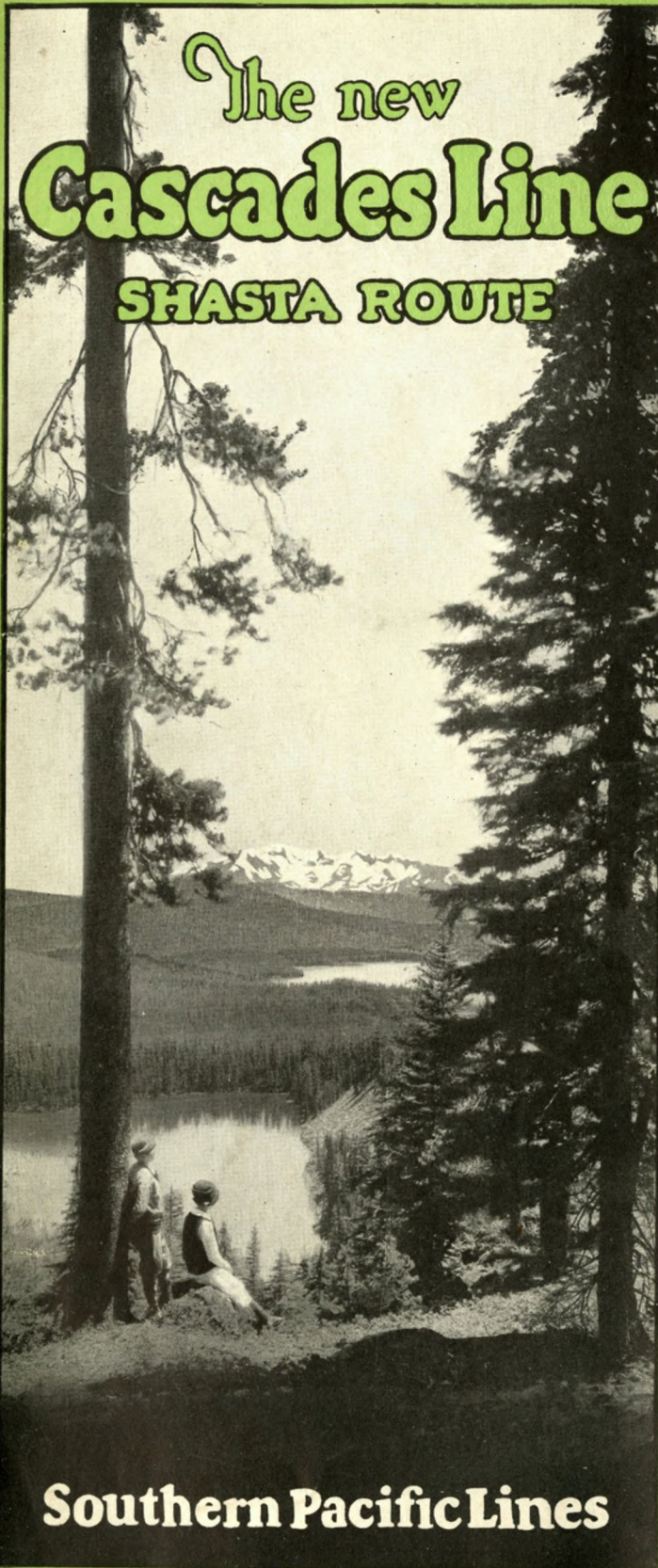


The new
Cascades Line

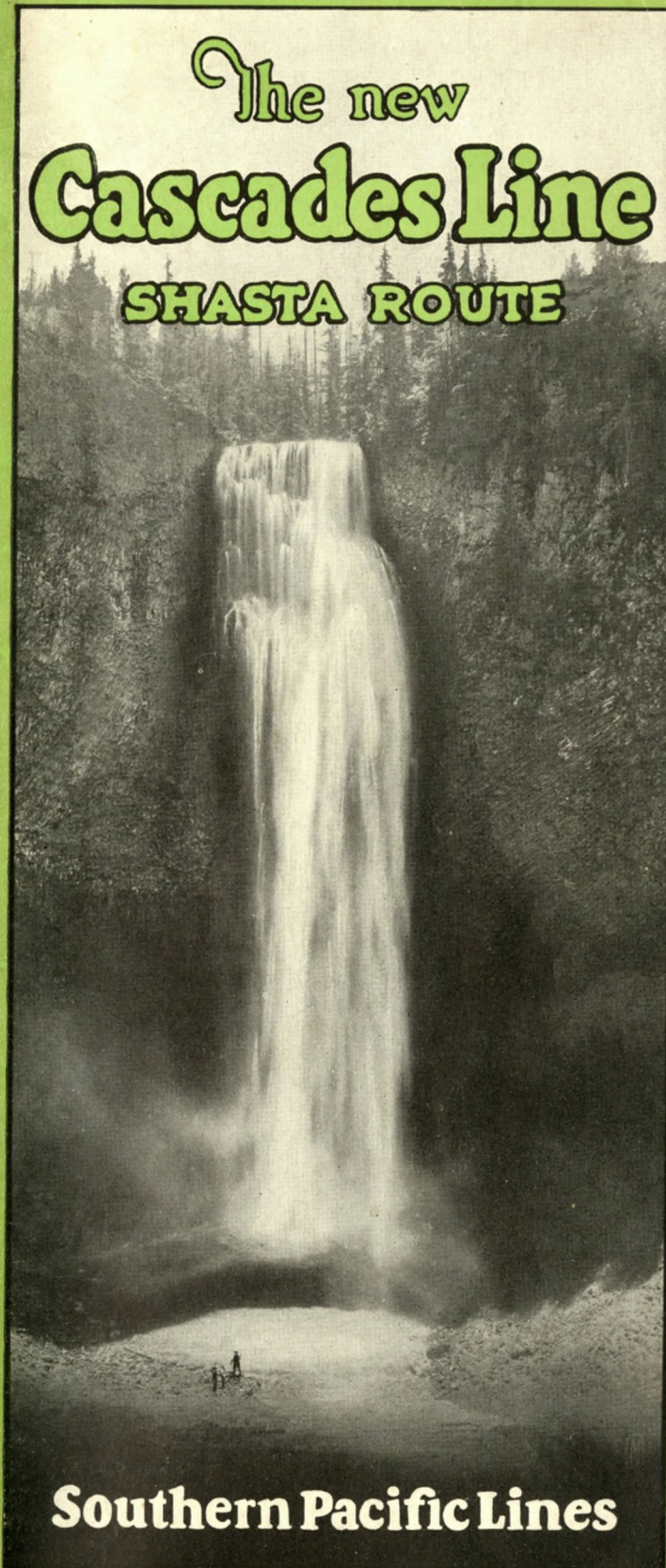
SHASTA ROUTE



Southern Pacific Lines

The new
Cascades Line

SHASTA ROUTE



Southern Pacific Lines



The Cascades Line of the Shasta Route, known during its construction period as the "Natron Cut-off," has just been completed by Southern Pacific Company.

It passes through a vast sweep of wild and beautiful country, over rugged mountains, through great forests and along lovely lakes, turbulent streams and waterfalls. With the building of the railroad this great new region challenges the attention of sportsmen and travelers the world over.

Where the New Line Runs

THE new line, branching in a southeasterly direction from the original or Siskiyou main line of the Shasta Route at Eugene, Oregon, crosses the Cascade Mountains, runs along Odell Lake's shore for six miles, then, turning south, passes within a score of miles of Crater Lake National Park, skirts Klamath Lake for 30 miles to Klamath Falls, Oregon,



thence veers southwest to rejoin the original main line of the Shasta Route at Black Butte, California.

An Alternative Main Line

These 277 miles of railroad add to the Shasta Route an alternative main line so that

← A LAND OF STUPENDOUS VISTAS

It's a big country—the new world of central Oregon—mountains, lakes and forests—opened by the completion of Southern Pacific Company's new alternative main line of the Shasta Route. Many a thrill is offered to passengers on trains oper-

ating between the northwest and California over the Cascades Line. It is a trip through some of the most inspiring scenery in America. The scene shown here, up among the clouds, is where the rail line crosses the summit of the Cascades.



passengers between California and the Northwest may go over the Siskiyou Line through the picturesque Rogue and Umpqua River valleys and return over the new Cascades Line via Klamath Falls—or vice versa.

Better Access North and South

The new line gives Central Oregon direct access to Portland and improved access to California points. It shortens the distance on Southern Pacific's Shasta Route between Portland and California cities by 23.7 miles.

Grades and Curvature Saved

A saving of 2,870 feet in ascent for trains moving over the Shasta Route in either direction, and a saving of 18,458 degrees in total curvature, or more than 51 complete circles, is represented by the new Cascades Line. The maximum grade northbound on the new line is 2.2 per cent as against 3.3 per cent on the original or Siskiyou Line. The maximum grade southbound is 1.8 per cent as against 3.3 per cent on the familiar Siskiyou Line.

