MAP OF THE UNITED STATES

UNION PACIFIC SYSTEM

THE OVERLAND ROUTE

UNION PACIFIC SYSTEM

MAP OF THE UNITED STATES

UNION PACIFIC SYSTEM

THE OVERLAND ROUTE

UNION PACIFIC SYSTEM

UNION PACIFIC SYSTEM

DOUBLE TRACK

Avalon Bay is located on the eastern shore of Santa Catalina Island, which is reached from Wilmington (Los Angeles harbor) by a two hours' steamer trip. It is a typical southern California resort, and is famous for its natural aquarium and marine gardens which are viewed from glass-bottomed boats.

EVER since May 10, 1869, when Leland Stanford of California and Thomas C. Durant of New York drove the Golden Spike which completed the "Pacific Railroad," the Overland Route has been the main highway across the continent.

Forming a continuous line from Omaha, Nebraska, to San Francisco, California, it fulfilled the chief purpose of its builders—the creation of a physical bond between east and west strong enough to remove the danger of political disruption. The Civil War was raging in 1864, when construction began, and the security of the Pacific Coast states seemed uncertain, unless quick communication across the continent was established without delay. It was necessary, therefore, to choose the shortest route.

The crisis out of which the railroad grew was in several ways an advantage to its builders. They began work with the active support of President Lincoln and with the backing of several men who were eminent enough in commerce or in public life to give the project a fair chance of success, and clear-sighted enough to recognize the urgent need of its fulfilment. And having the pioneer's privilege of choosing from among all possible routes, they selected one of the world's finest natural highways—the Overland Trail, followed originally by herds of buffalo and later developed into a trappers' pathway, an emigrant road, and eventually into a trade route.

With the exception of the portion between North Platte and Green River the trail was followed by the railroad builders almost without deviation. It follows the same route today, and its northwestern arm takes the course of the Oregon Trail up to the mouth of the Columbia.

UNION PACIFIC SYSTEM

Mission San Gabriel, ten miles east of Los Angeles, is one of the nineteen Franciscan establishments which grew up along El Camino Real from San Diego to San Francisco following Junipero Serra's crusade in the Indian mission field, started in 1769.

This route is alive with historic memories. It was followed in succession by the fur traders, the Mormon pioneers, the fortune hunters of '49, the Overland stage coach and the Pony Express, so that a journey over it to-day is like a visit to the scenes of a minstrel's legend. The perils faced by the track-layers of the 60s have added their share to the volume of romantic tales of which it is the theme. Westward through Nebraska (or Kansas and Colorado) and Wyoming, every

Typical orange groves at Riverside, in the heart of southern California's orange belt.

BEAUTIFUL SCENERY

Chinatown, San Francisco's famous Oriental quarter. In this extraordinary city the lure of the East is combined with the luxury of the most modern metropolis.

new stretch of line was viciously opposed by warriors of the Sioux and Cheyenne tribes, and to-day the entire route through the prairies is rich in memories of savage battles between the redskins and the construction crews.

It is hardly possible to prepare a map of the System's lines without also showing most of America's western summer and winter resorts. The territory served is so vast that almost all varieties are included—from the pine-clad summits of the Rockies to the orange groves and luxuriant, semi-tropical foliage of southern California. There is hardly any part of the Pacific coastline—north or south—which has not some appeal to the eye that

UNION PACIFIC SYSTEM

Yosemite Falls, which plunge a distance of 2,600 feet, form one of the many wonderful features of Yosemite National Park, California.

can read the changing moods of forest, shore and mountain. Southern California's palm-lined motorways and sunlit beaches welcome the tourist at all seasons of the year; San Francisco unites the mysterious lure of the Orient with the luxury of the most modern metropolis; and in the Northwest the rich commercial centers of Portland, Tacoma and Seattle and the lovely Puget Sound region are approached by the two hundred mile ride along the shore of the Columbia River, where the tracks parallel the famous Columbia River Highway, acknowledged by all who have traveled it to command a greater variety of spectacular scenery than any other of the nation's trails.

ELEVEN NATIONAL PARKS

The stupendous precipice on the eastern front of Longs Peak is one of the famous spectacles of Rocky Mountain National Park, Colorado. The mountain is 14,255 feet high.

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

UNION PACIFIC SYSTEM

At last of the Grand Canyon, Yellowstone, Glacier, Mesa Verde, Zion, Bryce Canyon, Rocky Mountain, Yosemite, Sequoia and Crater Lake National Parks, the river de-scends a precipitous 3000 feet into the lush, flaming gorge the Grand Park of the Yellowstone. Tower points above the rim, the canyon, which is 7,740 feet deep, presents the most spectacular view in the Park.

Eleven of America's National Parks are reached by the Union Pacific System and its connections, and each of them has a character shared with none of the others. Yellowstone has its geysers and boiling springs, Rainier its beheaded volcano, Yosemite its giant trees and stupendous waterfalls, Zion its natural rock sculpture with its miraculous color har-monies; and all the parks combined present a more varied grouping of picturesque scenery than any other nation on earth can offer.

