



Descriptive

WESTERN
PACIFIC

Time Tables

Denver
and
Rio Grande
Western
Pacific

Between
Denver

Salt Lake City
Ogden

San Francisco

August 1915



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WESTBOUND

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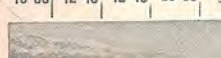
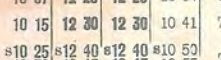
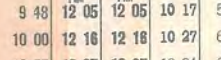
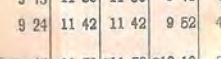
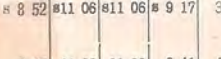
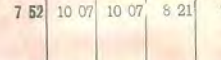
Figures Indicate Altitude Above Sea Level

DENVER & RIO GRANDE RAILROAD TIME TABLES OF THROUGH TRAINS

FROM
Denver, Colorado Springs and Pueblo
TO
Salt Lake City, Ogden and San Francisco

These Time Tables Subject to Change Without Notice

15	5	5-19 Scenic Let'd	1	Mts. Pk. Denver	Stations and Descriptive Notes MOUNTAIN TIME ON DENVER & RIO GRANDE
PM 7 45	AM 10 00	AM 10 00	AM 8 15	0	IV. DENVER Population, 213,381. Colorado's mile-high capital, the "Queen City of the Plains," a world-famous convention and tourist center, is located close to the eastern foothills of the barrier Rockies, and with its 89 square miles occupies also Denver County. It boasts a clear, bracing air and 320 days of sunshine a year, miles of wide, clean asphalt streets, lawns superbly kept, great mining, banking and real estate interests, and people notably progressive. A thorough electric car system covers the city. Electric lighting for utility and display is elaborate. There are no wooden structures. Among points of interest are the Capitol Building (whence 200 miles of snowy range may be viewed), the fine Courthouse, the U. S. Mint, the Public Library, City Park and Cheesman Park, the Smelters, Denver University, the beautiful homes of Capitol Hill. A score of railroads focus at Denver; and it is from the large Union Station, whose portal is a Welcome Arch, that the traveler outward bound on the Denver & Rio Grande now starts.
7 52	10 07	10 07	8 21	2	IV. BURNHAM At Burnham are located the Denver & Rio Grande general round-house, shops, coach-yard, commissary department, etc. Onward, toward the foothills, is seen Fort Logan, an important government regimental post for infantry and cavalry.
8 05	10 20	10 20	8 34	10	IV. LITTLETON The train is ascending the broad valley of the South Platte River, through a prosperous ranching country; on the right the tinted foothills and the snowy range, on the left the great plains. Littleton is the county-seat of Arapahoe County, and a center of agricultural and dairying industry.
8 25	10 39	10 39	8 53	21	IV. LOUVIERS The train has begun to climb a sharp divide. On the right, a quarter of a mile, are the works of the Dupont Powder Company, where high explosives are manufactured.
8 33	10 47	10 47	9 00	25	IV. SEDALIA The Government lookout post on "Devil's Head" Mountain, a rugged peak with rocks towering high up from the plains, may be plainly seen twenty miles to the west.
8 52	11 06	11 06	9 17	33	IV. CASTLE ROCK County-seat of Douglas County; has large quarry interests. The name is derived from a striking outcrop of rimrock, on the left. Ahead is a grand view of Pikes Peak, 37 miles.
9 15	11 30	11 30	9 41	43	IV. LARKSPUR The country is rougher, the foothills nearer. From Larkspur, is reached by stage the resort of Perry Park, four miles toward the mountains. The whitish cliff, Casa Blanca, towers on the right.