Great Project Long Planned

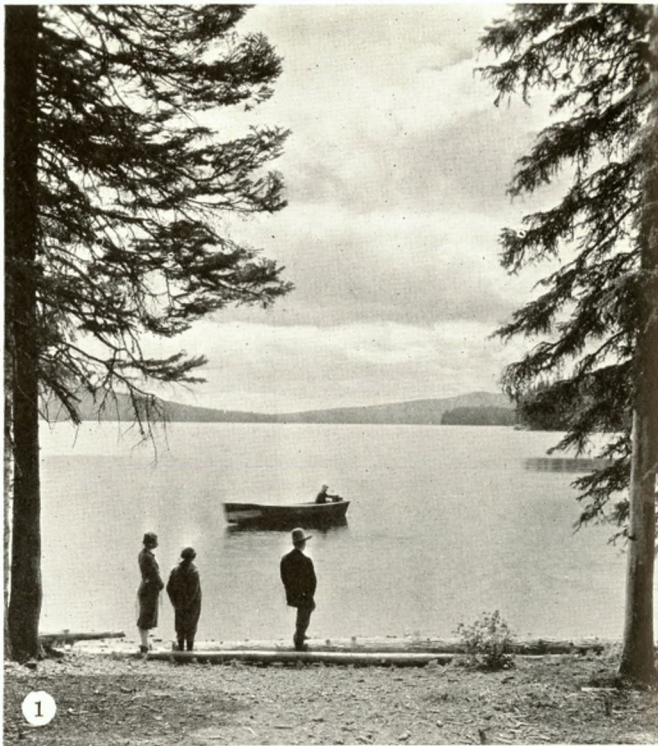
The building of this new alternative line completes one of the long-planned projects of Southern Pacific Company. By piercing the Cascade Mountains southeast of Eugene and traversing the wonderful timber and lake district of that range, it makes accessible some of the most inspiring scenery in all America. It not only carries the tourist by rail much nearer one of the world's supreme scenic wonders, Crater Lake, but it also affords new and thrilling views of that glorious mountain—Shasta.

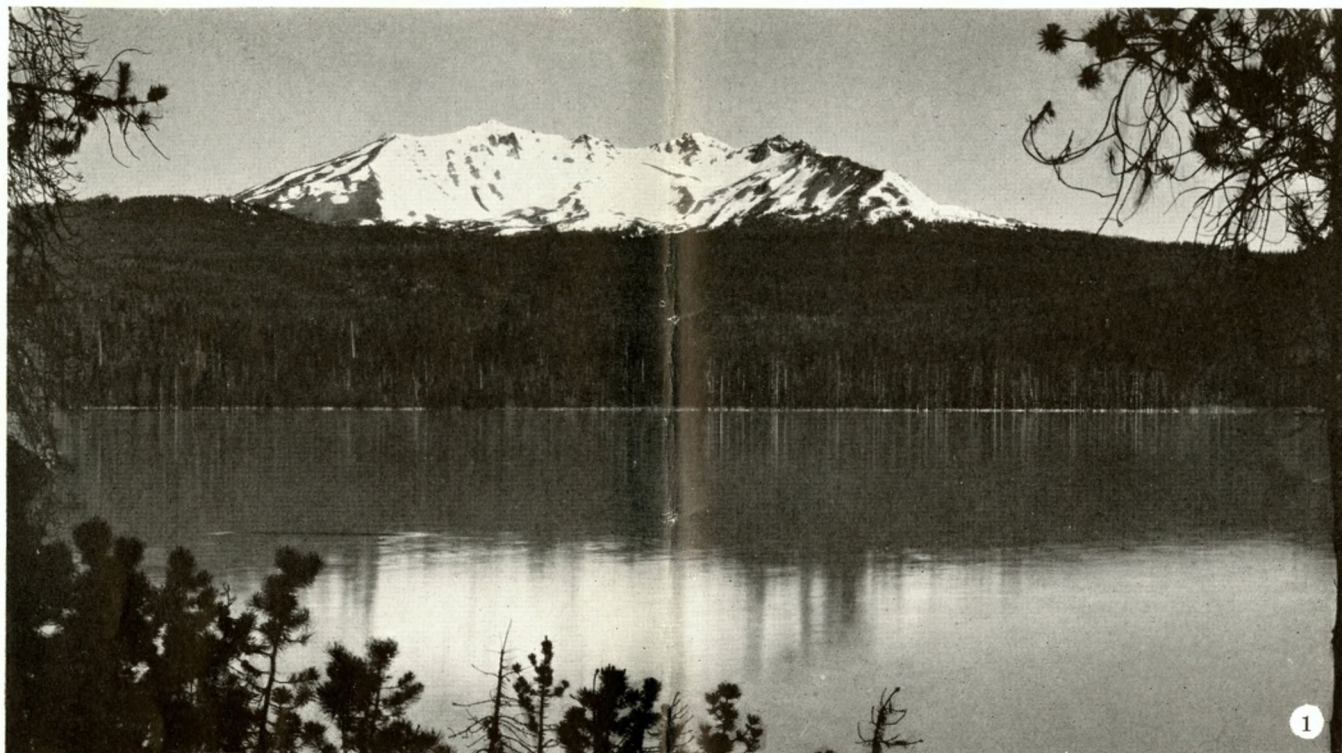
The line, with existing and projected feeders, traverses a timber country of vast resources. In building this new high class main line through Central Oregon and northeastern California the Southern Pacific has expended

