

MR. BAKER SEES THE LIGHT



If you are going east this story will interest you. On the left is a drawing of Mr. Baker. The story is about Mr. Baker. (Baker isn't his name, but the story is a true one.) It all began when Mr. Baker decided to go east for his vacation.



Mrs. Baker, whom you see here, wanted to go along to visit her relatives who live in Chicago. And being a very good housewife, Mrs. Baker naturally wanted to get the most for her money. She didn't want to skimp, you understand. Just wanted to be economical.



"John," she finally said, "you find a nice way to go and one that won't cost us a fortune." So that's how it was that Mr. Baker came into the Southern Pacific office one morning and explained the problem to us. (Picture at left.) "Why should I go east by train?" said Mr. Baker.



"Because it's comfortable and fast for one thing," we told him. "Railroads are as modern as next year's radio. Air-conditioning has done wonders. Just think, we manufacture our own weather. Send new, fresh, filtered air circulating through the cars while the windows are sealed tight against outside dust and noises."



"Furthermore," we warmed up, "the leading trains over our Routes are Class A hotels on wheels. We really can't help boasting. You live like a king: tasty food, club cars, spotless Pullmans, barber, valet, lady's maid. Mr. Baker, you honestly can't beat the smooth luxury of train travel."



Mr. Baker's face fell. "But," we said hurriedly, "it's not expensive luxury. Train fares have dropped so far you wouldn't recognize them. Pullman charges are 1/3 less than they used to be. And the biggest, juiciest dinner you ever ate will cost you only eighty cents."



"Sounds swell," murmured Mr. Baker, "but tell me, just why should I go on your lines?" We were waiting for that one. "Mr. Baker," we said, "did you ever hear of getting two trips for the price of one?" "Gosh," he said, "what do you mean?"



"Look here," we replied, reaching for a map and unraveling it before his eyes. "We operate Four Routes across the country. Each goes through a distinctly different part. You can travel both ways on the same route if you like. But that, of course, isn't the BIG POINT."



"What is?" said Mr. Baker. "Just this," we explained, "you can go one way and return another. Our round trip tickets, Mr. Baker, let you see a bigger variety of scenery by taking you east on one Southern Pacific Route and bringing you back on a different Southern Pacific Route."



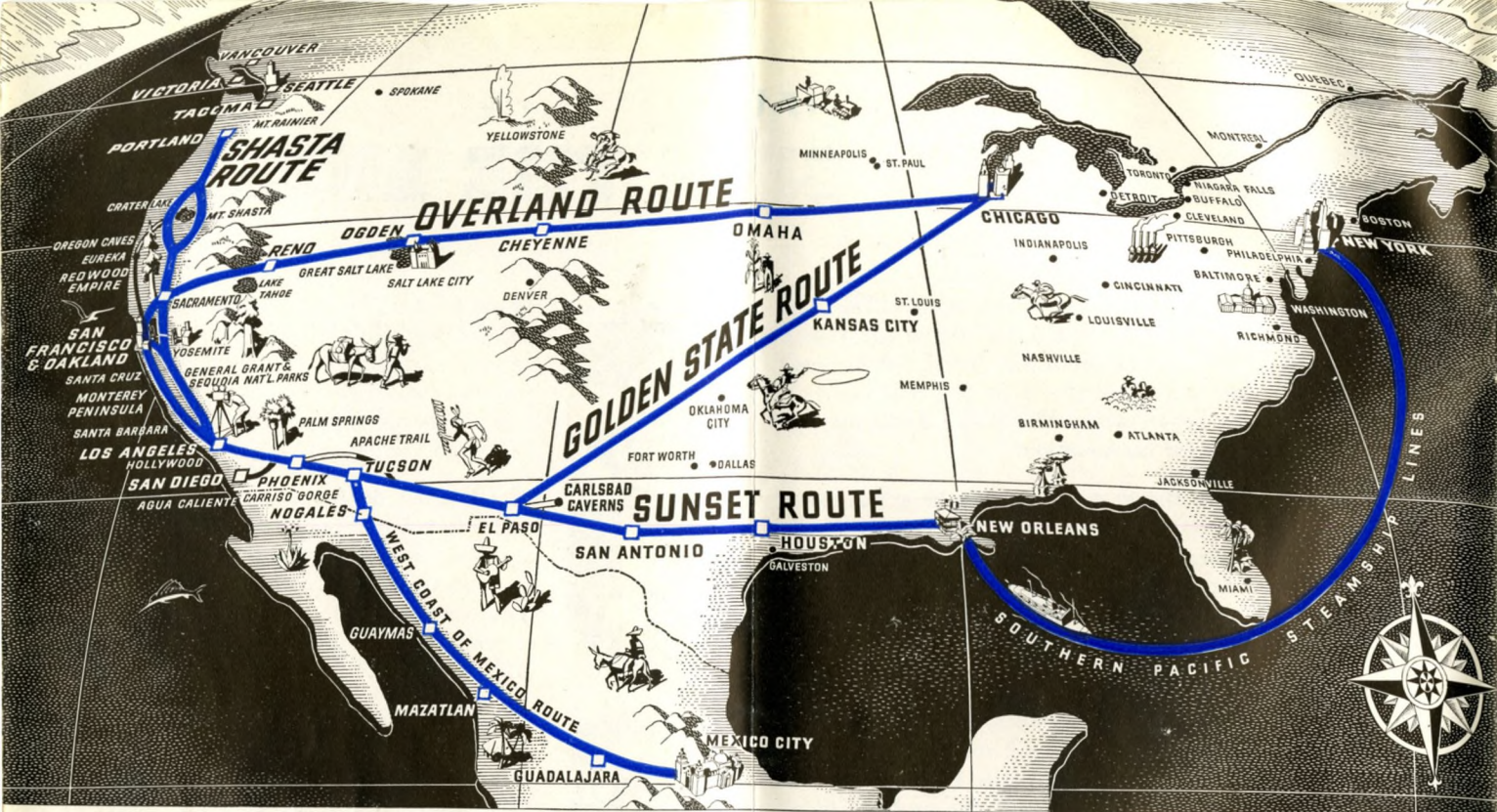
"Take your Chicago trip," we went on, "You can go on our direct Overland Route over the High Sierra, and then return on our Golden State Route via the Southwest. Or you can return on the Sunset Route through the Old South or down through the Pacific Northwest on our Shasta Route."



"Hmmm," said Mr. Baker, "and the cost?" "From most places in the west," we said, "not one cent more than the usual round trip." Mr. Baker saw the light. "For the price of one ticket, I'll see two parts of the country, not just one?" We nodded. "SOLD," said Mr. Baker.



So that is how the Bakers came to travel to Chicago on our lines. And whether your destination is Chicago or any one of a thousand cities in the east, you too can see more scenery and get more pleasure for your money by "going one way, returning another," by making a roundtrip that is really round.



This map shows the routes of Southern Pacific's through trains. Direct connections at Portland, Seattle and Vancouver with northern U. S. and Canadian lines to the east, and at Chicago and New Orleans with eastern lines. In addition we operate through Pullmans to many points such as Salt Lake City, Denver, Des Moines, St. Paul, Minneapolis, Dallas, Fort Worth, St. Louis, Little Rock, Oklahoma City, Seattle, Tacoma.

And now . . . Your Trip

Above are shown the Four Scenic Routes of Southern Pacific. In planning your trip east, remember that each route is a possible way to go and that each route is a possible way to return. Hence there are sixteen different ways to vary your journey. Remember also that a Southern Pacific roundtrip ticket, offering you a wholly different landscape each way, costs no more (from most points) than an ordinary back-and-forth roundtrip.

Presenting the Four Routes

Choose the type of scenery you personally would like to see. The charming Old South is served by our *Sunset Route* from San Francisco, Los Angeles and San Diego to New Orleans; the Evergreen Northwest by our *Shasta Route* from San Francisco to Portland (connecting with Northern U. S. and Canadian transcontinental lines); the vivid mesas and deserts of the Southwest by our *Golden State Route* from San Francisco to Chicago; and the peaks of the High Sierra by our *Overland Route* from San Francisco direct to Chicago. Choose your scenery and then "go one way, return another."

Forget the Weather

"Weather" is a forgotten word on our through trains. It's always perfect. Travel in any part of the country in any season of the year—the north in winter, the south in summer—and you'll find the temperature in the coaches, diners, Pullmans, tourist sleeping cars, chair cars—in *every car*—just exactly right. There is no dust, no dirt. Every Southern Pacific transcontinental train is completely air-conditioned.

And a Note About Mexico

Mexico—its bright, giddy colors, its friendly people, its market places and lovely cathedrals—is well worth a trip in itself. But if your time is short, a special sidetrip arrangement allows you to visit Mexico on your way east. From Los Angeles and Tucson on our Golden State and Sunset Routes, through air-conditioned Pullmans speed you over our spectacular West Coast of Mexico Route to Mexico City. From there you return to El Paso and continue on east. (See page 17.)

