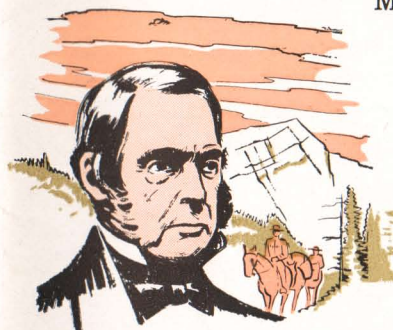
"And here's Major Long. He took about the same trip as Zeb did—only some thirteen years later. That was when President

Madison sent him out in command of an explorin' party. Got the first look at the peak that carries his monicker on that trip—you know, the one up in Estes Park. Reckon both of these boys get

right smart of a thrill outa seein' what you folks has done about that desert situation.

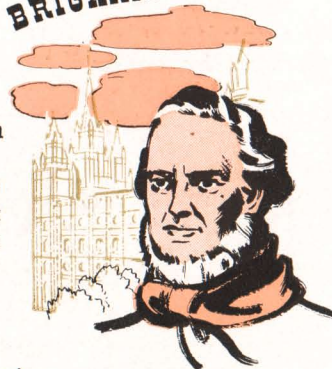
"See this old fella, here, with the bushy whiskers? There's a man for you. Them that followed him would have died for him and his teachin's—matter of fact, lot of 'em did. Yeah, you guessed it—it's Brigham Young. Look at how he's got his nose plastered to that window. Ain't missin' a thing, is he? Guess you can't blame him for bein' mighty interested in this Illinois country we're passin' through now. Illinois, you know, was the only state that was of a mind to tolerate the Mormons back in the days when Brigham and his folks was a-lookin' for a place to light. Yes sir, for a spell, looked as though the Mormons would locate in Illinois for good. They was settled in three or four spots around these parts—one of 'em as I recollect was Quincy. They then built theirselves a town called Nauvoo and was goin' great guns for a spell. Little later, folks kind of swung against 'em and they had to pull stakes, so to speak, and head on west again.

Watch Brigham perk up when we get across the Mississippi. Back in '46 when leadin' his flock west his train went through the same part of Iowa we'll be passin' to-



MAJOR LONG

BRIGHAM YOUNG



day. It was there he got the idea of establishin' settlements and plantin' crops to aid the folks who were to follow. One of the most important posts they had was



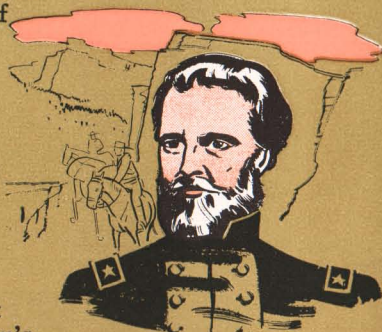
'Mt. Pisgah' just north of Osceola.

"They was about twelve thousand strong when they pulled

into Kanesville (Council Bluffs) that July. Another month found 'em across the Missouri at a spot about six miles north of where Omaha's at now. Made that their winter quarters. Brigham and about 150 picked followers kept on headin' west, blazin' the trail, so to speak. They hit the Salt Lake Valley about the middle of July of '47. Then that fall, Brigham and a few others went back to winter quarters and the next summer took the whole bunch west. Those followers of Joseph Smith knew what they wanted and they sure stuck by their guns. If you don't think so, take a squint at Salt Lake City.

"If you're at all familiar with your middle 1800's, calculate you've heard tell of the next fellow here. John Fremont. Remember me tellin' you about Brigham Young and his folks leavin' Illinois and headin' for Utah? Well sir, if it hadn't been for Fremont them Mormons wouldn't have knowed there was such a place as Utah. You see, John was the fellow who went traipsin' through that Great Salt Lake Valley and told folks all about it. Back around 1842, I think it was, the gov'ment asked him to go explorin' and fetch back a description of the country that was

a-lyin' west of the Missouri frontiers and on out beyond the Rockies. If you want to poke your nose in some inter-estin' readin' sometime, get a-hold of John's report of that trip. Reckon



JOHN FREMONT

you've read about Kit Carson, haven't you? He was John's guide on that first western jaunt. Might interest you to know that the route John followed on his second trip runs parallel to the one we're travelin' today—for hundreds of miles.

Kinda hard to tell you about Fremont on account of I don't know where to start and where to leave off. You see if you was to look him up, you'd find out he was a teacher, a surveyor, an explorer, a soldier, a senator, a gov'nor and wound up by bein' nominated for president at the ripe old age of forty-three. If you was to ask him what he enjoyed doin' most, he'd tell you it was explorin'. He led five different explorations to the West and you won't go to sleep readin' about any one of

'em. Reckon his wife, Jessie, paid as fittin' a tribute to him as you'll find when she said, 'from the ashes of his campfires have sprung cities.' Come to think of it, Jessie's dad, too, was quite a guy in those days—Senator Benton from Missouri.

"That fellow sittin' over there with the beaver hat and smokin' the cheroot, is John Butterfield. He was head of the Southern Overland Mail that ran from St. Louis to San Francisco. Hey, John, let me show this gentleman that dispatch you got from President Buchanan, will you? Thanks. You see, John, here, sent the President a message—when was it, John? October 9th, 1858. Yeah, John sent word to the President that the Overland Mail had pulled in safe at St. Louis from San Francisco in twenty-three days and four hours. Here's what the President had to say:

'Your dispatch has been received. I cordially congratulate you upon the result. It is a glorious triumph for civilization and the Union. Settlements will soon follow the course of the road and the East and West will be bound together by a chain of living Americans which can never be broken.'



JOHN BUTTERFIELD



"Guess the President had it doped out purty accurate-like, but gosh, he hadn't seen nothin,' had he? I've an idea, my friend, that you folks up ahead don't appreciate this train we're ridin' on nearly so much as us old timers back here in the phantom car. Here, read this—it's a purty good description of the stage coaches we used to think was mighty fancy. Better yet, I'll read it to ye. Here's what it says:

'The stages are got up in elegant style and are arranged to convey eight passengers. The bodies (of the coaches, not the passengers) are beautifully painted and made water-tight with a view of using them as boats in ferrying streams.'