PARADISE ENOUGH FOR SPORTSMEN ➤➤➤

"The Swath of Civilization," cutting the way for the railroad, preceded the building of the new line into the land of high mountain lakes. (1) and (2) Odell Lake whose shore is traversed for nearly its entire length by the railroad. This lake is more than

2,000 feet deep in places, its great depth lending to it a lovely sky-blue color. (3) Rainbow trout. Fishing is unexcelled in the Cascades. (4) One of the present popular resorts at McCredie Springs, not far from Oakridge.





\$36,567,000. The major part of this was spent for closing the gap of 107.78 miles between Kirk and Oakridge, Oregon.

Heavy Rail and Rock Ballast

The new line is heavy ballasted main line, laid with 90-pound rail—a high class piece of railroad construction in every sense of the word.

The single new link between Black Butte and Grass Lake sometimes known as the "Black Butte Cut-off," running over interesting lava beds for 24 miles across the toe of Mount Shasta, alone cuts 4.7 miles off the distance. It has 80 fewer curves in its 24 miles, and 713 feet less ascending to do in either direction. The 3,540 degrees less total curvature which it possesses than the original line from Weed to Klamath Falls represent nearly ten complete circles that have been eliminated around Shasta's far-flung base.

Through a Primeval Wilderness

The line has a fine, smooth, rock-ballasted roadbed with a maximum grade of 95 feet to the mile and with sharpest curves of but eight degrees. Travel is luxurious and delightful over this magnificent steel highway that has been built over mountain ranges, up valleys, across rivers and through forests where deer, cougar, bear, grouse and quail have heretofore lived almost undisturbed.



Turning southeast from Eugene, the Portland-to-California traveler now has a remarkable series of great scenic pictures—forests, lakes, roaring rivers and high mountains—pass before his window as his train bears him up, up, to the Odell Pass at 4,843 feet elevation, the summit of the Cascades Line.

Across the summit lies the new and hitherto little known world of Central Oregon, with countless mountain lakes spreading their blue waters beneath. Just as the original Siskiyou Line of the Shasta Route might also be known as the "Line of the Rivers"—following as it

← LAKES AND TIMBER AND MOUNTAINS

More-than-a-mile-high lakes in a vast sweep of heavily forested country studded with lofty peaks add to the glory of the region of the wild Cascades. (1) The sheer beauty of a mountain lake

with Diamond Peak in the distance. (2) Bear and other big game are found in the mountain fastnesses. (3) Lumber milling operations interest visitors. (4) Deer hunting unexcelled.