The following pages are devoted to a complete description of the Four Scenic Routes, the West Coast of Mexico Route and the accommodations of Southern Pacific trains.

SUNSET ROUTE

**From San Francisco, Los Angeles, and San Diego to Phoenix,
Tucson, El Paso, San Antonio, Houston, New Orleans, New York**

IN JOINING two famed world ports, San Francisco and New Orleans, the Sunset Route offers a brilliant array of color: the semi-tropical hues of Southern California; the flaming red mesas and purple sage of Arizona; the tawny flowing plains of Texas; the deep South of still bayous and Spanish Moss. People that live along the way are as varied as the terrain—lanky cowboys, weather-beaten Indians, swarthy Mexicans and jet-eyed Creoles.

Finest train over this route, the *Sunset Limited* offers all the luxury of an extra-fare train *without the extra fare*. It is completely air-conditioned. Also on this route, from Los Angeles to New Orleans, is the popular *Argonaut*—completely air-conditioned.

En Route

Leaving San Francisco for your speedy southern dash across the continent, you may take one of two lines to Los Angeles. The Coast Line, skirting the Pacific Ocean, offers stopovers at sporting Del Monte and lovely Santa Barbara. The San Joaquin Valley Line, slipping through the rich valley of the San Joaquin, passes within a few hours of Yosemite, Sequoia, and General Grant National Parks.

Eastward from Los Angeles, your car window frames the

fertile garden country of Southern California . . . orange trees and palms and the far-away circle of peaks that rim them: Mt. San Jacinto, Mt. San Gorgonio and others. Past fashionable Palm Springs and Indio, your train roars, and then down, way down below the level of the ocean itself to weave along the flat banks of the Salton Sea.

From San Diego

Fortunate, indeed, are Sunset Route travelers that depart from San Diego. Their direct through sleeping cars first dip down into Old Mexico (Tijuana and Agua Caliente), then wind along the sheer cliffs of Carriso Gorge to roll up through California's lush "Garden of Eden," Imperial Valley, and to be connected, finally, with regular Sunset Route trains at Yuma.

The Southwest! The horizon widens out into semi-arid land that sweeps along, dotted with mesquite and sage. Fat cattle swing their heads as the train passes. A coyote gracefully lopes over a ridge. Stations flicker by—toy-like towns with solemn-faced cowboys and Indians lolling in the shade. A short stop at Yuma and you're buying baskets, Indian jewelry, rugs, and other bright souvenirs. Then back on board again . . . over Southern Pacific's new main line



Between San Francisco and Los Angeles, the new streamlined DAYLIGHT skims for more than a hundred miles along the foamy edge of the Pacific.



Along the station platform at Yuma, Indians have baskets and beads to sell. Yuma is the connecting point for through Pullmans from San Diego.



Both Sunset and Golden State Route trains streak through the heart of the dude ranch country. Here, an engineer gossips with a stray cowboy.



The peaceful, historic Mission San Xavier basks in an early morning sun at Tucson. The figures are Indian children fleeing out of church.



You will long remember Arizona for its odd-shaped hill ranges and the giant cacti that sprout up alongside the track to watch the train speed by. The above view was taken between Phoenix and Tucson where the Sunset Limited passes more than thirteen miles of these grotesque plants.

that penetrates Arizona through Phoenix and the great Salt River Valley.

Apache-land

The train pulls up at Phoenix. Here's your opportunity to stop over and tour Apache-land. A 124-mile jaunt by automobile shows it all—the ancient cliff dwellings, the pale adobe walls, and, in contrast, the great dams of the Salt River Irrigation Project. And before you join the train again at Globe, you'll rim giant canyons twinkling with rainbow colors and pass bold minarets and spires.

You'll be tempted to see more in Arizona. Tucson and Nogales, for instance, where Southern Pacific's West Coast of Mexico trains slip southward to Guaymas, Mazatlan, Guadalajara and Mexico City. (See pages 17 and 18.) And the graceful old Mission San Xavier—also near Tucson. A frontier city called Tombstone. Bisbee, the copper mining center. The old Casa Grande ruins. Sunny wintertime resorts and guest ranches. And, out of Douglas over a smooth new highway, the weird formations of Chiricahua National Monument ("The Wonderland of Rocks").

Texas and South

But your Sunset Route train is waiting. Back on board you go, skimming over the final rugged stretches of Arizona, lopping off a corner of New Mexico, and then gliding into a gleaming metropolis at the western gateway to Texas—El Paso. A great cross-road city, you may stop off here to visit Carlsbad Caverns and Juarez, Old Mexico. (See page 11.) The Golden State Route (see next section) cuts north here to Chicago. And the Sunshine Special Route, operating through cars from Los Angeles to St. Louis, leaves in the direction of Fort Worth and Dallas.





San Jacinto Plaza welcomes you to El Paso. "El Paso" is Spanish for "The Pass." Here the Rio Grande flows through the Rocky Mountains.



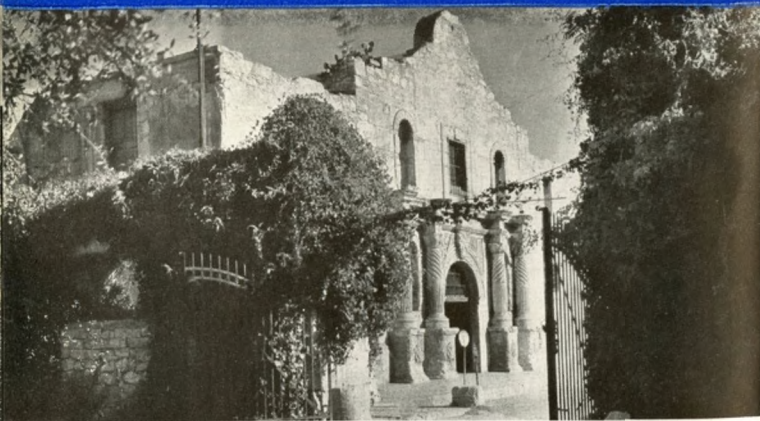
Tracks were practically laid in the air here. A Sunset Route train crosses the Pecos River Bridge en route from El Paso to San Antonio.



The photographer was in luck here. The scene is near Douglas and in the wake of the train, a sudden desert thunderstorm is brewing.



Vendors line the walks approaching old Guadalupe Mission in Juarez. The church was founded in 1659 and has adobe walls 56 inches thick.



The Alamo, right in the center of San Antonio, is one of the few remaining monuments to Texas' heroic struggle for independence.



Although the river boats are disappearing, this proud descendant of the "Robert E. Lee" still takes sightseers up and down the river.



New Orleans! Supreme food, little courtyards, old-world shops, balconies and fence (as you can see) spun into fancy patterns of iron.

The whistle blows and again you're breezing along over billowy Texas plains—long, slow hills that reach out as far as you can see. Big cities welcome you. San Antonio, home of Davy Crockett's Alamo, Mission de la Concepcion and her venerable sister missions. And Houston, biggest city in Texas, with the popular resort of Galveston to the south. Then . . . the deep South. Even the train whistle seems muted as you whirl past heavy groves of poplar and oak and calm, quiet bayous. White homes gleam through the trees, fields of cotton, rice, and sugarcane roll by . . . over the Mississippi on the New Orleans Public Belt Railroad Bridge and into New Orleans.

New Orleans

"The City That Care Forgot" is a big part of your trip east. Capital of this whole charming land, it combines the delicate beauty of the plantation South and the ageless grandeur of an old world and colonial heritage. Since its beginning in 1718, the "Crescent City" has played host to five different nations and all have left characteristic landmarks along the city's boulevards. You'll wander through the "Vieux Carre de la Ville," marveling at quaint buildings, their intricate ironwork balconies and their vined courtyards. You'll see the "Cafe des Exiles," reminiscent of the French Revolution, Mme. Lalaurie's haunted house, the stern old Spanish Cabildo, the old Absinthe House, and a one-time pirate rendezvous, Hotel de la Marine.

Then back to the present day you'll come: your modern hotel; the miles of glistening shops; the levees high-piled with tobacco and cotton amid the continual tooting of river craft; the flashing lights of cabarets and theaters at night—the whole gay cross-section of a city that remembers when gentlemen wore frilled coats and stern-wheelers thumped up and down the Mississippi. Once a year, during the springtime Mardi Gras, the merry nature of New Orleans bubbles over in fantastic parades and masked balls. But the spirit of this festival continues round the calendar to furnish life and fun at every season of the year.

Further East and Return

From New Orleans, you may continue your trip east on any one of several rail lines or by sailing direct to New York on board Southern Pacific's famed liner, *S. S. Dixie*. The through rail fare to New York or New England is slightly more by *S. S. Dixie* but meals and stateroom accommodations aboard ship are included in the fare.

When you are ready to return home, you have your choice of our Shasta, Overland, or Golden State Routes as described in the following sections of this book. Or you may return over the Sunset Route, thereby seeing some of the scenery you missed on your way east.