9 24	11 42	11 42	9 52	47	IV. GREENLAND This is the crest of the divide between the Platte and the Arkansas rivers. A summer resort, with lake, hotel and cottages. Adjacent on the southwest are Glen Park, Colorado's Summer Chautauqua, and Pine Crest, with numerous pretty Swiss chalets nestling amidst the pines.
9 40	11 59	11 59	10 10	52	IV. PALMER LAKE The course is now descending, amidst scenes more rugged, and strange sandstone figures, red and white. Among the foothills lies Monument Park. Woodmen is the site of the Modern Woodmen Sanatorium. At Pikeview a remarkable view of Pikes Peak, now only ten miles distant, is afforded.
9 48	PM 12 05	PM 12 05	10 17	56	IV. MONUMENT Population, 29,078. An ideal home city, and one of great private wealth; with broad streets and magnificent residences, and Pikes Peak and Cheyenne Mountain looming close on the west. Here are located Colorado College, the State Institution for Deaf and Blind, and the Union Printers Home for disabled printers. Adjoining Colorado Springs is Colorado City, first territorial capital. Denver & Rio Grande suburban service extends to Manitou, five miles. From Colorado Springs a side trip of forty miles, through marvellous scenery, may be taken to the celebrated mining camps of Cripple Creek and Victor.
10 00	12 16	12 18	10 27	62	IV. HUSTED Population, 1,357. The Saratoga of the West, at the entrance to the Garden of the Gods, with its mineral springs, its other wonders, such as Cheyenne Cañon, the Cave of the Winds, etc., and its hotels and cottages, is one of the resort places of the world. Here the ascent of Pikes Peak, 14,109 feet, is made by cog road.
10 07	12 23	12 23	10 34	68	IV. WOODMEN The route follows down the rich, well wooded valley of the Fontaine Bouille. A splendid view of Cheyenne Mountain is given, and thence to Pine Horn-Rampart Range forms a hazy dreamland that may be described the poetic Wabow rising 13,820 and 12,720 feet from the center of the Rocky Mountains, center of the range.
10 15	12 30	12 30	10 41	70	IV. PIKEVIEW Population, 1,041. The State Reformatory seen on the right, just before arrival at the station. Cottonwood Lake, and several groups of hot springs with ample hotel accommodations make Buena Vista a favorite summer resort. Hunting and fishing are excellent. Opposite the town rise the three peaks: Harvard, 14,375 feet; Princeton, 14,196; Yale, 14,187.
10 25	12 40	12 40	10 50	75	IV. COLORADO SPRINGS Population, 44,395. Situated in the heart of the Rocky Mountains, center of the range.
10 30	12 45	12 45	10 55	75	IV. MANITOU Population, 1,357. The Saratoga of the West, at the entrance to the Garden of the Gods, with its mineral springs, its other wonders, such as Cheyenne Cañon, the Cave of the Winds, etc., and its hotels and cottages, is one of the resort places of the world. Here the ascent of Pikes Peak, 14,109 feet, is made by cog road.
11 15				88	IV. FOUNTAIN Population, 1,357. The Saratoga of the West, at the entrance to the Garden of the Gods, with its mineral springs, its other wonders, such as Cheyenne Cañon, the Cave of the Winds, etc., and its hotels and cottages, is one of the resort places of the world. Here the ascent of Pikes Peak, 14,109 feet, is made by cog road.
				93	IV. BUTTES Population, 1,357. The Saratoga of the West, at the entrance to the Garden of the Gods, with its mineral springs, its other wonders, such as Cheyenne Cañon, the Cave of the Winds, etc., and its hotels and cottages, is one of the resort places of the world. Here the ascent of Pikes Peak, 14,109 feet, is made by cog road.