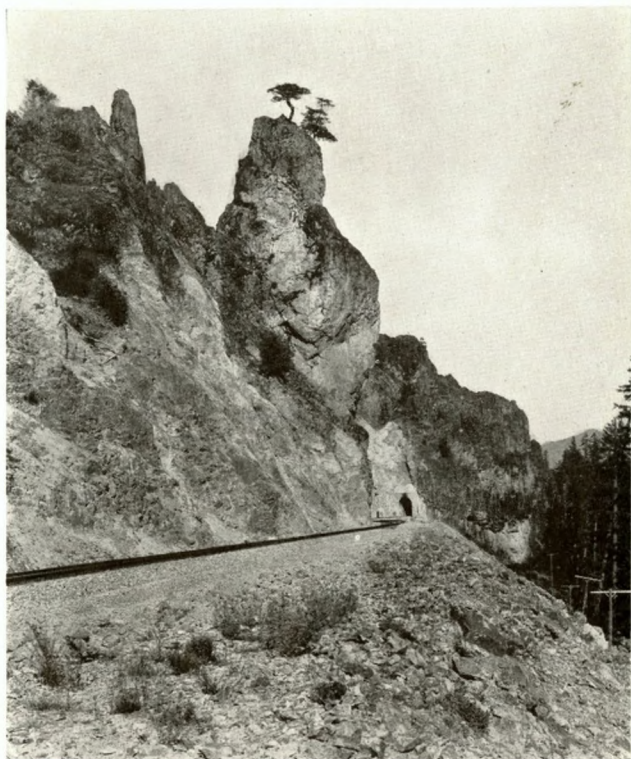
A M A G N I F I C E N T S T E E L H I G H W A Y T H R O U G H



*C*ONCRETE slab bridges are used in the heavy construction work on the new Cascades Line. Railroad engineers cut through solid rock and hewed a great lane through forests in building the road. This view is on the west side of the Cascade range in Salt Creek Canyon near the summit.



A TRINITY of lovely lakes—Rosary, Odell and Crescent—in the High Cascades in a glorious setting of majestic mountains. Each of these lakes is approximately six miles long and four miles wide. The railroad runs along the west shore of Odell, shown in the middle distance.



does the valleys of the Willamette, the Umpqua, and the Rogue rivers, up over the Siskiyou Mountains and down the valleys of the Klamath River and Sacramento River, so the new Cascades Line of the Shasta Route might be known as the "Line of Lakes." Such magnificent stretches of upland water as Odell Lake, Crescent Lake, and Diamond Lake, together with their hundreds of sparkling

neighbors, will soon take their place with Klamath Lake and Crater Lake itself in the public's appreciation.

Up the Cascades

From Eugene the rail line follows up the middle fork of the Willamette River 44.3 miles to Oakridge. The Willamette here is not the placid, slow moving stream that it appears in the valley but roars and foams over rapids and is flanked by rugged mountains forested with fir, spruce and hemlock. After leaving Oakridge most of the trip is through the Salt Creek Canyon and a region of striking beauty. Part of the line is built on a shelf cut from the mountain side where, looking down, the passenger gets a sweep of 15 or 20 miles across a great forested valley. Looking up, he will see overhanging cliffs and narrow gorges, chiseled from solid rock by glaciers ages ago, the glacial action being plainly evident now.

Passing the summit, the line for six miles skirts the south shore of Odell Lake whose depth of 2,000 feet in places lends to its wonderful blue coloring.