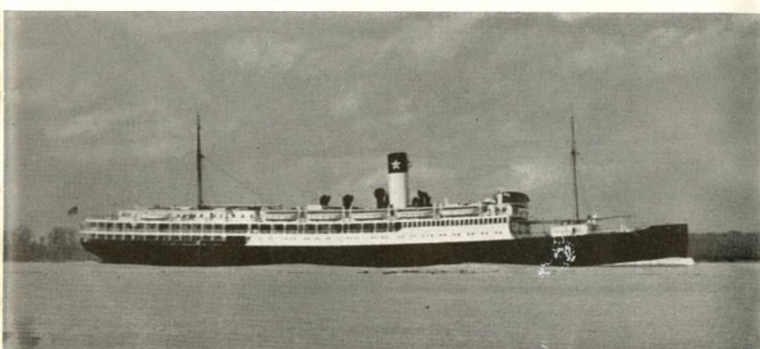
Some DIXIE passengers gather around for cool refreshments.



Half hour to sailing time! With a thrilling, deep-throated whistle blast, Southern Pacific's S.S. DIXIE signals that the next five days will be full of fun.



They're off! We hope you have bet on the right one.



With New Orleans behind, the DIXIE slides down the Mississippi (shown here), rounds the tip of Florida, and heads for New York.



Here's where you can be as lazy (or as active) as you like—a sunny corner of the boat-deck adjoining the swimming pool.



Five days at sea pass too quickly on board the DIXIE. In addition to the refreshing swimming pool, there is a lounge and games room.



Two speechless visitors at Carlsbad Caverns National Park gaze in wonder at the rich coloring and fantastic walls of the "Temple of the Sun."

GOLDEN STATE ROUTE

**From Santa Barbara, Los Angeles, and San Diego to
Phoenix, Tucson, El Paso, Kansas City, Chicago**

GOLDEN STATE ROUTE is the direct way from Southern California to Chicago, Kansas City and St. Louis. Following the path of the Sunset Route trains as far as El Paso and then switching off northeast via Kansas City, this route shows you a superb variety of landscape. First the flowery kingdom of California. Then, in quick scenes, the subdued desert colors of Arizona, the golden plains of Texas and Oklahoma, and the thick green farmland of the Midwest. Perhaps no other single route in the country can display such a diverse panorama.

Adding to the pleasures of a Golden State Route trip is the luxury of the air-conditioned all-Pullman *Golden State Limited*, principal train over this line. The *Californian*, a new fast air-conditioned train for chair car and tourist passengers, with 25c, 30c, 35c meals, stewardess-nurse service, free pillows, porter service in every car, full length lounge

car, special chair car for women and children, etc. Another popular train over this Route is the air-conditioned *Apache*. Arriving in Chicago, convenient connections are made with fast trains for New York and other eastern points.

All Aboard!

Pulling out of Santa Barbara, Los Angeles, or San Diego, the Golden State Route train swiftly carries you through Arizona, New Mexico, and into El Paso. Along the way, you look out upon the scenery previously described in this booklet. (See Sunset Route, pages 3 and 4.) El Paso is also junction point of the Sunshine Special Route to St. Louis via Fort Worth and Dallas.

The next day, then, you're in El Paso where Mexico meets Texas and the old west meets the new west. Perched on the north bank of the Rio Grande, her lofty buildings and broad



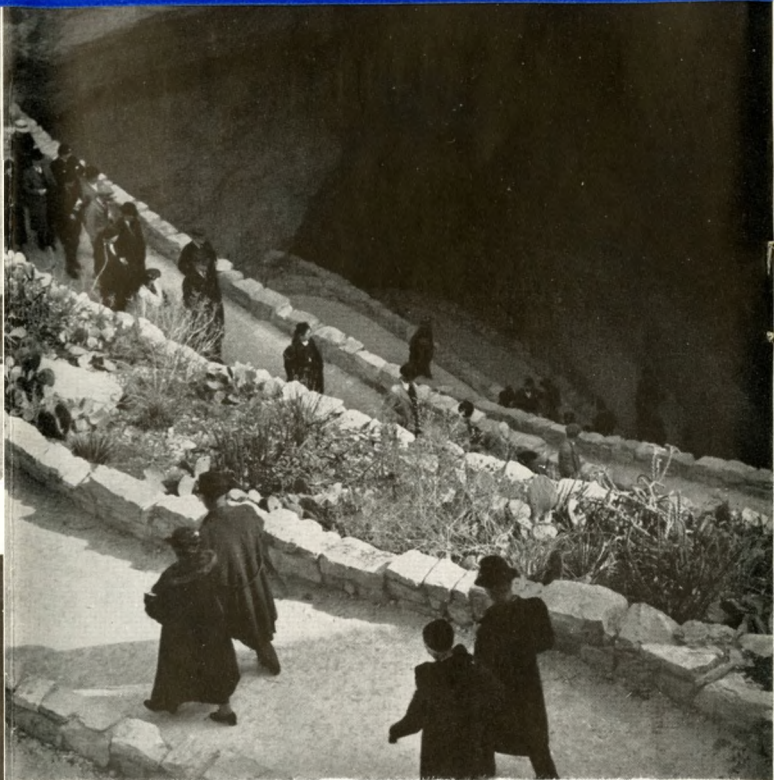
Mt. San Jacinto salutes your Golden State Route train as it streaks across Southern California and heads eastward for El Paso and Chicago.



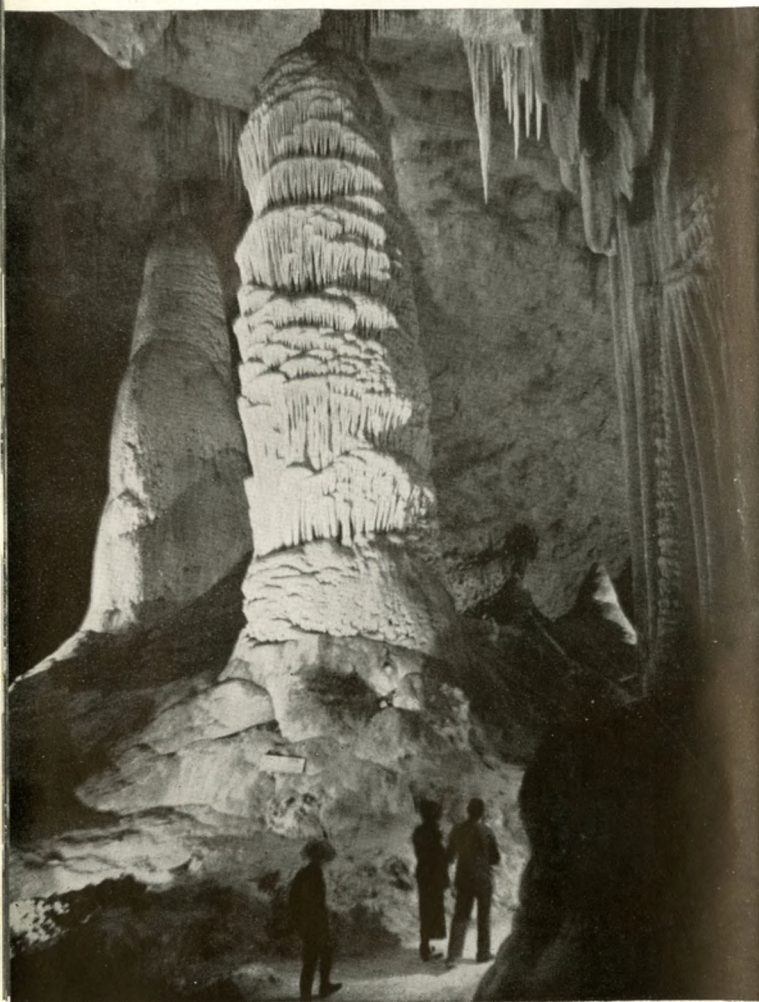
Almond blossoms in the foreground, snow-capped mountains in the distance, and all of it a Golden State Route view at Banning, California.



This swift, comfortable motor coach picks you up in El Paso and takes you to the largest underground palace in the world—Carlsbad.



Down and down you go until you are more than seven hundred feet below the surface. Temperature in the caves is always 56 degrees.



This is the "Giant Dome" in the "Big Room" at Carlsbad. It took millions of years for Nature to fashion these underground dens.



Another view of the "Big Room" shows the reflected light on the "drapes." The Caverns are electrically lighted and perfectly safe.

boulevards are but a scant ten-minute street car ride over the International Bridge from Juarez, Mexico. You'll visit Juarez (no passport needed), wander among her solid adobe walls and clattering market-places and shop for *serapes*, sombreros, pottery, sandals, bubble glass—the list goes on and on. There'll be music. And if you strike it lucky . . . a bullfight! Complete with all the trimmings—blaring bands, dancing matadors, and fiesta atmosphere.