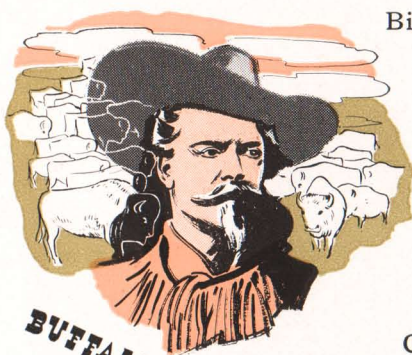
"That fellow settin' alongside Butterfield — his name's Frey. Johnny Frey. He rode the first pony out of St. Joe where the Pony Express started back in 1860. I reckon you've seen 'em launch a ship, ain't you, pardner? Well, I'll grant you that's a purty excitin' sight, but it don't hold a candle to the send-off they gave Johnny, here. They even arranged with the new Hannibal & St. Joseph Railroad to have a special fast train get the mail to St. Joe just at the right time, so's Johnny could grab it on the run and be on his way. Everybody for miles around was on hand to see him streak for the plains with mail that would be in San Francisco some ten days later. Incidentally, that mail-carryin' job gave the Hannibal & St. Joseph Railroad folks the idea of sortin' mail on the fly to save time. A couple of years later they blossomed out with the first car built to do that job.

"You know, it's amazin' how few folks now-a-days really appreciate how big a job the Pony Express had to do and how durned well they done it. It took five hundred ponies and eighty riders to see the mail through. And there was a hundred and ninety stations along the route. Them riders had runs that averaged around seventy-five miles, although many's the time they rode twice that far without stoppin' for rest. Changed horses every ten or fifteen miles.

"Well sir, by goin' in relays, the Pony Express boys covered around two hundred and fifty miles a day. And, in spite of hell and high water, they managed to get through with the mail. The Pony Express lost only one small batch of mail in six hundred and fifty thousand miles of ridin'—which is right smart of a record. I think I told you it took around ten days from St. Joe to San Francisco, didn't I? Well, that's right, but there was times when the boys made it in less. Yes sir, when they was ridin' west with news of the attack on Fort Sumter, they made it in eight days and fourteen hours. By the way, it cost five dollars a half ounce to send a letter by the Pony Express back in them days.

"Don't reckon this next fella, here, needs any interducin'. Not much chance of mistakin'





BUFFALO BILL

Bill Cody. You just can't go messin' around the history of the West without runnin' smack into 'Buffalo Bill' every whip-stitch.

Come by that nickname when he was shootin' buffalo to make room for

railroad tracks. Come by it honest, too, for Bill had a style all his own. Had a way of gettin' the critters to run around in a circle so's he could nail 'em without runnin' the legs off his horse.

Bill was a Pony Expresser too, you know. He was just a kid when he started ridin' the mail—fourteen, I think. But he could make the average rider look awful sick. Bill's first route was a short one—only 45 miles long. Later on he had one of the toughest of 'em all—between Red Buttes and Three Crossings—seventy-six miles, it was. Bill, here, hung up one of the durndest records you ever heard of while he was ridin' for the Express. Rode three hundred and twenty-two miles without even as much as a rest period. You see, his relief rider got killed and there warn't nobody to take up where Bill left off—so he just kept on a-goin', with no rest to speak of except when he changed ponies.

"You'll be mighty interested in meetin' up with this next fella. You might call him a good-will ambassador to both ends of this run we're makin' today—he's tied up so close with both places. Name's John Evans and a more all-round man would be hard to find. Durin' his eighty-some-odd years John, among other things, was a doctor, a real estater, a railroad man, and a gov'nor. And, with all that, he managed to find lots of time for religion.

"Strong for ejication, John was. Back in 1841 he got the yen to see a university in his home town. Got the ball rollin' and by 1850 he had some other folks sold on the same idea. Nine of 'em planned theirselves

a meetin' and before they called it a day they had laid the bedrock for a university. That's right — Northwestern. 'Tain't no wonder folks out in Evanston thought so much of him and all he did. Named their town after him which, to my way of thinkin', is quite a tribute. As a matter of fact, folks out in Wyoming had the same idea—there's an Evanston out in that neck of the woods that was named for him.

"A few years later, when he moved to Denver, John still had a hankerin' for promotin' the cause of learnin', so he started another school out there. Used to be called the Colorado Seminary, but I think they took the words 'University of Denver,' for the name later on.

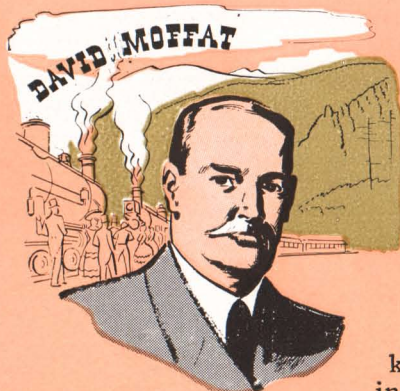
"I said somethin' about John movin' to Denver. Here's how he happened to go. You see, in 1862, Lincoln asked him would he take the job of territorial gov'nor of Colorado. Lots of Injun trouble when John took over and he made a real record for hisself in gettin' things under control and keepin' them there. Did so much along transportation lines that the State Legislature got together and resolved to name somethin' in his honor. You guessed it —

Mount Evans. Broke the news to him on his eighty-first birthday—long after he retired. As I remember, they said it was 'a tribute to the man who brought them the iron steed of transportation in place of the oxen and mule.' And I reckon that's just about what he done.

"It's a cinch you don't want to get away without knowin' that fellow settin' there chewin' the fat with Evans. His name's Moffat. David Moffat. And, pardner, as far as Colorado's concerned, the glory of Dave Moffat will last every bit as long as that big tunnel that carries his name.

JOHN EVANS





"Dave was born about the time railroads was feelin' their first grow-in' pains and he grewed right with 'em.

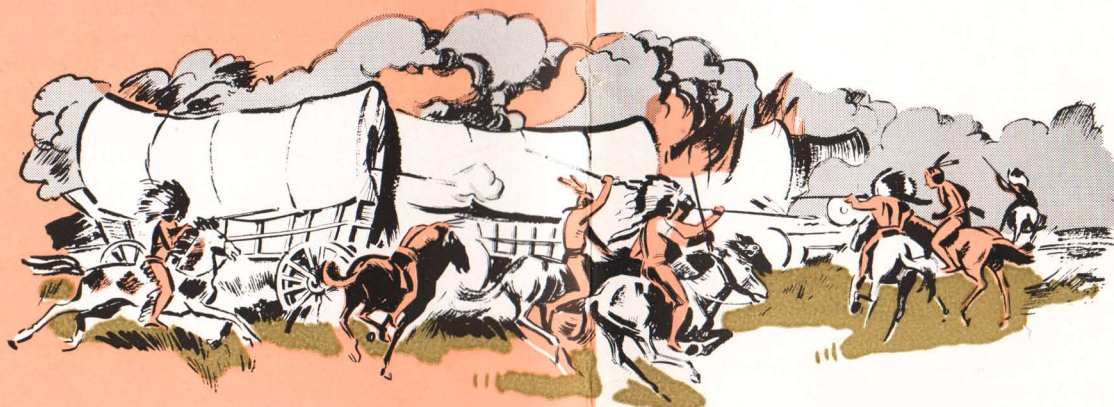
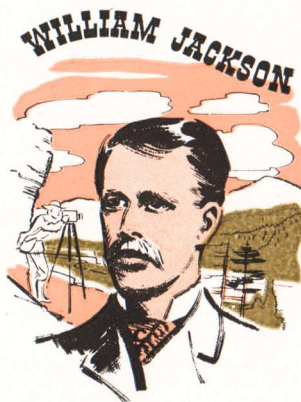
Besides knowin' his railroadin', he knew his bankin' and minin' too. Had a knack of mixin' the three