In the High Mountains

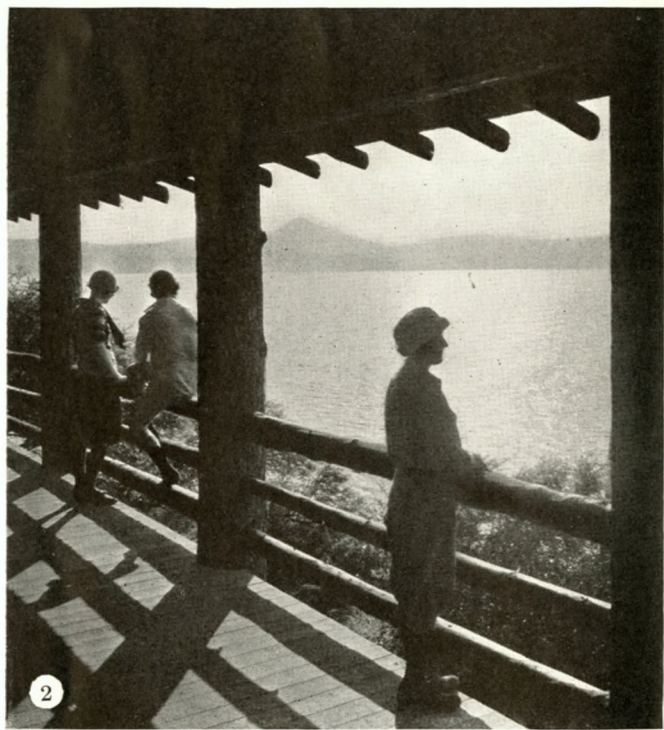
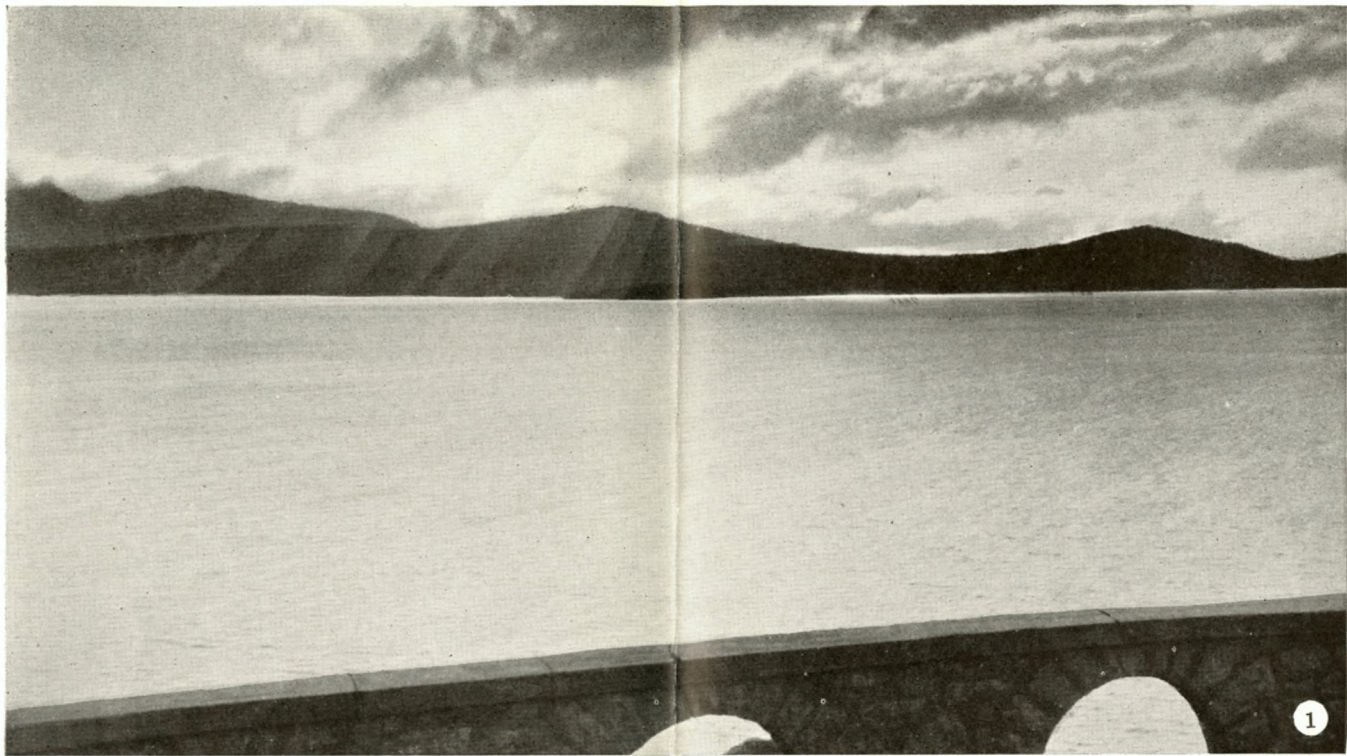
In this region too, are other mountain lakes easily accessible from the main railroad line, including Summit Lake, Crescent Lake and Diamond Lake. This great district is

FRONTIER CELEBRITIES OF OREGON ➡

Celebrated figures in the pioneer history of Oregon still recount their experiences—stories of enthralling interest. (1) Captain Applegate, veteran of the Modoc Indian wars. (2) E. T. McClanahan who once drove stage coaches from Eugene, Ore., to Oak-

land, Cal. (3) Cal Young, Oregon pioneer. (4) Klamath Indians in dug-outs on Williamson River. Every year the Indians hold a great field day at the Indian Agency near Klamath Falls. (5) Captain Sky, Indian Chief.





already famous as an attraction for campers, hunters and fishermen.

A number of towering mountain peaks may be seen from Odell Lake. These include Maiden Peak, elevation 7,750 feet; Odell Butte, 7,000 feet; Green Mountain, 7,500 feet; Royce Mountain, 6,500 feet; Diamond Peak, 8,800 feet; Fuji Mountain, 7,200 feet; and Mount Yoren, 7,500 feet.