Underground Fairyland

And now—Carlsbad Caverns. In the Guadalupe Mountains of New Mexico, not far from El Paso, is a mammoth chain of underground caves. Their size is unbelievable. One room, for instance, is three-quarters of a mile long, more than six hundred feet wide, and three hundred feet high *where it can be measured*. Yet it isn't only the size that attracts thousands of visitors every year. They come to see the giant spires, minarets, and crazy patterned "statuary" formed by the action of water on limestone. Skillfully lighted, the fantastic formations glow like mother of pearl. Carlsbad is completely safe. The National Park Service maintains the broad paths through the caverns and furnishes guides for your party. A smooth-riding motor coach takes you there and back in one day from El Paso. Or, as many visitors find worthwhile, you may remain overnight or longer (good accommodations) in the nearby town of Carlsbad.

On to Chicago

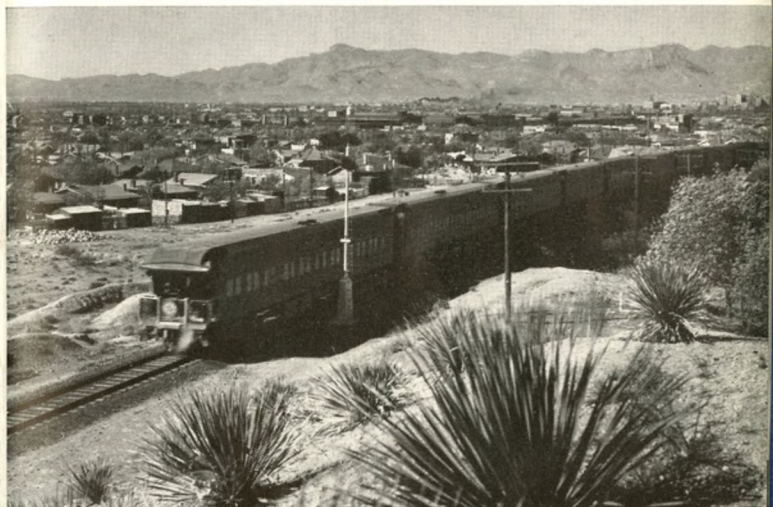
Having seen El Paso, Juarez, and perhaps experienced the underground wonders of Carlsbad Caverns, you settle back aboard the train as it gathers speed for the fast, smooth run across six states to Chicago. Already Tucumcari is here . . . and then gone and you're on the outskirts of the great mid-west. Over the panhandle of Oklahoma into the gentle fields of Kansas. Topeka, bright and sunny capital on the quiet banks of the Kaw River. Then Kansas City with a high skyline overlooking a thick carpet of plains and the surging Missouri River. (Kansas City is the connecting point for through Pullmans to St. Louis.) Away again . . . cutting an edge of Missouri, through the heart of Iowa to Davenport, crossing the Mississippi, and driving on over Illinois to pull up in Chicago.

East and Return

From Chicago, you can make speedy connection with crack trains to all eastern points. On your return trip, you have your choice of our Sunset, Overland, or Shasta Routes as described elsewhere in this booklet. Or, if you would like to see the same scenery again (it certainly is worth it), you may return over the Golden State Route to the Pacific Coast.



Your train just slices off a corner of New Mexico as it heads east. It was clicking along pretty fast when this was snapped near Lordsburg.



And then all of a sudden, you're in Texas. Here is the Golden State Limited entering El Paso. Those mountains in back are in Mexico.



This streetcar clangs over a bridge and you've crossed the International line. Juarez, Mexico, is ten minutes from the center of El Paso.



The Streamliner CITY OF SAN FRANCISCO glides across Great Salt Lake on the Lucin Causeway—one of the scenic wonders of an Overland Route trip.

OVERLAND ROUTE

From San Francisco to Reno, Ogden, Omaha, Chicago

TAKE a map of the United States and draw a straight line from San Francisco to Chicago. With a few minor curves added, that would be the Overland Route—the shortest and most direct rail line between these two points. Since first the Pony Express relayed across the west, it has been acknowledged the quickest way to go from San Francisco to Chicago. Today, Overland Route trains maintain the tradition—are hours faster than the trains of any other line between the two cities.

Way of History

History unrolls itself as you watch from the car window. The early gold country of California. Following the tracks of the first transcontinental railroad over the ragged Sierra. Through Nevada then stopping at Ogden, near the first home of the emigrant Mormons. And tracing the path of the covered wagons to Chicago

Crack daily train over this route, the *San Francisco Overland Limited*, affords swift, smooth, delightful travel. Pullmans of the finest design, tastefully arranged club and observations cars, and like other famous Southern Pacific trains, completely equipped with air-conditioning and offering the finest selection of foods. Another fine train, the completely air-conditioned *Pacific Limited*, also oper-

ates daily over this route. A favorite with sightseers because it crosses the High Sierra by daylight.

Streamliner and Forty-Niner

Over this same direct route, the gleaming new Streamliner, *City of San Francisco*, last word in modern transportation, leaves San Francisco five times each month for its swift 39¾ hour dash to Chicago. *Only one business day en route!*

This summer (1937), two new Overland Route trains will be inaugurated: the *Forty-Niner*, 49-hour all-Pullman train (extra fare, five departures each month alternating with the Streamliner) and the *San Francisco Challenger*, fine "economy train" for coach and tourist passengers exclusively.

Topping the Sierra

All aboard! Your Overland Route train edges San Francisco Bay, crosses the Southern Pacific Martinez-Benicia Bridge and is off for Chicago. A short stop at Sacramento. Then the slow rising foothills of the Forty-Niner country—zipping past gullies and over streams that once ran heavy with gold. Higher and higher. Into the sheer tips of the Sierra where the train winds through dense forests of pine trees and clusters of giant boulders.

On to the summit, above Donner Lake, landmark of the ill-fated Donner Party, and into Truckee, center for winter



Here is one bit of Mark Twain's famous "Sea in the Sky," Lake Tahoe. It is a short trip off the main line for Overland Route passengers.



No need to tell you the name of this place. Overland Route trains pause here briefly before they hurry on across Nevada bound for Chicago.



Southern Pacific's powerful Sierra-climbing locomotives have the cab in front. In the background is a corner of beautiful Donner Lake.



Your Overland Route train climbs through the American River Canyon, a magnificent gorge on the western slope of the High Sierra.

sports and junction point for Lake Tahoe—Mark Twain's "sea in the sky." In the summer, Southern Pacific operates overnight Pullmans from San Francisco to the shores of this sky-blue lake and, if you like, you may stop over here.

Sailing by Rail

Then coasting down the eastern side of the Sierras, your car window frames the first of the desert. The great silver mining desert of Nevada. Reno, smart, prosperous, rolls past . . . and the long hills of arid grass land are made shorter as the train crowds on steam, the telegraph poles blurring past the windows and the rails faintly clicking below.

An hour or two afterward it seems, your Overland Route train flashes through a barrier of low hills and . . . you're in the center of an endless blue sea, actually sailing across Great Salt Lake. The train is running over the Lucin Causeway, but if you slump down ever so slightly in your Pullman seat, you can imagine being aboard some super speedboat, heading for a range of distant mountains. Then, like a powerful amphibian, your "ship" reaches the shore, becomes a train again and glides onward into Ogden.

Free Sidetrip

Ogden, a great western terminal, is criss-crossed with many tracks. One heads north, an overnight run, to Yellowstone National Park. Another turns southward, an hour or so to Salt Lake City. You may take advantage of a free sidetrip to Utah's lovely capital—in summer, dense with foliage of gardens and parks; in winter—high-gabled with pure mountain snow. You'll have time to visit the famous Mormon Temple and the strange Tabernacle—an inverted elliptical structure built entirely without nails.

Over the Rockies

Leaving Ogden, your train climbs again, winding past massive cliffs, up and up into the highest plateau land of Wyoming, over the Great Divide, sliding finally down to the wheat and corn lands and the rolling hills of Nebraska. Then Omaha on the skyline. And the cities of Iowa and Illinois and the last-minute rush for your baggage as the train slows down for the rambling outskirts of Chicago. Here, you may make convenient connections with fast trains leaving for New York and many other eastern points.

Return Trip

Coming back to the Pacific Coast, you may select any one of Southern Pacific's Four Scenic Routes: the Sunset, Golden State, or Shasta Routes, as described at length in this booklet. Or, naturally, you may re-trace the Overland Route, seeing some of the things you may have missed on your way east.

SHASTA ROUTE

From San Francisco to Portland, Tacoma and Seattle

SHASTA ROUTE, heading north from California to the great Pacific Northwest, cuts through a spectacular, unspoiled territory. Running up the sheltered Sacramento Valley, Shasta Route trains leap into the high mountain country of Northern California, wind through a fertile land of tumbling streams and virgin forest, skirt the majestic slopes of Mt. Shasta, cross the Cascades or Siskiyou and come down the Willamette River Valley into Portland.

From Portland, you may immediately leave for the East on any one of several rail lines. Or you may continue on up through Tacoma and join your transcontinental train at Seattle or Vancouver, B. C.

Premier train over this scenic Route is the *Cascade*, modern and finely-appointed down to the last detail. Like other famous Southern Pacific trains, the *Cascade* is completely air-conditioned and equipped to offer the fullest comfort. There is no extra fare. Other completely air-conditioned trains are the *Oregonian*, *Klamath*, *Shasta*, and *West Coast*.