15	5	19 Seen Let'd	1	Mts. Pk. Denver	Stations and Descriptive Notes
AM 12 59	PM 3 31	PM 3 14	PM 12 56	143	IV. BEAVER Out of Pueblo the train, swinging into the west, ascends along the Arkansas River, up the fertile Arkansas Valley, passing Beaver, the Junction of the Beaver, Penrose & Northern R. R. At Concrete and Portland are very extensive Portland cement works.
1 07	3 40	3 20	1 04	146	IV. PORTLAND Population, 2,712. This is the heart of Colorado's oil region. Derricks project into the air on every side. The oil is of the best quality. Florence has a large oil refinery, also cyanide plants for the reduction of Cripple Creek ores. Around about are magnificent farms and orchards. The Florence & Cripple Creek Railroad runs to the Cripple Creek and Victor mining camps, 15 miles north. Northward looms Pikes Peak, a hoary sentinel.
1 23	3 55	3 31	1 28	152	IV. FLORENCE Population, 5,162. Ascending the hilly country, the train has arrived at the orchard city, guarding the mouth of the Grand Cañon of the Arkansas. Well-ordered fruit trees, berry plats and truck gardens are everywhere. Soil and climate combine to make Cañon City a large and famed producer. The town is one of beautiful streets and homes, has an important coal output and possesses iron and soda springs, hot and cold. The State Penitentiary is located here. The Sky Line drive is a noted scenic trip, as is the road to the rim of the Royal Gorge, whence one may gaze down to the bottom of the abyss, 2,627 feet—nearly half a mile! At Cañon City an open-top observation car is attached to daylight trains during the summer season for the ride through the cañon and the Royal Gorge.
1 45	4 15	3 45	1 40	160	IV. CANON CITY Population, 5,162. Ascending the hilly country, the train has arrived at the orchard city, guarding the mouth of the Grand Cañon of the Arkansas. Well-ordered fruit trees, berry plats and truck gardens are everywhere. Soil and climate combine to make Cañon City a large and famed producer. The town is one of beautiful streets and homes, has an important coal output and possesses iron and soda springs, hot and cold. The State Penitentiary is located here. The Sky Line drive is a noted scenic trip, as is the road to the rim of the Royal Gorge, whence one may gaze down to the bottom of the abyss, 2,627 feet—nearly half a mile! At Cañon City an open-top observation car is attached to daylight trains during the summer season for the ride through the cañon and the Royal Gorge.
1 50	4 20	3 50	1 45	160	IV. GRAND CANON OF THE ARKANSAS After passing the State Penitentiary, on the right, the train rounds a long curve and rushes into the celebrated Grand Cañon of the Arkansas. The steep, saggy hills between which hurries the dashing, green water give place to rock, and following the immense breach in the granite the train seems to be penetrating the very bowels of the earth. This, the Grand Cañon, through which the Arkansas pours from the high country to the lower, is ten miles long, and the railroad, by a marvel of engineering enterprise and dint of much blasting and ballasting, has made of it a thoroughfare renowned the world over. Clinging close to every twist and turn the train proceeds. There is scarce space betwixt wall and river for the single track. The narrowest portion of the passage, the wondrous Royal Gorge, has been reached. The red granite and gneiss walls, sparkling with mica, tower aloft on either hand 2,627 feet; the sky is a thread, almost obliterated by the jagged ramparts, and the stars may be seen mid-day. At one point, the Hanging Bridge, the width is but ten yards, and the roadbed has been built out over the water. The river boils madly through; the engine sways now to the right, now to the left, dragging the train; the vista ahead, momentarily blocked, opens again; a way is always found. And ever there is the ruddy granite, in walls and in huge broken masses, and the green stream foaming against its boulders and masses of side cañon, wooded and mysterious. Bands of mountain sheep are seen almost daily on the high cliffs.
2	4 33	4 03	1 57	165	IV. ROYAL GORGE After the Royal Gorge the Grand Cañon, with its entrancing aspects of rock and water, continues. At Texas Creek, the main defile having been traversed, the special observation car is detached. Here on the left is seen the branch line to the mining town of Westcliffe, 25 miles into the Wet Mountains. To the left the rugged, snowy Sangre de Cristo (blood of Christ) Range is visible ahead. The Cañon merges into the narrow valley of the Upper Arkansas; and passing the health resort of the Wellsville Hot Springs, between Howard and Cleora, at the left, and ranches and quarries and bits of wild scenery, the train speeds on up to Salida.