At a point 45 miles past the summit at Odell Pass the line reaches the Klamath Indian Reservation, which it traverses for 23 miles to Kirk. Beyond Kirk it runs along the eastern shore of Klamath Lake for 30 miles, thence to Klamath Falls and on down into California. Juncture is made at Black Butte with the Siskiyou Line of the Shasta Route for points south and east.

Travelers over the Shasta Route will find it an advantage to go by the Siskiyou Line and return by the Cascades Line or vice versa. Choice of line is optional.

The forests on the west side of the Cascade Mountains are chiefly of heavy Oregon fir. From Odell south, where the line follows the east side of the Cascade Range, lie great forests of pine.

Crater Lake Fires Imagination

Travelers are particularly urged to utilize the stop-over privilege and view Crater Lake.



The season is annually from July 1 to September 20. This body of water, six miles wide, one of the world's wonders, occupies the crater of an extinct volcano at an elevation of 6,239 feet. This mysterious and beautiful lake is of a glorious and ever-changing blue that excites the wonder and fires the imagination of every tourist. Yet this is but a single one of the scenic wonders unlocked by Southern Pacific's new Cascades Line. The Southern Pacific agent will provide detailed travel information.

← UPPER KLAMATH LAKE'S GREAT EXPANSE

About the great body of water comprising Upper Klamath Lake lie many picturesque resorts and in the country roundabout are fine trout streams. (1) Looking across the Lake from the east shore which is traversed for 30 miles by the railroad. (2)

Scene from Pelican Lodge. (3) One of the many landings for boats on the west shore. The forests extend down to the very edge of the Lake, making conditions ideal for campers.