Out of California

A merry whistle and your Shasta Route train draws away from San Francisco Bay, sliding across the Martinez-Benicia bridge and into the Sacramento Valley. Long green farms,

spotted with white houses and cut by sparkling irrigation canals, unfold from the roadbed one after another, like an endless series of green parks. Small towns click past with their shiny shopfronts and the bell at the crossings jangling down the scale. Then the open country again, little automobiles racing parallel with your car and then slowly dropping behind.

Far away to the east, seeming to move along with you, is a sharp white silhouette. That would be Lassen Peak, the only active volcano on the continent. The train begins to climb, pausing at Dunsmuir, and then hurrying on through thick forestland. Suddenly to the right, bold and startling, is Mt. Shasta—dark crevices sloping up and up to the summit that holds gleaming snow and ice all through the summer.

Double Line

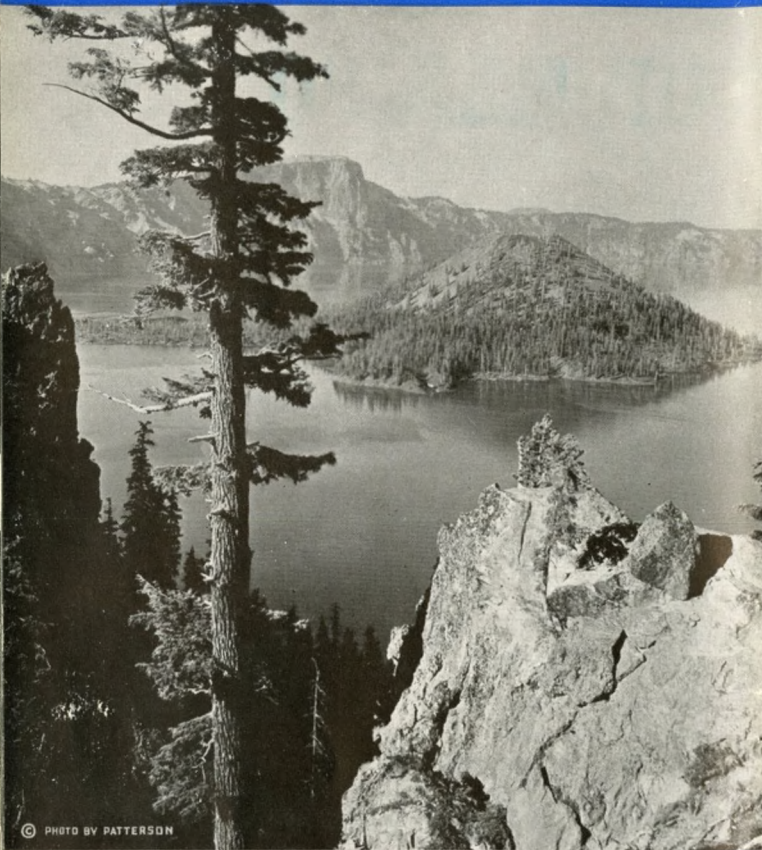
At Black Butte, nestled at the base of Mt. Shasta, the Shasta Route divides. The new Cascade Line swings off to the northeast, rolling through virgin mountain country—an undisturbed land where deer, bear, grouse and quail live in isolated freedom. Then past Klamath Falls, rounding Klamath Lake, speeding along the shores of Odell Lake, and up into the highest reaches of the Cascades to come whistling down the Salt Creek Canyon to Eugene, Salem



All in one picture: a roaring mountain stream, miles of evergreen trees, the white top of Mt. Shasta, and the rails of Shasta Route trains,



Trains of the Shasta Route's Cascade Line skirt the edge of sparkling mountain lakes. This view was taken from the observation platform.



© PHOTO BY PATTERSON

The magnificent silence of Crater Lake is told here. Missing, however, is the deep cobalt blue of the water that reflects perpendicular cliffs.



Gigantic and silent, these Redwoods stand guard over a portion of the road along the Redwood Empire Tour. (See adjoining column.)

and, later, Portland. Over the Cascade Line speed the air-conditioned *Cascade*, *Oregonian*, *West Coast*, and *Klamath*.

The second line from Black Butte—the Siskiyou Line—turns toward the coast, charging through the deep forested Siskiyou and dropping down past hillside orchards and farms of the Rogue River Valley to Medford. Grants Pass is next—on a bend of the rushing Rogue River. Then up over the Calapooya Mountains and down again, over the Umpqua River Valley and north into Eugene, Salem and Portland. This is the route of the air-conditioned *Shasta*.

Lake in a Mountain

Between these two lines, quiet and shimmering in the hollow of an extinct volcano, lies Crater Lake. Six miles in diameter, 2000 feet deep, and rimmed with perpendicular cliffs, this strange body of water changes color from dawn to dusk; from a shade of deep purple to a sky-blue and back again. Thousands come every year to stand on the rim and see the clear double-picture made by the bluffs reflected on a smooth mirror-like surface.

Crater Lake National Park is a short sidetrip from either line of the Shasta Route. If you travel over the Cascade Line, you may leave the train at Klamath Falls, boarding a motor coach for the swift ride to the crater. From Medford, on the Siskiyou Line, a similar coach makes the trip. Either road will return you to a Shasta Route train.

Redwood Empire Tour

An alternative route between San Francisco and Portland is the Redwood Empire Tour by rail and motor coach through the innumerable groves of majestic trees that line the Redwood Highway. You leave San Francisco on a Northwestern Pacific ferry boat to Sausalito, thence by train to Eureka, where you board a motor coach and speed through the redwood groves to Grants Pass or Marshfield, whence you continue by train to Portland. The tour takes but little extra time, and the slight additional cost is well worthwhile.

East and Return

At Portland, Shasta Route trains make convenient connections with eastbound transcontinental trains. Or, if you prefer, you may go further north into the Evergreen Playground, entraining for the East from Seattle or Vancouver. Reaching your eastern destination, you may return over the Sunset, Golden State, or Overland Route, previously described in this booklet. Or, again, you may choose to see the Northwest again over the Shasta Route.

WEST COAST OF MEXICO

Tucson, Nogales Guaymas, Mazatlan, Tepic, Guadalajara, Mexico City

SOUTHERN PACIFIC'S West Coast of Mexico Route extends from Tucson and Nogales, Arizona, down to Guadalajara, Mexico, connecting with the National Railways of Mexico to Mexico City. *El Costeno*, the principal train on this route, is air-conditioned. It carries Pullmans, a cafe-lounge car and an observation car. There is through Pullman service from Los Angeles to Mexico City via Tucson and also via El Paso. Eastbound passengers may make an easy and thrilling side trip to Mexico City, going in via Tucson and the West Coast Route and coming out at El Paso, continuing east from there.

The West Coast Route was completed in 1927, when Southern Pacific engineers succeeded in piercing the supposedly impassable Barrancas of Nayarit. Since the train is still a newcomer on the West Coast, its arrival is the biggest event of the day in every small town on the line. Great crowds turn out to meet it. Everyone has something to sell. At

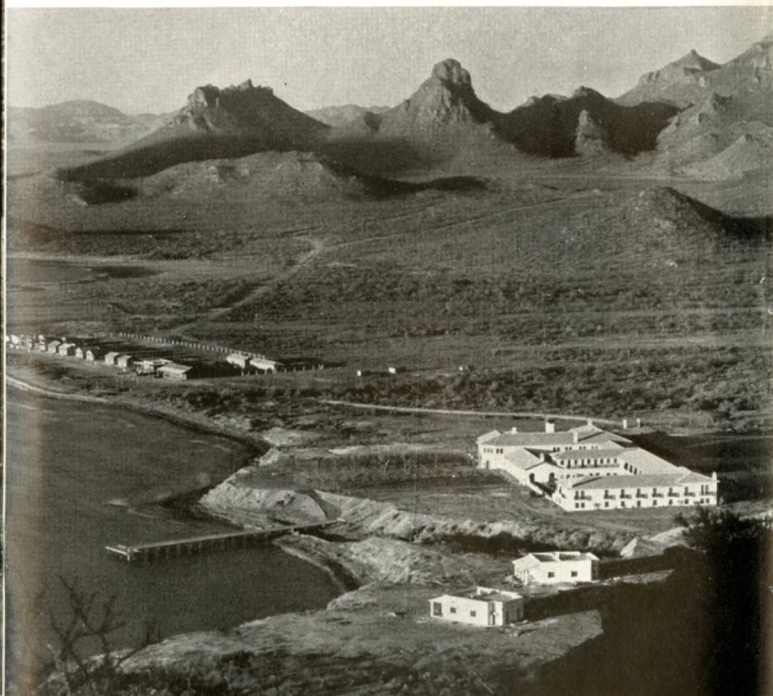
Navojoa they have fine *serapes* (blankets). At Mazatlan, things made of alligator hide. At another station, bananas and pineapples. At another, giant gulf shrimps in wicker globes. At another, baskets and hammocks. And at Tequila, little wooden kegs of the liquor made there.