together so's they'd do the most good. For instance, when Cripple Creek was discovered in 1891, Moffat, here, thought there ought to be a railroad runnin' from the new minin' center to Florence. Couldn't get nobody interested in buildin' one, so he says, 'All right, I'll build her myself'—and he did! Run her at a durned good profit for awhile and then sold her for better than three million dollars. I've heard it said that he piled up a fortune of some seven million dollars—every dollar of it out of Colorado. And, before he died, he'd put every penny of it back where it came from. You see, pardner, Dave Moffat had a dream. A dream that sent him to his grave with a busted pocketbook — and heart. Yes sir, Dave dreamed of the day when trains would

cross the Great Divide west of Denver, instead of goin' 'round it, and run clean to Salt Lake City. He didn't live to see that dream come true, but it *did* come true and I doubt if there's anybody that would be-grudge Dave most of the credit.

"Here's a man you'll want to meet — did more to record the 'Old West' for posterity than anyone I know. Name's Bill Jackson, pioneer western photographer — one of the first men to ever go camera huntin' in Yellowstone Park, back in 1871. The pictures he took there had a lot to do in Congress settin' aside that region as the first national park the following winter. Did a lot of cavortin', Bill did. Clicked the shutter all over the Tetons — Estes Park — Mesa Verde — Mount of the Holy Cross, and a heap o' other places as a member of a United States Geological Survey party.

First set foot in these parts as a bull-whacker and mule-skinner in the 60's. Bill's our latest recruit — joined up with the boys in 1942 at the tender age of 99.



"Gosh a-mighty, pullin' into Denver already! See them two fellas peerin' out the back window? One on the left is named Richardson. T'other on the right is Horace Greeley. Greeley, you'll recollect, was editor of the New York Tribune. Richardson was a newspaper man, too—from Boston. Took the trip to Denver, with Greeley, back in 1859. Yes sir, she was more'n seven hundred miles west of the nearest railroad then. Richardson couldn't see where Horace could ever find the nerve to go around shoutin' 'Go West, young man, go West.' Told him he thought 'Denver was a forlorn and desolate looking metropolis.' Wonder what he's thinkin' now?

* * *

"Well, friends, here she is—Denver! I can remember back in 1858 when she was born on the banks of Cherry Creek. Auraria, she was called on one side and Denver City on t'other. Yes sir, when Greeley first saw Denver, she had all of three hundred houses. But she was a fast growin' youngster and nothin' could stop her—not even floods or Injun wars or gold strikes somewheres else. I remember when Golden City sprung up, right at the mouth of Gregory Gulch—that was the minin' center of all Colorado then. Everybody said Denver was goin' to be outgrewed. But she warn't. Same way with Canon City—it blossomed out when the California Gulch got itself famous.



RICHARDSON & GREELEY - 1859

"No sir, nothin' could stop Denver. Why, by 1860 she was boastin' of two daily papers that got theirselves circulated 'round the minin' camps by newsboys on horseback at two bits a copy. By 1872 she laid claim, and rightfully so, to 15,000 inhabitants.

"But mister, just look at her now! You know, somethin' tells me that a lot of the old-timers who called this neck of the woods the 'Great American Desert' are turnin' a heap of flip-flops in their graves right now. I was readin' just t'other day that Colorado has got thirty million—I think they call 'em agricultural acres. Some desert, eh, pardner?



"I understand, too, they've took some seven hundred and fifty million dollars in gold out of Colorado so far. Another five hundred and fifty million in silver. What's more, I understand that's only about a fifth of what's here, still waitin' to be took.

"I heard tell that Colorado, if it had to, could keep the whole durn world in coal for three hundred years and never blink an eye.

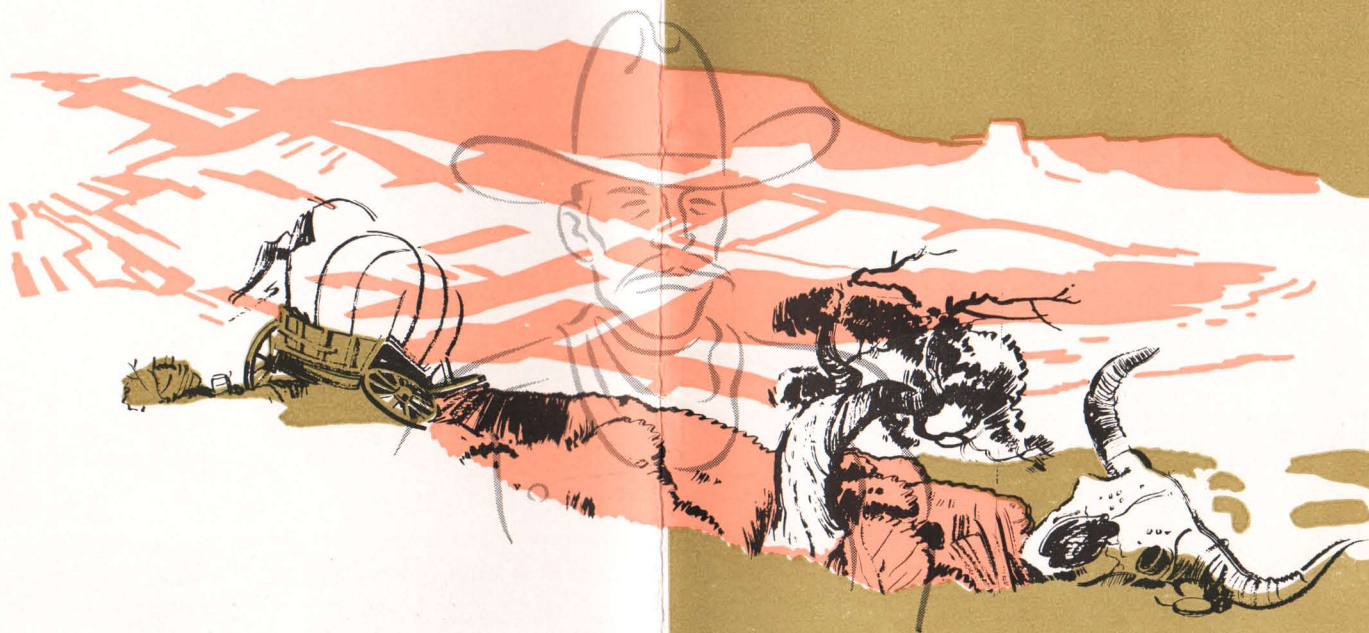
"Here's another thing that's downright amazin' to me. Back in the old days everybody that headed for Colorado had just one idea in mind—that was to load up with as much gold as they could carry and then get away from the place and back to civilization just as fast as they could tear. But now-a-days, outsiders spend a lot of time figgerin' out how they can get out to Colorado oftener—and how they can stay longer after they get there. I reckon what the old-timers couldn't see was that there was somethin' else besides gold in them mountains. There was mighty fetchin' scenery,