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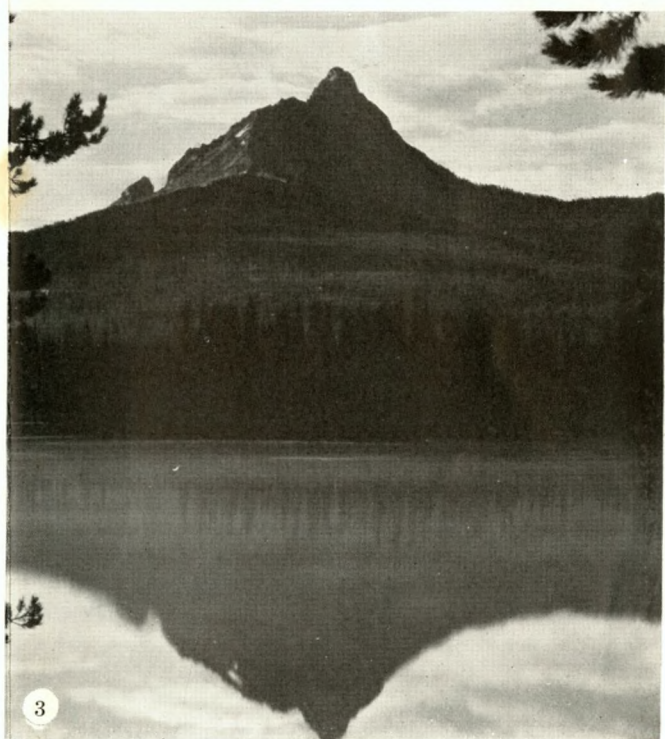
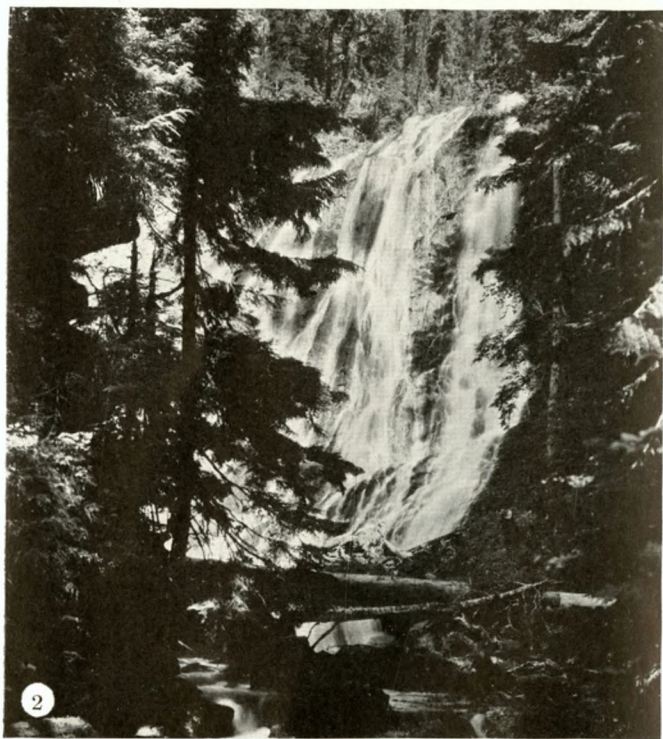
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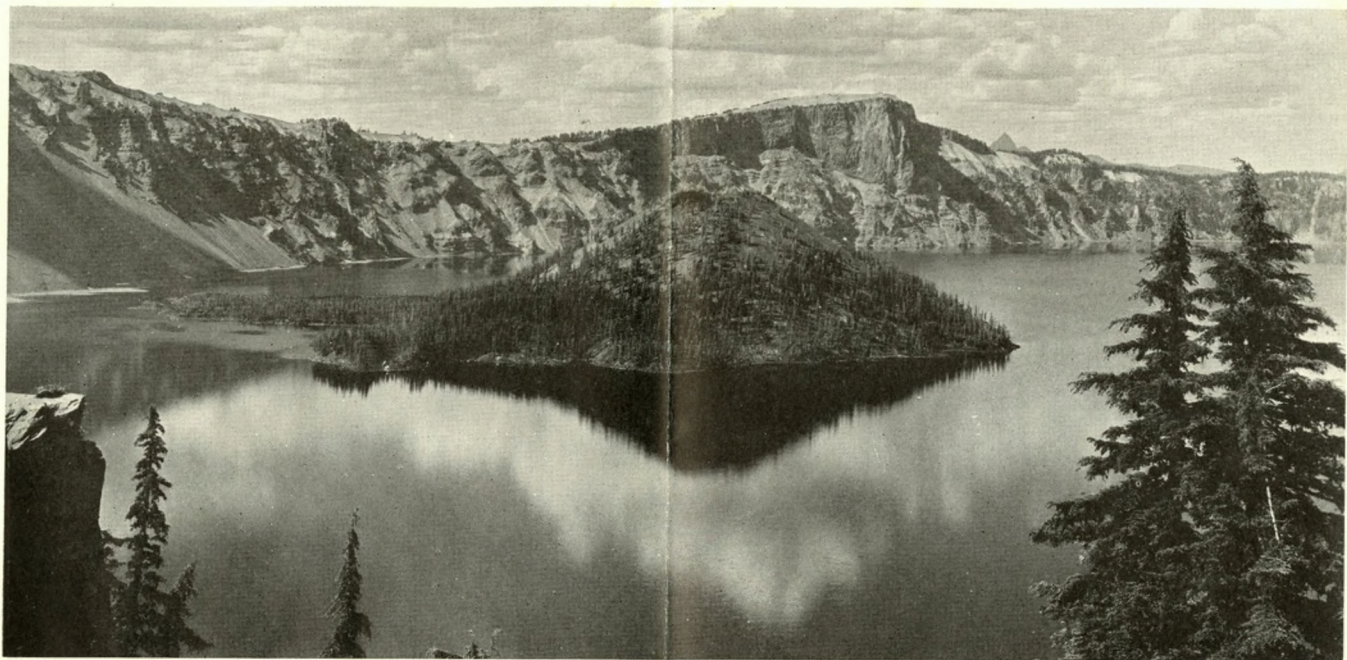
STRANGE CONTRASTS IN SCENE

Along the way is a wide range of scenic attractions for the train passengers. (1) Construction Scene on the new line, near the southern junction with the original route, which cuts through

lava beds around the vast base of Mount Shasta. (2) Cascades in the deep forests. (3) Lakes with background of lofty peaks—a common sight yet one of never-ending interest.



CRATER LAKE, OREGON, AND MT. SHASTA, CALIFORNIA



Copyright by Gabriel Moulin

*I*N the crater of an extinct volcano 6,239 feet above sea level lies Crater Lake. It is six miles across and its walls rise more than 1,000 feet from the water's edge to the rim. Its depth of 2,000 feet colors its waters a blue so deep that it seems purple. Mt. Shasta from the Upper Sacramento Valley is a major scenic attraction of both the original Siskiyou Line and the new Cascades Line of Southern Pacific's Shasta Route. It is a glorious sight from the car windows for four hours or more.