Every stop is a fiesta—a gay fair staged for the passengers. You fall into the friendly, carefree spirit of Mexico long before you reach Mexico City.

Principal attractions along the West Coast Route:

GUAYMAS, a twenty minute trip from Empalme on the main line, is situated on a beautiful bay, whose emerald green and blue waters mirror red cliffs. A few miles away is Southern Pacific's luxurious new resort, Hotel Playa de Cortes, an American oasis in a foreign country. The fishing here is unexcelled anywhere in the world. Completely equipped boats for fishing trips are maintained by the hotel.

MAZATLAN has provided the background for many a



Just off the main line is the brand new resort, PLAYA DE CORTES, popular headquarters for some of the finest deep sea fishing in the world.



A dreamer's paradise is Mazatlan, overlooking a sparkling sapphire-blue bay on Southern Pacific's West Coast of Mexico Route to Mexico City.



Travelers along the West Coast Route return loaded with souvenirs. And why not—with an American dollar being worth about 3½ pesos?



It took millions of dollars to run a rail line through the BARRANCAS, now one of the many thrills of a Southern Pacific trip to Mexico.



When the train stops in Mexico, the whole town turns out to welcome it. Even the little children join in this daily celebration.

South Sea Island moving picture. Its beach is fringed with tall coconut palms, and for a few centavos, a Mexican will climb up and fetch you a green coconut so you can drink the milk. The town of Mazatlan is quite modern in many respects, with a beautiful hotel, the Belmar.

TEPIC is a perfectly preserved Spanish-Colonial village, tucked away in the Sierra Madre. Isolated from the world, it dreams of the days when Spanish Conquistadores clanked through its cobbled streets.

THE BARRANCAS will give you an exciting afternoon. Four hours the train winds in and out through wild mountains, crossing bottomless gorges, high above remote valleys.

GUADALAJARA, terminal of the West Coast of Mexico Route and overnight from Mexico City, is the second largest city in Mexico. Sometimes called the "Dresden of Mexico," it is the center of the pottery and glass industry. You can watch Indians making pottery and weaving serapes at San Pedro Tlaquepaque, a short distance outside of the city.

Any Southern Pacific Representative will gladly help you plan your trip to Mexico. Remember that the rate of exchange is highly favorable to the American dollar, and that you need go through no formalities (except the usual customs examination) to cross the border. All you need is a tourist card, which can be obtained from any Mexican consul for \$1.

Mexico offers you a trip to a really foreign country for less trouble and less money than a trip to almost any other foreign country in the world.



Pots and tents, as far as the eye can see. The famous pottery market at Guadalajara is one of the unspoiled sights on the West Coast Route.

YOUR HOME EN ROUTE

THE PICTURES here and on the following pages of this folder show your home en route—the three types of accommodations offered on our principal trains. They show (1) the air-conditioned standard Pullmans, (2) the air-conditioned tourist sleeping cars, and (3) the air-conditioned coaches.

Photographs, however, can't show you a number of things that make all the difference in the world between mere "train travel" and actual *living* on our trains. They can't reproduce, for instance, air-conditioning. They can't tell you how cool and refreshing it is in these cars even when the weather outside may be broiling hot, nor how your clothes remain white and spotless on the longest of trips.

Photographs only suggest the neatness and cleanliness of the cars themselves. The fresh linens, the polished interiors of the spacious wash rooms and lounge cars, the gleaming

service in the diner—these are indications of skillful Southern Pacific housekeeping.

There are the many extra comforts you would expect in your own home. A shower bath. Radio. Writing desks. An ample supply of reading matter. And food—not only economically priced, but the kind you would take pride in serving your guests.

Finally, on our finest trains, the porters, stewards, waiters, valets, ladies' maid, and barber make up a staff of competent servants whose sole job is to make your trip a thoroughly enjoyable experience.

So as you look over the pictures here and on the following pages please remember that the story they tell is a limited one; that you must imagine the above—the radiant fresh air, the cleanliness of the accommodations, the extra comforts and services. You must take all these and *put them in the pictures*. Then you will understand what we mean when we say that our trains will be "your home en route."



Put yourself in this picture: eating the finest food in air-conditioned dining car while the countryside rolls past like a moving picture.



And in the luxurious lounge car, you'll relax, read the paper, talk to friends, or just sit back in supreme comfort and watch the miles slip by.

PULLMAN



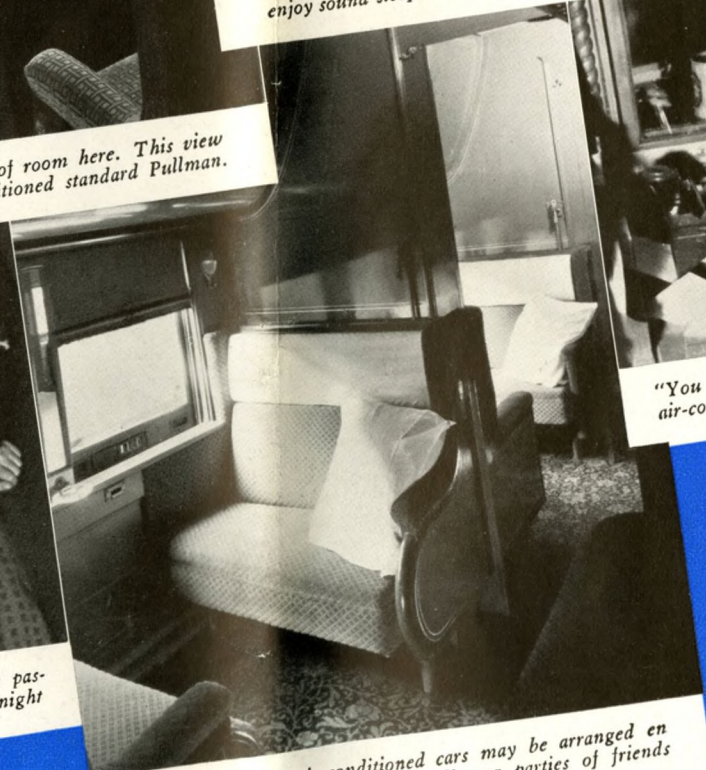
A game of cards? There's plenty of room here. This view shows the sections in an air-conditioned standard Pullman.



A standard Pullman berth, soft and restful, invites you to enjoy sound sleep. Read by the handy headlight if you wish.



This photograph caught a small-size passenger all tucked away for the night

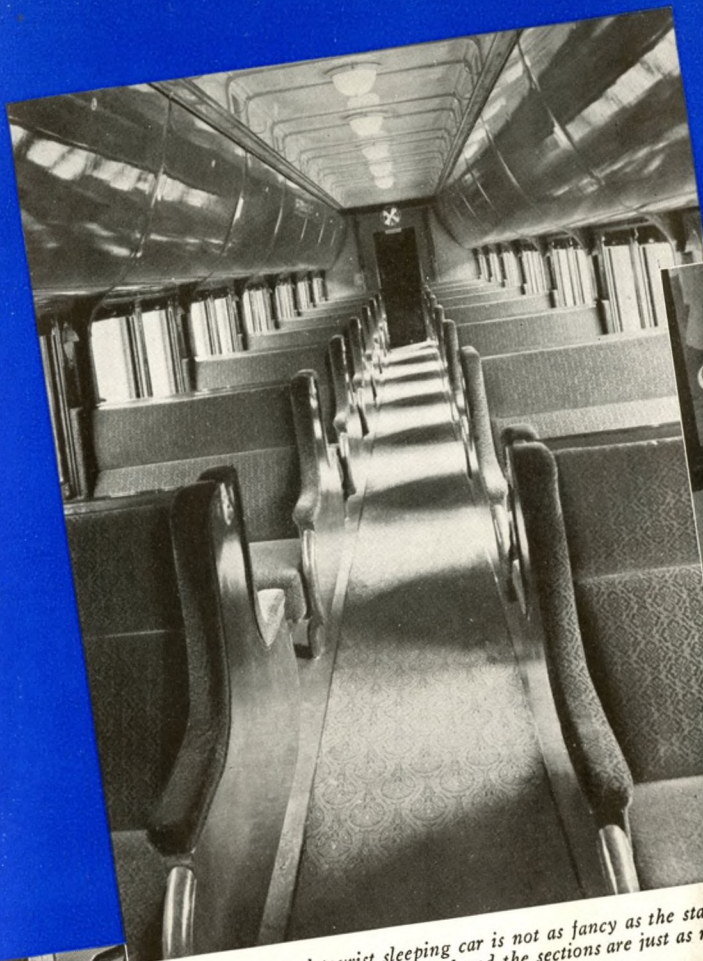


Private rooms in air-conditioned cars may be arranged en suite for the convenience of families or parties of friends



"You have no idea how refreshing air-conditioning is", writes this lady.