All these pleasure grounds are described in detail in one or other of the Union Pacific's library of illustrated booklets. They are listed as follows:

California Calls You.
Cloudcroft's Mountain Playgrounds.
The Pacific Northwest and Alaska.
Utah-Idaho Outing.

STEEL EQUIPMENT

Mountain Park type two or four wheel motor car for use on the Union Pacific's mountain branches.

Two engines of the "Mallet" Type locomotive, which hauls Union Pacific freight trains over the mountains. Weight of engine and tender, loaded, 712,600 pounds; length, 97 feet and 10½ inches; tractive power, 166,000 pounds.

Union Pacific Mountain Type locomotive 7000. The most powerful high-speed freight engine in the world. Capable of 100 miles per hour. Length, 90½ feet; weight, 362,000 pounds. Fired by automatic stoker. The Union Pacific has just built 55 of these giant machines for use over mountain grades.

Steam shovel cutting ballast pocket on Sherman Hill, 60 feet in ballasting the Union Pacific's Overland System. The resistant quality of the ballast makes travel on the Union Pacific like ride in a limousine on a boulevard.

The observation car contains a spacious parlor with windows large enough to afford the visitor possible range of vision. These cars are also provided with a library of current periodicals, stationery and a rotating table.

AUTOMATIC SAFETY SIGNALS

The observation platform of Union Pacific "limited" trains commands a magnificent view of the picturesque western country through which the de-luxe express runs.

UNION PACIFIC SYSTEM

In the isolated Pullman sleeper, if desired, two compartments and a drawing room can be arranged to form a private three-room suite.

All Union Pacific System representatives in

possession of valuable information concerning the Union Pacific System and its connections, will be glad to furnish you with any special information you may request regarding routes, fares, sleeping car service, stop-over privileges and side trips. If desired, he will prepare a complete itinerary to include, at a minimum expense, the principal places of interest. He will also inform any representative shown on page 16 of this folder when places con-template visiting, he will gladly send you descriptive folders, together with any specific information you may request regarding routes, fares, sleeping car service, stop-over privileges and side trips. If desired, he will prepare a complete itinerary to include, at a minimum cost or obligation is connected with this service.

Write to telephone to the nearest representative listed on page 16.

Cafés and light meals are served "off the train" in their cars, coaches and tourist cars, and the prices are remarkably moderate.

The convenient writing desk on the Overland Limited and other trains make writing letters home as easy matter, and are one of great service for business corporations on route.