2 20	4 52	4 20	2 15	171	IV. PARKDALE Population, 4,425. An important junction point of the Denver & Rio Grande. Here passengers for the narrow gauge change, to proceed on westward over Marshall Pass and through the Black Cañon of the Gunnison, rejoicing the main line standard gauge at Grand Junction. From Salida the road runs also southward, for Alamosa, Creeds, Durango and Silverton, and Santa Fe. Salida has large railroad, mining and smelting interests, and thriving cattle ranches adjacent to it. The site commands an inspiring view of the jumbled Sangre de Cristo Mountains, clear at hand, with Mt. Shavano and Ouray between which lies Marshall Pass, to the southwest, and the Collegiate Range to the northwest. Continuing from Salida on the standard gauge line, through Brown's Cañon, another fascinating defile cut by the ever-present Arkansas, entrance is made again into the Valley of the Upper Arkansas, now opening broadly, interspersed with cedared hills, boulders and flats, and ranch lands. On the left Mt. Harvard, Yale and Princeton of the Collegiate Range draw constantly nearer. Ahead is Mt. Massive.
2 52	5 26	4 52	2 46	184	IV. TEXAS CREEK Creek, the main defile having been traversed, the special observation car is detached. Here on the left is seen the branch line to the mining town of Westcliffe, 25 miles into the Wet Mountains. To the left the rugged, snowy Sangre de Cristo (blood of Christ) Range is visible ahead. The Cañon merges into the narrow valley of the Upper Arkansas; and passing the health resort of the Wellsville Hot Springs, between Howard and Cleora, at the left, and ranches and quarries and bits of wild scenery, the train speeds on up to Salida.
2 30	5 44	5 00	3 02	192	IV. COTOPAXI Population, 1,041. The State Reformatory seen on the right, just before arrival at the station. Cottonwood Lake, and several groups of hot springs with ample hotel accommodations make Buena Vista a favorite summer resort. Hunting and fishing are excellent. Opposite the town rise the three peaks: Harvard, 14,375 feet; Princeton, 14,196; Yale, 14,187.
2 38	6 12	5 36	3 28	203	IV. HOWARD Population, 1,041. The State Reformatory seen on the right, just before arrival at the station. Cottonwood Lake, and several groups of hot springs with ample hotel accommodations make Buena Vista a favorite summer resort. Hunting and fishing are excellent. Opposite the town rise the three peaks: Harvard, 14,375 feet; Princeton, 14,196; Yale, 14,187.
3 40	6 40	6 05	3 55	215	IV. SALIDA Population, 4,425. An important junction point of the Denver & Rio Grande. Here passengers for the narrow gauge change, to proceed on westward over Marshall Pass and through the Black Cañon of the Gunnison, rejoicing the main line standard gauge at Grand Junction. From Salida the road runs also southward, for Alamosa, Creeds, Durango and Silverton, and Santa Fe. Salida has large railroad, mining and smelting interests, and thriving cattle ranches adjacent to it. The site commands an inspiring view of the jumbled Sangre de Cristo Mountains, clear at hand, with Mt. Shavano and Ouray between which lies Marshall Pass, to the southwest, and the Collegiate Range to the northwest. Continuing from Salida on the standard gauge line, through Brown's Cañon, another fascinating defile cut by the ever-present Arkansas, entrance is made again into the Valley of the Upper Arkansas, now opening broadly, interspersed with cedared hills, boulders and flats, and ranch lands. On the left Mt. Harvard, Yale and Princeton of the Collegiate Range draw constantly nearer. Ahead is Mt. Massive.
4 05	6 50	6 10	4 05	215	IV. SALIDA Population, 4,425. An important junction point of the Denver & Rio Grande. Here passengers for the narrow gauge change, to proceed on westward over Marshall Pass and through the Black Cañon of the Gunnison, rejoicing the main line standard gauge at Grand Junction. From Salida the road runs also southward, for Alamosa, Creeds, Durango and Silverton, and Santa Fe. Salida has large railroad, mining and smelting interests, and thriving cattle ranches adjacent to it. The site commands an inspiring view of the jumbled Sangre de Cristo Mountains, clear at hand, with Mt. Shavano and Ouray between which lies Marshall Pass, to the southwest, and the Collegiate Range to the northwest. Continuing from Salida on the standard gauge line, through Brown's Cañon, another fascinating defile cut by the ever-present Arkansas, entrance is made again into the Valley of the Upper Arkansas, now opening broadly, interspersed with cedared hills, boulders and flats, and ranch lands. On the left Mt. Harvard, Yale and Princeton of the Collegiate Range draw constantly nearer. Ahead is Mt. Massive.
5 02	7 31	6 50	4 46	233	IV. NATHROP and ranch lands. On the left Mt. Harvard, Yale and Princeton of the Collegiate Range draw constantly nearer. Ahead is Mt. Massive.
5 20	7 50	7 07	5 02	240	IV. BUENA VISTA Population, 1,041. The State Reformatory seen on the right, just before arrival at the station. Cottonwood Lake, and several groups of hot springs with ample hotel accommodations make Buena Vista a favorite summer resort. Hunting and fishing are excellent. Opposite the town rise the three peaks: Harvard, 14,375 feet; Princeton, 14,196; Yale, 14,187.