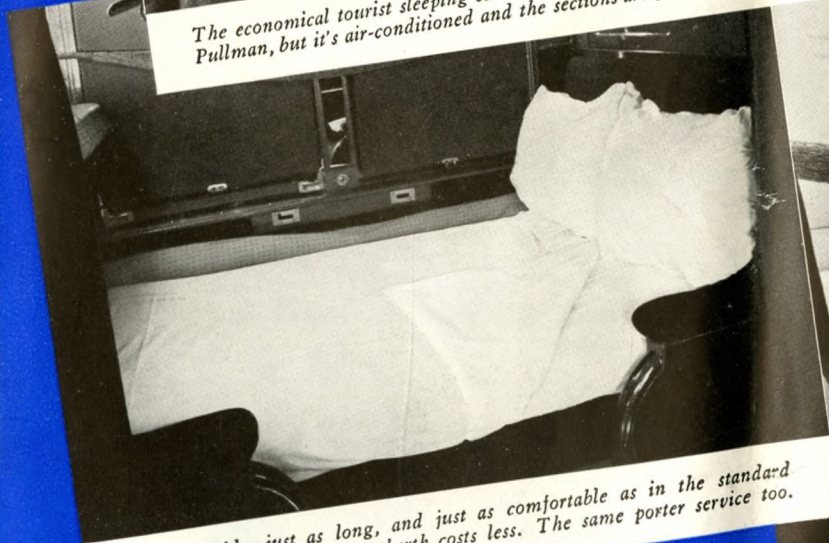
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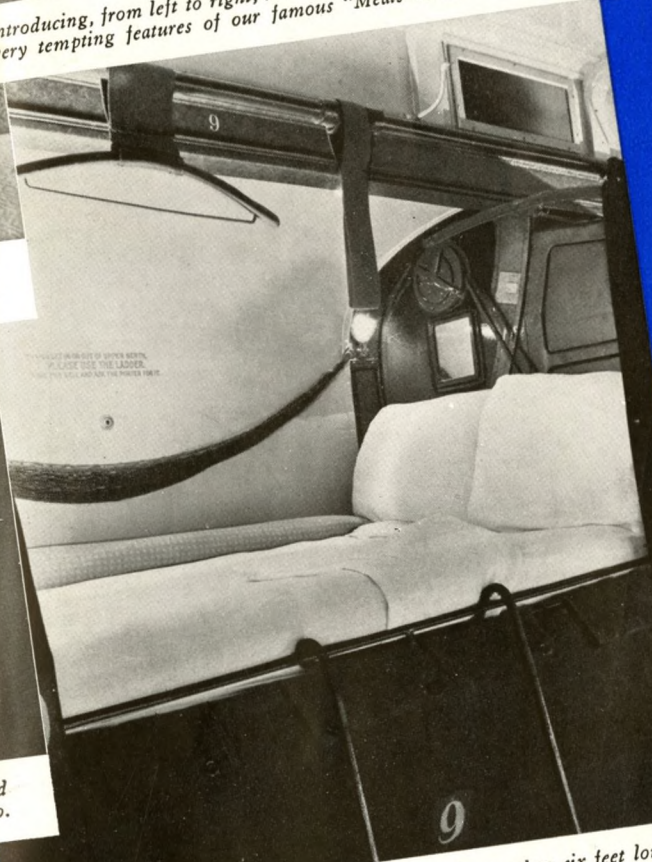
The economical tourist sleeping car is not as fancy as the standard Pullman, but it's air-conditioned and the sections are just as roomy.



Introducing, from left to right, the "Salad Bowl" and the "Casserole", two very tempting features of our famous "Meals Select" dining car service.

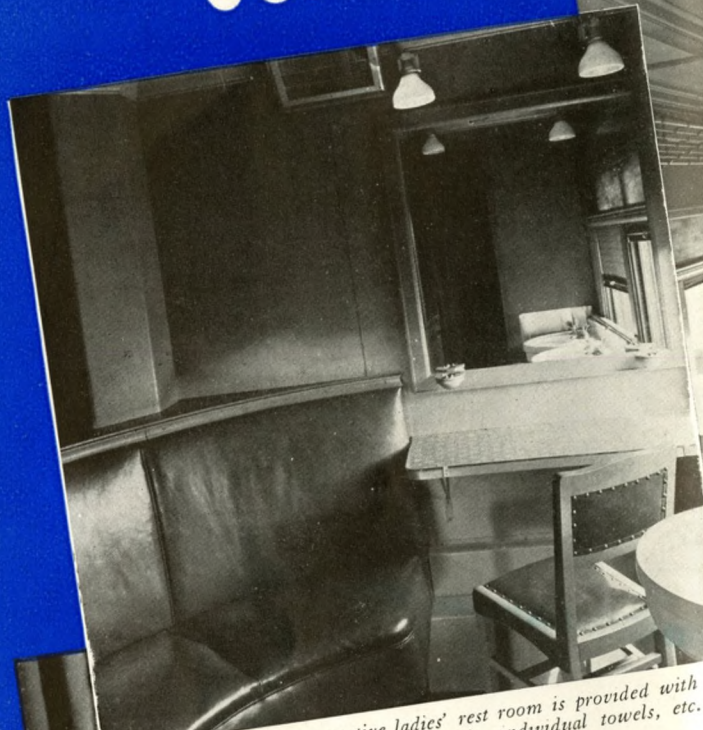


Just as wide, just as long, and just as comfortable as in the standard Pullman, this tourist lower berth costs less. The same porter service too.



The tourist upper berth is standard size also (more than six feet long, three feet wide,) and just as nice and downy as it looks in the picture.

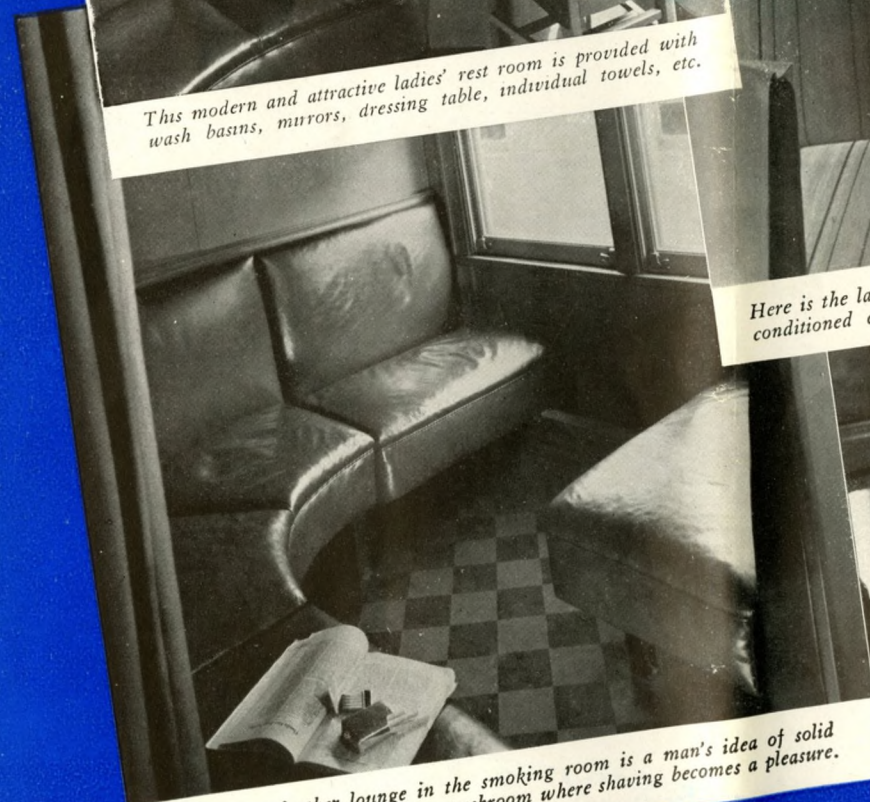
COACH



This modern and attractive ladies' rest room is provided with wash basins, mirrors, dressing table, individual towels, etc.



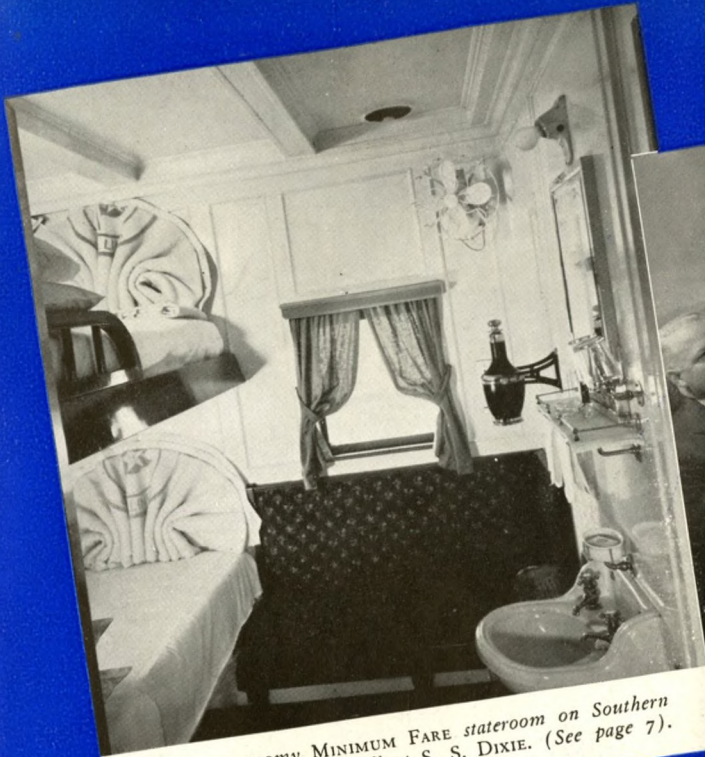
Here is the latest word in fast, smooth, economical transportation: the air-conditioned chair car. Seats are adjustable to a semi-reclining position.