pure, invigoratin' air, and a climate that made a body feel a heap sight better for livin' in it. Recent-like, I've heard folks call Colorado the vacation spot of the whole country—havin' so much to offer and bein' so easy to get to. Don't know as I could give an argument to the contrary, come to think of it.

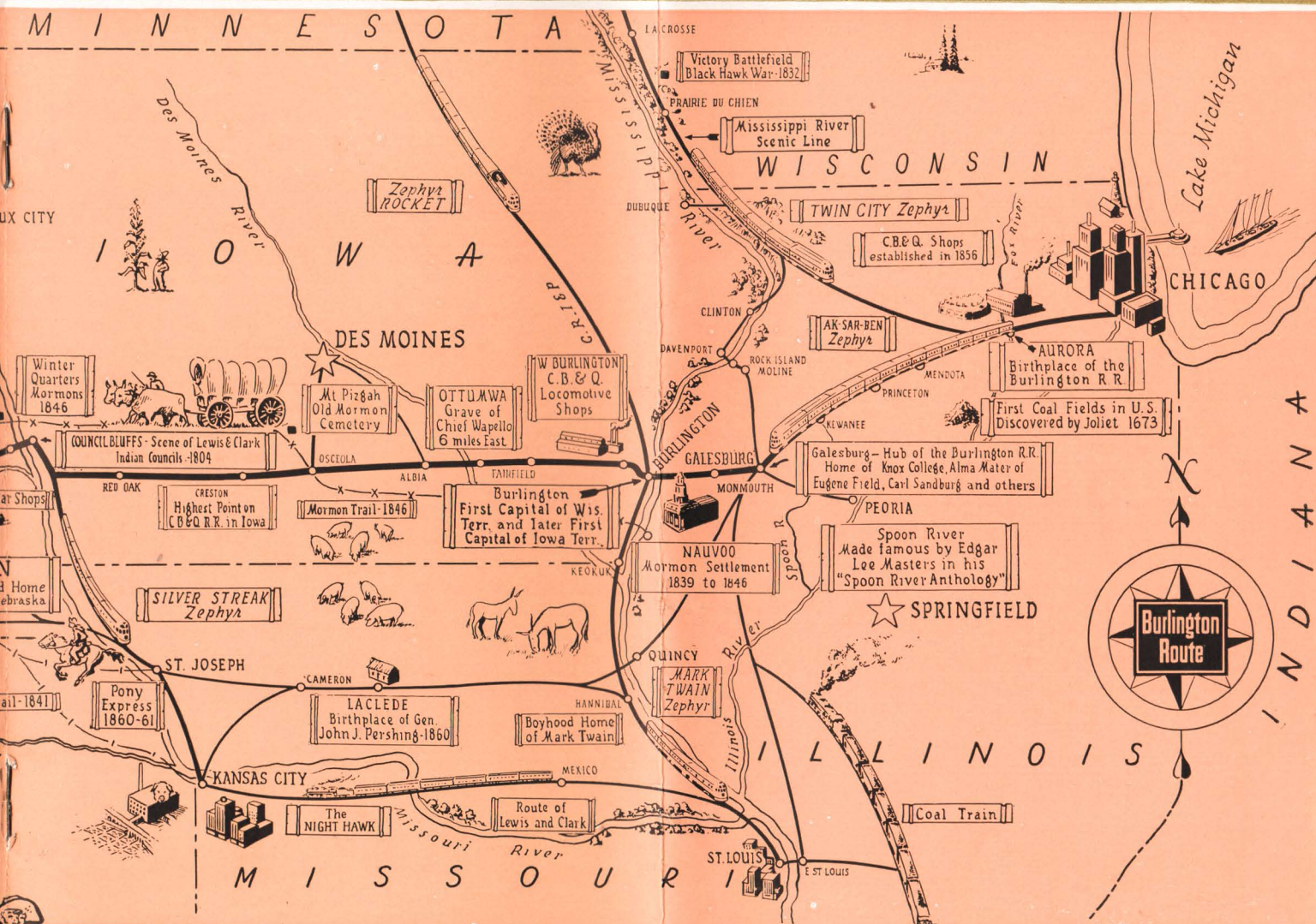
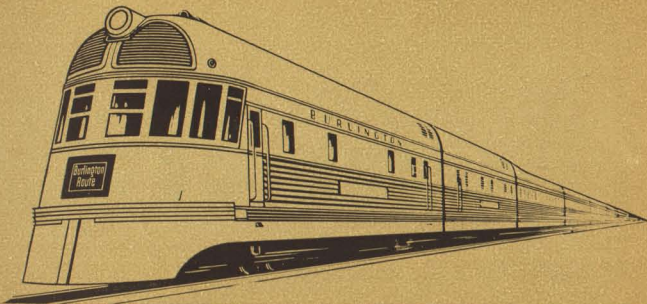
* * *

"Well, guess we'll have to be leavin' you now, my friends. We'll probably be seein' you on the trip back. How's that? Sure, we'll be hitched on just like we are now. Matter of fact, we make this trip with every train that pulls out.

"You're sure welcome, friend. It's been nice to meet up with you. Too bad you didn't have time to get acquainted with all the boys but maybe you can get around to it on your way back. My name? Well, to tell you the truth mister, I guess I ain't exactly got a name. Folks that knows me best, calls me the Spirit of the West—and I reckon that's as good a name as any."



R E





Westward from Chicago, you glide through hundreds of miles of the rich farmland which has contributed so much to the glory of the productive Mid-West. Sprinkled along the way are prosperous and picturesque towns, many of them with historical, intriguing backgrounds. This log, although necessarily brief, will highspot these places for you as you meet them along the way.