REPRESENTATIVES

ABERDEEN, WASH.—S-E Union Depot—Traveling Passenger Agent.
ABILENE, KANS.—Union Pacific Depot—C. W. Mosher, District Freight and Passenger Agent.
ALBUQUERQUE, N. M.—First and Gold Sts.—J. H. Lucas, District Freight and Passenger Agent.
ATLANTA, GA.—1122 Healey Building—H. B. Smith, Jr., Commercial Agent.
BAKER, ORE.—Main and Auburn Sts.—C. E. Ovitt, General Agent.
BOISE, IDAHO—323-24-25 Idaho Bldg.—Ben and Hancock Sts.—J. H. Greer, General Agent.
BOSTON, MASS.—201 Devonshire St.—W. H. Wardrop, Jr., General Agent Passenger Department.
BUTTE, MONT.—Hotel Butte Block—S. E. Thompson, General Agent.
CHICAGO, ILL.—1521 Calumet Building—Michigan Blvd. and Jackson Pl.—W. H. Connor, General Agent.
CINCINNATI, OHIO—706 Union Central Bldg.—Fourth and Vine Sts.—C. H. Speaker, General Agent.
CLEVELAND, OHIO—811 Rockefeller Bldg.—1148 Euclid Ave.—W. H. Hurlbut, City Ticket Agent.
COLORADO SPRINGS, COLO.—Antlers Hotel—Cheyenne and Tejon Sts.—Jesse Ryan, General Agent.
COUNCIL BLUFFS, IA.—District Office—Broadway and Main Sts.—W. H. Kinkade, City Ticket Agent.
DALLAS, TEXAS—San Jacinto and Live Oak Sts.—Cheyenne and Live Oak Sts.—W. S. Basinger, General Agent.
DENVER, COLO.—15—16th Park Block—16th and Stout Sts.—E. L. Lomax, General Passenger Agent.
DES MOINES, IA.—609 Park Block—Fifth and Grand Ave.—T. E. Hogan, General Agent.
DETROIT, MICH.—507 Ford Bldg.—Fort and Shelby Sts.—J. H. Lothrop, General Agent.
DULUTH, MINN.—Spalding Hotel—W. H. Whalen, General Agent.
EL PASO, TEXAS—Mills Building—Mills and El Paso Sts.—W. S. Basinger, General Agent.
FRESNO, CAL.—533 Io-well Bldg.—Tulare St. and Van Ness Ave.—A. N. Brunson, General Agent.
HELENA, MONT.—Power Block—Main and Park Sts.—T. P. Dockray, General Agent.
HOUSTON, TEXAS—Rice Hotel—Main and Texas Sts.—J. A. Lombardino, General Agent.
KANSAS CITY, MO.—Union Station—E. E. Nelson, Jr., General Agent.
LAFAYETTE, IND.—Lahr Building—Second and Ferry Sts.—A. E. Sheffer, General Agent.
LEWISTON, IDAHO—No. 1 Thirteenth Ave.—313 Main St.—R. H. Bryson, Traveling Freight and Passenger Agent.
LINCOLN, NEB.—Cornhusker Hotel—N. W. Cor. 13th and O Sts.—J. Cashman, General Agent Passenger Department.
LOS ANGELES, CAL.—521 South Broadway—A. E. Campbell, General Agent Passenger Department.
LOVD BLVD., CAL.—Ocean Ave. and 7th St.—H. M. Scott, District Passenger Agent.
MEMPHIS, TENN.—Chamber of Commerce Building—200 N. Main St.—J. Allen Oliver, General Agent.
MILWAUKEE, WIS.—1213 Majestic Bldg.—231 Grand Ave.—E. C. Cary, General Agent.
MINNEAPOLIS, MINN.—618 Metropolitan Life Bldg.—120 South 6th St.—A. B. Hayward, General Agent.
NEW ORLEANS, LA.—1001 Canal Bldg.—Canal and Bourbon Sts.—H. Hayward, General Agent.
NEW YORK, N.Y.—289 Broadway—J. J. Broderick, Gen. Agt.
OAKLAND, CAL.—469 Jefferson St.—Cor. 12th St.—J. T. Chace, Gen. Pass. Agt.
OGDEN, UTAH—2404 Washington Blvd.—W. H. Hennefer, General Agent.
OMAHA, NEB.—1416 Dodge St.—A. L. Craig, General Passenger Agent.
PASADENA, CAL.—Maryland Hotel, 452 E. Colorado St.—Walter Raymond, General Agent.
PEORIA, ILL.—Jefferson Hotel—A. C. Zenor, City Passenger Agent.
PHILADELPHIA, PA.—808 Commercial Trust Bldg.—Chestnut and Juniper Sts.—C. Studdiford, General Agent.
PORTLAND, ORE.—Chamber of Commerce Building—S. E. Cor. 3rd and Oak Sts.—A. D. Charton, General Passenger Agent.
PUEBLO, COLO.—Union Depot—Fourth and Santa Fe Ave.—C. A. Wight, General Agent.
RAPID CITY, S. D.—Main St.—C. Hennefer, General Agent.
ROCHESTER, N. Y.—Wilder Building—Main and Fitzhugh Sts.—J. Sullivan, General Agent.
SACRAMENTO, CAL.—Forum Building—Second and J Sts.—C. W. Stanley, General Agent.
SALT LAKE CITY, UTAH—Newhouse Hotel—10 South Main St.—R. A. Empey, General Agent.
SAN ANTONIO, TEXAS—Gunter Building—Alamo Plaza and Soledad St.—J. T. Lanier, General Agent.
SAN DIEGO, CAL.—Spreckels Theatre Building—Broadway and Fifth Ave.—W. G. Kenyon, General Agent.
SAN FRANCISCO, CAL.—Flood Building—Powell and Market Sts.—W. S. Basinger, General Agent.
SAN FRANCISCO, CAL.—Ferry Building—Foot of Market St.—J. H. Lothrop, General Agent.
SAN JOSE, CAL.—Hotel Vendome—Second and Santa Clara Sts.—W. H. Cline, Assistant General Agent.
SEATTLE, WASH.—Occidental Hotel—Occidental Ave. and Jackson St.—W. H. Hurlbut, General Agent.
SPOKANE, WASH.—727 Sprague Ave.—W. H. Reed, District Freight and Pass. Agent.
TACOMA, WASH.—105 South C St.—A. D. Charton, General Passenger Agent.
TORONTO, ONTARIO—201 Canadian Pacific Bldg.—69 Yonge St.—J. H. Crapsey, District Freight and Passenger Agent.
VANCOUVER, B. C.—615 Hastings Bldg.—470 Granville St.—W. Elliott, General Agent.
WALLA WALLA, WASH.—C. P. Van Dervaer Bldg.—Main and Colville Sts.—C. P. Van Dervaer, General Agent.
YAKIMA, WASH.—Oregon-Washington Passenger Station, 122 West Yakima Ave.—H. M. Weyt, District Freight and Passenger Agent.

C. J. COLLINS, Manager
Bureau of Service—National Parks and Resorts
148 S. Clark Street
Chicago, Ill.

A. L. CRAIG,
General Passenger Agent,
Omaha, Neb.

W. S. BASINGER,
General Passenger Agent,
Dallas, Texas.

T. C. PECK,
General Passenger Agent,
Salt Lake City, Utah

W. McMURRAY,
General Passenger Agent,
Portland, Ore.

L. S. SPENCER,
General Passenger Agent,
Los Angeles, Cal.