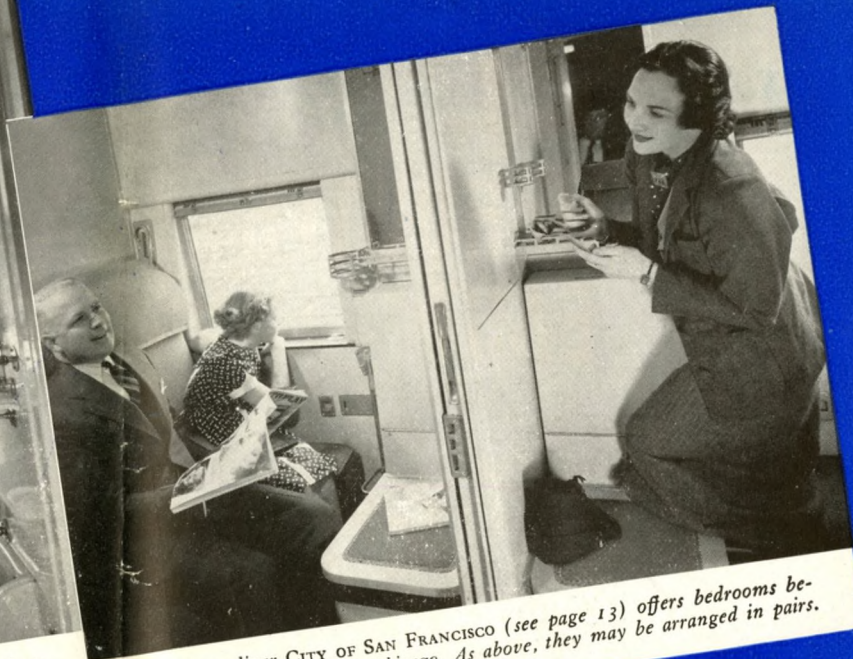
The heavy leather lounge in the smoking room is a man's idea of solid comfort. Adjoining is a large washroom where shaving becomes a pleasure.



An action shot in the chair car, where vendors sell tasty coffee (5c), sandwiches (10c) etc. to passengers.



This is a roomy MINIMUM FARE stateroom on Southern Pacific's steamer, the gallant S. S. DIXIE. (See page 7).



The Streamliner CITY OF SAN FRANCISCO (see page 13) offers bedrooms between San Francisco and Chicago. As above, they may be arranged in pairs.

SOUTHERN PACIFIC REPRESENTATIVES

Your nearest Southern Pacific agent will gladly give you full information as to passenger fares, Pullman reservations, time schedules, etc. He will also attend to such details as tickets, hotel and Pullman reservations, etc., for you, or help you with your freight shipments.

BAKERSFIELD, CAL.	Sou. Pac. Pass'r Sta.	J. N. Shackelford, Trav. Pass'r Agt.
BERKELEY, CAL.	Shattuck Ave. & Center St.	H. R. Greenrose, Pass'r Agt.
EL CENTRO, CAL.	S. P. Pass'r Sta.	J. W. Donohue, Dist. Frt. & Pass'r Agt.
EL PASO, TEX.	101 N. Oregon St.	H. D. McGregor, Dist. Pass'r Agt.
FRESNO, CAL.	Passenger Sta.	W. P. Jennings, Dist. & Pass'r Agt.
GLENDALE, CAL.	106 North Brand Blvd.	L. D. Barham, City Ticket Agt.
HOLLYWOOD, CAL.	6553 Hollywood Blvd.	G. A. Richter, Ticket Agt.
HUNTINGTON PK., CAL.	6360 Pacific Blvd.	W. J. Barr, Dist. Frt. & Pass'r Agt.
KLAMATH FALLS, ORE.	Passenger Station	L. Overman, Dist. Pass'r Agt.
LONG BEACH, CAL.	140 West Ocean Ave.	L. Overman, Dist. Pass'r Agt.
LOS ANGELES, CAL.	Pacific Electric Bldg.	C. A. Pestor, Dist. Pass'r Agt.

(Or any of our five conveniently located ticket offices in Los Angeles)

MEDFORD, ORE.	Pass'r Sta.	A. S. Rosenbaum, Dist. Frt. & Pass'r Agt.
MODESTO, CAL.	S. P. Pass'r Sta.	G. A. Erickson, Dist. Frt. & Pass'r Agt.
OAKLAND, CAL.	13th & Broadway	Garnett King, Asst. Gen. Pass'r Agt.
PASADENA, CAL.	148 E. Colorado St.	G. W. Wetherby, Dist. Pass'r Agt.
PHOENIX, ARIZ.	101 N. Central Ave.	S. J. Schwartz, Dist. Pass'r Agt.
PHOENIX, ARIZ.	Sou. Pac. Station	W. E. Campbell, Pass'r Agt.

J. A. ORMANDY, General Passenger Agent, Portland, Ore.
 F. C. LATHROP, General Passenger Agent, San Francisco, Cal.
 H. P. MONAHAN, General Passenger Agent, Los Angeles, Cal.
 J. D. MASON, General Passenger Agent, El Paso, Texas.
 L. H. TRIMBLE, General Freight and Passenger Agent, Phoenix, Ariz.
 J. T. MONROE, Pass'r Traffic Mgr., Texas and Louisiana Lines, Houston, Tex.
 W. C. McCORMICK, General Passenger Agent, New Orleans, La.

Southern Pacific representatives in important cities on the Pacific Coast are shown below and in addition our agents are located in practically every city reached by our lines as well as all large cities in the Middle West and East. They are at your service during your journey.

PORTLAND, ORE.	520 S. W. Yamhill	Wm. Sutherlands, Dist. Pass'r Agt.
RENO, NEV.	Passenger Sta.	T. Bergerson, Dist. Frt. & Pass'r Agt.
RIVERSIDE, CAL.	3750 Market St.	Geo. T. Brown, Dist. Frt. & Pass'r Agt.
SACRAMENTO, CAL.	S. P. Pass'r Sta.	C. E. Spear, Dist. Frt. & Pass'r Agt.
SALEM, ORE.	Passenger Station	A. F. Noth, Ticket Agt.
SAN DIEGO, CAL.	300 Broadway	A. D. Hagaman, Dist. Frt. & Pass'r Agt.
SAN FRANCISCO, CAL.	95 Market St.	G. B. Hanson, Dist. Pass'r Agt.

(Ticket Offices also at 65 Geary St., Ferry Bldg., and 3rd St. Station)

SAN JOSE, CAL.	Passenger Sta.	E. A. Teubner, Dist. Frt. & Pass'r Agt.
SANTA ANA, CAL.	504 N. Main St.	E. B. Sharpley, Trav. Pass'r Agt.
SANTA BARBARA, CAL.	1131 State St.	G. C. Drake, Dist. Pass'r Agt.
SANTA MONICA, CAL.	416 Sta. Monica Blvd.	A. J. Rehbold, Dist. Pass'r Agt.
SANTA ROSA, CAL.	N. W. P. Passenger Sta.	C. S. Newberry, Traveling Agt.
SPOKANE, WASH.	1405 Fourth Ave.	B. C. Taylor, General Agt.
SEATTLE, WASH.	1127 Old Nat. Bank Bldg.	R. H. Holmes, General Agt.
SPOKANE, WASH.	Passenger Sta.	R. K. Smith, Dist. Frt. & Pass'r Agt.
STOCKTON, CAL.	Passenger Sta.	E. D. Rockwell, Dist. Frt. & Pass'r Agt.
TUCSON, ARIZ.	619 Howe St.	Cecil G. Alton, Canadian Gen'l Agt.
VANCOUVER, B. C.		

O. P. BARTLETT, Passenger Traffic Manager, Chicago, Ill.
 H. H. GRAY, General Passenger Agent, New York, N. Y.
 WILLIAM SIMMONS, Traffic Mgr., Southern Pacific S. S. Lines, New York, N. Y.
 L. G. HOFF, General Traffic Manager, Mexican Lines, Guadalajara, Mex.
 F. S. McGINNIS, Vice President, System Passenger Traffic, San Francisco, Cal., and Houston, Texas.

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**SCENIC ROUTES
EAST**



Southern Pacific

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**SCENIC ROUTES
EAST**



Southern Pacific