* * *

After leaving Chicago, the Burlington passes through a chain of attractive suburbs and the pleasant towns in the Fox River Valley on the way to Aurora.

AURORA, ILL.

Pop. 47,170

Chicago, 38 mi.

From a prominent stage coach transfer in the 1830's, Aurora—the "birth-place of the Burlington Lines"—has developed into a thriving rail center. The 12-mile Aurora Branch Railroad, incorporated in 1849, first of the Illinois state charter railways, was acquired by the Chicago, Burlington and Quincy Railroad in 1855. From this small beginning, the Burlington Lines have grown into 11,000 miles of track, welding together an empire of 14 states.

As the train enters Aurora from the East, the large railway supply buildings and the cut stone roundhouse, one of the oldest in the country, are seen to your right.

Machinery production and railroad shops are the main industries.

MENDOTA, ILL.

Pop. 4,215

Chicago, 83 mi.

Marketing center for products of prosperous agricultural area. South-east, lie the LaSalle Coal Fields, where coal was first discovered in the United States by Joliet, in 1673.

The Chicago and Aurora Railroad (now a part of the Burlington), extending its lines west from Aurora, reached Mendota in 1853 and connected with the Central Military Tract Railroad which was, at that time, being constructed westward toward Galesburg.

PRINCETON, ILL.

Pop. 5,224

Chicago, 104 mi.

Center of farming, orchard and nursery area. Settled by New Englanders in 1833. Magnificent elm trees, which line the streets, were planted by early settlers. Long the home of

John Bryant, one of the founders of the Republican Party.

KEWANEE, ILL.

Pop. 16,901

Chicago, 131 mi.

Industrial city, widely known for its manufacture of boilers, gloves and machinery. Settled in 1836 by New Englanders. Spoon River, made famous by Edgar Lee Masters' "Spoon River Anthology," has its source nearby.



Skyscrapers along Chicago's smart Michigan Avenue



Chicago Union Station



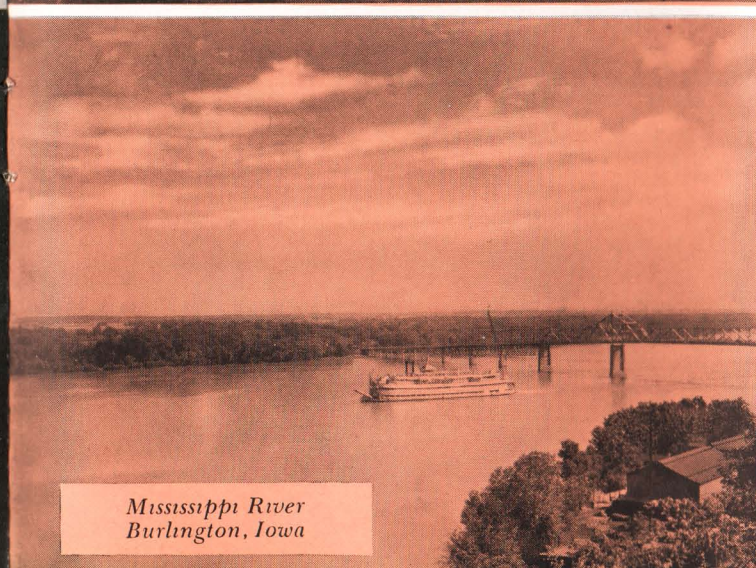
*"The Pioneers" Monument
Elmwood, Illinois*



*Old Main, Knox College,
Galesburg, Illinois*



Mid-West Rural Scene



*Mississippi River
Burlington, Iowa*

GALESBURG, ILL.
Pop. 28,876
Chicago, 162 mi.

Seat of Knox County. Settled in the late 30's, it was without railroad transportation until 1854 when the Central Military Tract (now a part of the Burlington) completed its line to that point. The Abolitionist sentiments of Galesburg's early settlers resulted in its becoming an important station on the "Underground Railroad" during the Civil War period. Knox College, chartered in 1837, was the scene of the historic Lincoln-Douglas Debate in 1858.

Important manufacturing city and operating hub of the Burlington Railroad. Here are located the largest freight yards west of Chicago and the largest railroad-owned timber preservation plant in the United States. Here, too, the Burlington has constructed modern hump yards, serving both east and westbound traffic. With these most modern hump facilities, which embody the use of gravity and electro-pneumatic controls, as many as 6,000 cars a day from every part of the country are automatically sorted, classified and headed for their proper destinations.

MONMOUTH, ILL.
Pop. 9,096
Chicago, 179 mi.

Seat of Warren County, the name commemorates the Revolutionary War battle of Monmouth, New Jersey. Located in an important corn and feeder-cattle region, it is also an industrial center, being widely known for the manufacture of pottery. Home of Monmouth College, organized in 1856 by the United Presbyterian Church.

MISSISSIPPI RIVER
Chicago, 205 mi.

We cross the Mississippi River twenty-six miles west of Monmouth. "Mes-a-sip-pi," meaning "River of the Meadows," was the name given this river by the Indians, though more reverently known to them as the "Father of Waters."

Early explorers, trappers, fur-traders and missionaries knew these waters well, as the river afforded easy access to the then remote and virtually unexplored regions.

Traffic on the Mississippi was at its height between 1819 and 1870.

BURLINGTON, IA.
Pop. 25,832
Chicago, 206 mi.

Historic city situated on four hills overlooking the Mississippi River. Before the white man, the site of Burlington, or "Sho-Ko-Kon," was known to all Indian tribes as a neutral ground because of its hills of flint, which provided material for implements and weapons.

Burlington was the capital of the Wisconsin Territory from 1836 to 1838, when the Territory of Iowa was created. First Legislative Assembly of Iowa convened here during the fall of 1838. In the 1850's, thousands of emigrant wagons passed through here on their way West, and hundreds of steamboats docked to discharge freight that the prairie schooners were to carry inland.

In March of 1855, the Burlington extended its rails to the east bank of the Mississippi River at this point, but it was not until August of 1868 that a bridge was completed across the river and trains entered Burlington from the East. Until that time passengers were ferried across.

Mr. Charles E. Perkins, who had much to do with the development of the Burlington System Lines—serving as president for 20 years—resided at Burlington from

*Main Lounge—New Station,
Burlington, Iowa*



*Chief Wapello Monument
Agency, Iowa*



*Route of the Mormon Trail
near Council Bluffs, Iowa*

1859 to 1907. His close association with the City of Burlington and the Railroad was one of the reasons for the latter being known as the "Burlington." An imposing stone shaft, in his memory, may be seen to the north, a mile or so west of the station.

In 1887, George Westinghouse perfected the air brake on West Burlington Hill.

Important manufacturing and jobbing center. Here the Burlington constructed a station in 1944 acclaimed by many as "the most beautiful railroad station in America." The Burlington shops, where many of the railroad's locomotives have been built, are located at West Burlington.

MT. PLEASANT, IA.

Pop. 4,610

Chicago, 233 mi.

Iowa's first court house was erected here in 1839 and, five years later, the Mt. Pleasant Collegiate Institute, now the Iowa Wesleyan College, was founded. Located on the campus are the Executive Offices and Memorial Library of the P.E.O. Sisterhood. One of the first plank roads in the state was completed from Burlington to Mt. Pleasant in 1851.

FAIRFIELD, IA.

Pop. 6,773

Chicago, 255 mi.

An important manufacturing town and the home of Parsons College. The first Iowa State Fair, held here in 1854, was a typical frontier event. The Public Library Museum is inter-continental in scope.

OTTUMWA, IA.

Pop. 31,570

Chicago, 280 mi.

Seat of Wapello County, situated on the banks of the Des Moines River. Largest pork-processing center in the Mid-West. Originally, favorite camping place for the tribes of such Indian Chiefs as Wapello, Appanoose and Keokuk, "official greeters" at the time of Marquette and Joliet.

Six miles east of Ottumwa, at Agency, Iowa, General Joseph M. Street, Indian Agent, established a trading post and agency in 1838. As the train approaches Agency from the East, a tall shaft, in memory of General Street, Major Beach and Chief Wapello, Fox Chief and friend of the white man, may be seen to the right.

The Burlington & Missouri River Railroad (now a part of the C. B. & Q. R. R.) reached Ottumwa on September 1, 1859, and this point served as its western terminus until the close of the Civil War.

ALBIA, IA.

Pop. 5,157

Chicago, 304 mi.

Seat of Monroe County. At one time one of the chief coal fields of the state was located here, rich deposits being discovered early in the 60's.

CHARITON, IA.

Pop. 5,754

Chicago, 335 mi.

Situated on the banks of the river that bears its name. Seat of Lucas County and trading center for a large agricultural and mining district.

OSCEOLA, IA.

Pop. 3,281

Chicago, 360 mi.

Seat of Clarke County. Settled in 1850 and named for the Seminole Chief, Osceola. A few miles north of here is the site of Mt. Pisgah, a Mormon community established in 1846 as a temporary settlement where crops were planted to aid the many bands that were to follow.

CRESTON, IA.
Pop. 8,033
Chicago, 393 mi.

First settled in 1869. Derived its name from crest or summit—it being considered the highest point on this route between the Mississippi and Missouri Rivers. Nearby, is the site

of the former Icarian Community, settled by French immigrants in 1858, which flourished for several decades.

RED OAK, IA.
Pop. 5,763
Chicago, 443 mi.

Manufacturing and farming center, situated in the valley of the Nishnabotna River. Arrival of Burlington rails here was celebrated on November 12, 1869. A frame mill,

built in 1873, on the banks of the Nishnabotna, still stands as a symbol to early industry.

COUNCIL BLUFFS, IA.
Pop. 41,439
Chicago, 492 mi.

The original town figured prominently in the early history of the Middle West. Indians met on these bluffs to hold their war councils

and later to sell furs to French traders. In 1804, Lewis and Clark made camp and held council with the Otoe and Missouri Indians nearby. Here the Mormons established quarters in 1846-1847. Here, too, was established one of the main stations on the Overland Trail of '49.

January 1, 1870 marked the completion of the Burlington & Missouri River Railroad across the state to Pacific Junction where entry into Council Bluffs was provided by the C. B. & St. J. Railroad (now a part of the Burlington) which had begun operation two years before.

Today, it is the second largest city in western Iowa and, for many years, has been an important transfer point for trans-continental mail (which the Burlington has carried from Chicago since 1884), as well as a bustling manufacturing city and trading point for a great agricultural area.

MISSOURI RIVER
Chicago, 495 mi.

The Missouri at all times is a turbulent stream. The Indians knew it as the Mini-Souri, or Much-mud-in-River. As a contrast with travel today, history tells us that early traders navigated the Missouri by boats, hauled up the river by towlines, the men walking along the bank with the ropes over their shoulders.

The first steamship to be operated up the Missouri was the "Independence," under the command of Captain Nelson of Louisville in 1819. By 1857, a large fleet of steamboats operated as far north as Omaha—the height of this traffic being reached in 1859.

OMAHA, NEB.
Pop. 223,844
Chicago, 496 mi.

Omaha, long known as the Gate City of the West, 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.

Situated on the west bank of the Missouri River, the site was originally occupied by the Omaha Indians, from which tribe it takes its name. Lewis and Clark passed this point in 1804 on their trek into the Pacific Northwest. Early fur-traders were stationed here as far back as the 1820's. Six miles north of Omaha, at Florence, Brigham Young, when leading his followers West, established win-

*Missouri River near
Omaha, Nebraska*



*Joslyn Memorial Art Museum
Omaha, Nebraska*



*Mormon Winter Quarters
Monument—Florence, Nebr.*



*A view of the Platte River
in Eastern Nebraska*



*Central Tower of Nebraska's
State Capitol—Lincoln*

ter quarters in 1846. Actually, Omaha came into being at the conclusion of the treaty with the Indians, in 1854. The first Legislative Assembly of Nebraska convened here January 6, 1855.

Burlington trains first reached this point in 1871, when the tracks of the former Omaha and Southwestern Railroad were completed between Omaha and Oreapolis by the Burlington and Missouri River Railroad.

PLATTE RIVER

Chicago, 522 mi.

The Platte figured extensively in the early history of the West, its course being a natural route for the Pioneers. The Mormons followed the north bank of the river for several hundred miles. The Oregon Trail and the Pony Express route followed the south bank. It has never been navigable, the Indians appropriately calling it, "The Nebraska," meaning, shallow river.

LINCOLN, NEB.

Pop. 81,984

Chicago, 551 mi.

Founded in 1864, it was first known as Lancaster, but was changed to Lincoln in 1867 when it was chosen as the site for the State Capital.

In 1869, the Burlington began construction of its lines west of the Missouri River and the first rails were laid into Lincoln in July of 1870.

The present ten million dollar capitol building (whose gleaming 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 a leading 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, were one-time citizens of Lincoln.

CRETE, NEB.

Pop. 3038

Chicago, 571 mi.

Settled in 1870, it is today an important milling and dairy products center and a trading point for a large agricultural and fruit-raising district. Doane College, located here, was founded in 1872.

* * *

HASTINGS, NEB.

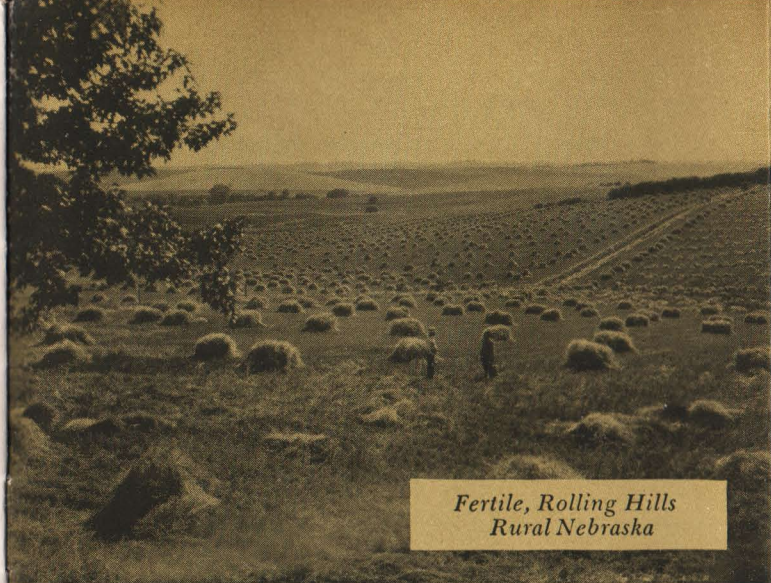
Pop. 24,145

Chicago, 648 mi.

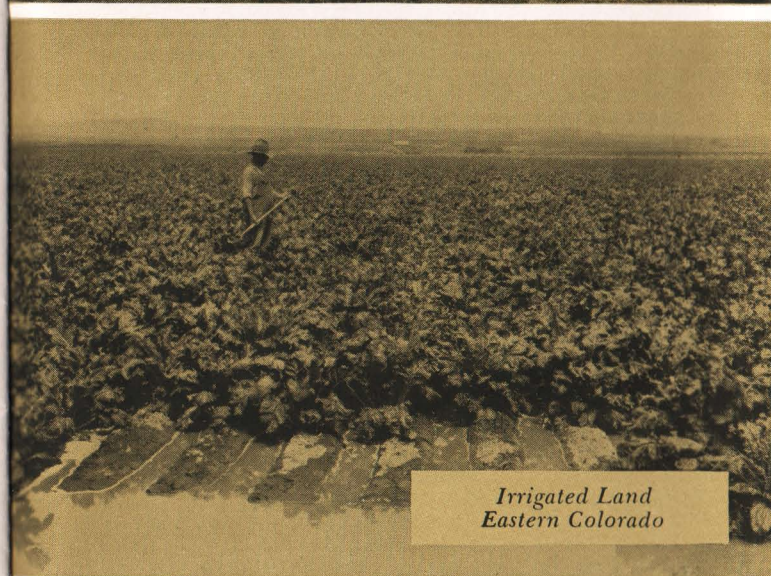
Settled in 1870, it is today the fourth largest city in Nebraska. Industrial and agricultural trade center in Kansas-Nebraska wheat belt.

Of extreme interest is the Hastings Museum in which there are more than 200,000 flora, fauna and historic specimens of the Great Plains. Hastings College conducted its first classes in 1872.

It was also in 1872 that Hastings had its first rail connection with the East—the Burlington & Missouri River Railroad completing its lines to that point during that year. By 1878 construction was again under way on a rail line toward Denver. Oddly enough, this line was in a southwesterly direction through the present towns of Red Cloud and McCook—the route used until 1884, when the more direct one in use today was completed.



*Fertile, Rolling Hills
Rural Nebraska*



*Irrigated Land
Eastern Colorado*



*Continental Divide as seen
from Denver*

West of Hastings the rise of the plains to meet the Rockies becomes perceptible. Although we have gained around 1,300 feet in altitude between Chicago and Hastings, the rise has been spasmodic and unnoticeable. From now on, however, our trip is decidedly uphill and we will gain more than 3,000 feet before we reach Denver.

* * *

HOLDREGE, NEB.

Pop. 3,360

Chicago, 702 mi.

Seat of Phelps County, it was named for George W. Holdrege, General Manager of the Burlington and Missouri River Railroad.

Mr. Holdrege was responsible for building most of the Burlington System west of the Missouri River. Centrally located in the Tri-County Irrigation System, Holdrege is an important city in this Mid-West agricultural area.

Northwest of here, on the banks of Plum Creek, is the site of the Plum Creek Indian Massacre, which occurred on August 8, 1864. Before the coming of the white man, buffalo, deer and antelope roamed this vicinity in countless thousands—the last buffalo hunt in Phillips County occurring in 1873, when 800 Pawnee Indians (wards of the Government) armed with bows and arrows, procured their supply of meat for the winter, in this manner.

McCOOK, NEB.

Pop. 6,212

Chicago, 779 mi.

Trading center for the productive Republican Valley, one of the richest of the West. Originally called Fairview, in 1882 it was renamed McCook, in honor of General Alexander McDowell McCook, who served in campaigns against the Apaches and Utes, and in the Civil War.

To the north, Buffalo Bill and Grand Duke Alexis of Russia, with a party of 100 Sioux warriors, held one of the last big buffalo hunts in America, in 1872.

Today, McCook is an operating terminal of the Burlington and the site of locomotive repair shops. It marks the boundary between the Central and Mountain Time Zones and watches should be reset at this point.

Nearby, in Massacre Canyon, is the site of the last great Indian battle in Nebraska, fought in 1873 between the Pawnee and Sioux, which climaxed 200 years of fierce territorial conflict between these two Indian tribes.

TRENTON, NEB.

Pop. 920

Chicago, 801 mi.

Nearby, in Massacre Canyon, is the site of the last great Indian battle in Nebraska, fought in 1873 between the Pawnee and Sioux, which climaxed 200 years of fierce territorial conflict between these two Indian tribes.

BENKELMAN, NEB.

Pop. 1,448

Chicago, 831 mi.

Seat of Dundy County. Just below here was Station 18 of the Leavenworth & Pikes Peak Express Company.

In July, 1867, the 7th U.S. Cavalry, under command of General George A. Custer, while encamped here, was attacked by Sioux and Cheyenne Indians, who were later defeated in a battle three miles northwest of this city.

WRAY, COLO.

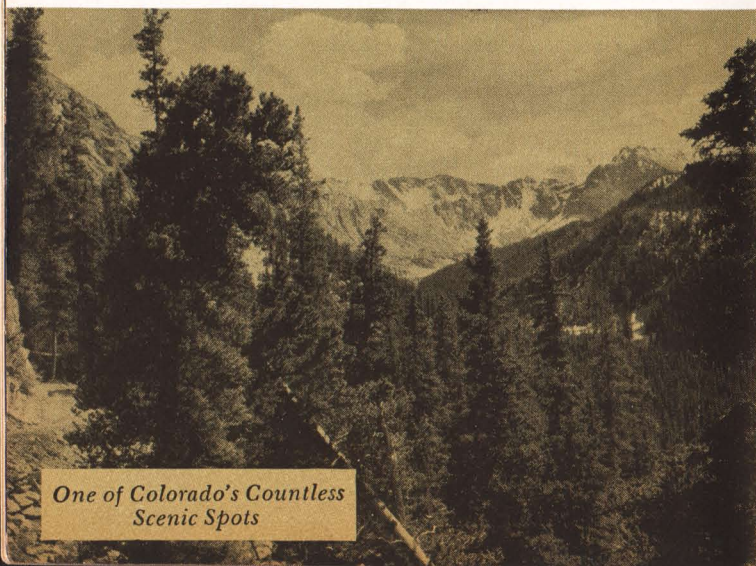
Pop. 2,061

Chicago, 869 mi.

Fifteen miles south of Wray, on Beecher's Island, is the site of one of the most famous encounters with the Indians in Colorado history. Colonel Forsyth, with a company of scouts, withstood a nine-day attack here in September of 1868 by an overwhelming number of plains Indians.



*State Capitol from Denver's
Civic Center*



*One of Colorado's Countless
Scenic Spots*

AKRON, COLO.
Pop. 1,417
Chicago, 922 mi.

Incorporated in 1888 and named for Akron, Ohio. Seat of Washington County. Fremont's Butte, visible to the northwest, was named for John C. Fremont, who explored this region in the early forties.

* * *

One of the first and longest continuous Centralized Traffic Control installations in the United States is on the Burlington between Akron and Denver. A dispatcher, located at Brush, Colorado, controls the operation of signals and switches over the entire 112-mile section, increasing the efficiency of this line about 75%.

* * *

FORT MORGAN, COLO.
Pop. 4,884
Chicago, 956 mi.

Seat of Morgan County, "The Sugar Bowl of America," situated in one of the foremost beet sugar producing areas in the world. Irrigation, made possible by the unfailing water supply from the South Platte River, has been an important factor in the development of this fertile agricultural region.

Settled in 1884, it was named for Colonel Christopher A. Morgan, commander of a post established to guard the Overland Stagelines, and to protect this isolated region.

* * *

As we approach Denver, we have a 200-mile panoramic view of the towering and irregular profile of the Rockies, with Longs Peak to the northwest and Pikes Peak to the southwest, both easily visible on clear days.

* * *

DENVER, COLO.
Pop. 322,412
Chicago, 1,034 mi.

Capital of the State of Colorado—built on the favorite camping ground of the Arapahoe Tribe. Established in 1858, it was named for James W. Denver, governor of the Kansas Territory, which then included this area. Gold, first discovered in the vicinity in 1850, was not found in sufficient quantities to cause real excitement until 1858. As the rush for gold spread into the Rockies, Denver became the point where westbound caravans rested for the long pull across the Continental Divide.

Construction of the line, now known as the Burlington, was completed into Denver in May, 1882, thus giving that community its first through rail service to Chicago.

Highest metropolitan city in the world, Denver is known as "The Mile-High City." A city of business and industry as well as an unsurpassed vacation center, Denver is likewise a city of beauty, having 2,000 acres of parks. It has the distinction, too, of being the only American municipality owning and maintaining a system of mountain parks outside its city boundaries.

* * *

We repeat, this log at best has done little more than hit the highspots between Chicago and Denver. A volume could be devoted to any hundred-mile stretch or to many of the communities along the way, for such is the heritage of this vast inland empire—every mile of it steeped in the matchless history of America's early pioneering days.

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. GARFNEY, 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.	J. C. BOYER, 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'l Bank 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.	D. A. COFFEEN, 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.	11th and Grand Ave.	J. E. LYNN, Gen'l Agt.
LEAVENWORTH, KAN.	Fifth and Choctaw Sts.	S. E. NIRDLINGER, Com'l Agt.

DENVER



CHICAGO



LINCOLN 8, NEB.	200 N. 11th St.	W. T. ALBRECHT, Gen'l Agt.
LOS ANGELES 14, CALIF.	510 W. 6th St.	C. W. HOFENER, Gen'l Agt.
MILWAUKEE 3, WIS.	231 W. Wisconsin Ave.	E. G. WATERMAN, 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. SWIRGIN, City Tkt. Agt.
PADUCAH, KY.	606 Citizens Sav. Bk. Bldg.	V. B. BUDDIE, 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.	623 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.	R. L. NICHOLS, 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 St.	C. E. BIRDSSELL, Gen'l Agt.
TACOMA 2, WASH.	216 Tacoma Bldg.	T. L. HAMMER, Com'l Agt.
TULSA 3, OKLA.	203 Mid-Cont. Pet. Bldg.	A. L. MOORE, 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
B. L. GARTSIDE, General Passenger Agent
J. J. ALMS, General Passenger Agent

547 W. Jackson Blvd., CHICAGO 6, ILL.
547 W. Jackson Blvd., CHICAGO 6, ILL.
1004 Farnam Street, OMAHA 8, NEB.



NOT so many years ago, covered wagons snailed their way Westward — fifteen miles per weary day. Against this background of tedious travel, the Burlington Zephyr era stands in striking contrast.

When the Pioneer Zephyr, America's first Diesel-powered, streamline train, made its record-breaking, non-stop speed run from Denver to Chicago in May, 1934, it was telling America that a new day — a Z day — in railroad transportation was at hand. It made that 1015-mile run in only 13 hours and 5 minutes — an average of 77.61 miles per hour — a record eclipsed only by a bigger Zephyr in the opposite direction two years later.

On Armistice Day, 1934, the Pioneer, "Daddy of 'em all," began its daily round-trip run, Lincoln and Omaha to Kansas City — first streamline train to enter regular service. In April, 1935, twin trains inaugurated Zephyr service between Chicago and St. Paul-Minneapolis—twice daily since June, 1935. In May, 1936, Burlington Zephyrs established the first regular overnight service (16) hours between Chicago and Denver. Today, the Burlington has fourteen stainless steel Zephyrs and a fleet of fine steam trains serving America.

To the question, "What's ahead for the railroads?" we point to the progress of recent years with the assurance that there will be equally dramatic advancement in the peacetime years to come.