A. M. time in light type. P. M. time in black type.

What to See in Denver



Welcome Arch

LOCATION—Denver is situated 12 miles east of the foothills of the Rocky Mountains, near the north central part of the state, at the junction of the South Platte River and Cherry Creek. Altitude, one mile above sea level. From any elevation in the city a view of the Snowy Range can be had for a distance of two hundred miles north and south. The population is 213,381.

WELCOME ARCH—Foot of Seventeenth Street in front of Union Station. Erected by private subscription. Weight, 70 tons. The arch is 86 feet wide and 65 feet from the street to the highest point. Driveway is 34 feet wide and side wings for pedestrians are each 11 feet wide and 26 feet high. Constructed of combination of metals, bronze plated with veldi antique finish.

AUDITORIUM—Fourteenth Street between Champa and Curtis streets. Cost \$700,000. Built by the city. Absolutely fire-proof. The building is 286 feet long by 200 feet wide and has a seating capacity of 12,000. Constructed so as to be converted into a mammoth convention hall, or divided so that one-half can be used as a theatre, with seating capacity of 3,145.

STATE CAPITOL—Capitol Hill between Colfax and Fourteenth avenues, overlooking Broadway and the new Civic Center. Built of Colorado granite and finished on the inside with Colorado onyx and bronze. The great dome is gilded and artistically lighted at night. Cost, \$2,800,000, exclusive of site. Grounds cover three squares. In the basement is a magnificent collection of mineral specimens from Colorado mines; a wonderful anthropological collection containing a complete assortment of utensils, wearing apparel, weapons, etc., of the ancient Cliff Dwellers; War Relic Museum and exhibit of horticultural products grown in Colorado. On Fourteenth Avenue and Sherman Street, across from the Capitol, a new state museum is being built to house these exhibits. The cost of the building will be \$250,000.

UNITED STATES MINT—West Colfax Avenue and Delaware Street. Opened February 1, 1906. Gold coined from date of opening to January 1, 1910, \$96,255,250.00. Silver, \$11,406,900.00. Mexican pesos, \$3,099,645. Newest and most modern of the government money factories. Open to visitors from 10 to 12 a.m. and 1 to 3 p.m. daily except Sunday.

PUBLIC LIBRARY—West Colfax Avenue between Acoma and Bannock streets. Contains 175,000 volumes and has a capacity for 300,000 volumes. Corinthian style of architecture.

COURT HOUSE—Occupies entire square bounded by Fifteenth, Sixteenth and Tremont streets and Court Place.

CHAMBER OF COMMERCE—One of the handsome structures of the city. Located on Champa Street between Seventeenth and Eighteenth streets. Complete exhibit of agricultural, horticultural and mineral products of Colorado, showing the progress and possibilities of this wonderful state. Maintains Publicity and Information Bureaus. General headquarters for the commercial organizations of the city. The Real Estate Exchange, Colorado Electric Club and Manufacturers' Association have commodious rooms in this building.

PUBLIC BATH HOUSE—Twentieth and Curtis streets. Built by the city. Equipped with fine swimming pool.

CITY PARK—Contains \$20 acres beautifully improved. Has two lakes, the largest containing 19 acres; the most extensive zoo in the Inter-Mountain West; fine aviary, children's playground. A unique attraction is an electric fountain in the center of the large lake, which displays its beautiful prismatic colors every evening in summer. The flower beds are a revelation; the wonderful sunshine of Colorado imparts to the flowers a richness of hue that is the marvel of visitors. Reached from business district by cars which travel along Fifteenth, Sixteenth, Seventeenth and Curtis streets.

WASHINGTON PARK—With its splendid bathing beach and rolling lawns, is one of the beautiful sight places of the city. Reached from the business district by cars going south on Fifteenth Street, carrying "Washington Park" signs.

COLORADO MUSEUM OF NATURAL HISTORY—Located in City Park, overlooking the large lake. Contains some of the finest collections of minerals, animals, birds, and works of art in the world. In the mineral department is an exhibit of leaf, wire and crystalline gold that is actually worth \$50,000, but the value as a museum attraction is several times that sum. It is known as the John F. Campion collection. A panoramic view of the park is afforded from the front steps of this building.

CHEESMAN PARK—A beautiful "breathing spot" covered with a magnificent lawn, in the center of which, on an elevation, is the Cheesman Memorial, built of Colorado white marble.

STREET LIGHTING—The four main thoroughfares, Fifteenth, Sixteenth, Seventeenth and Eighteenth streets, are artistically lighted by electricity. The plan is different on each street. Seventeenth Street, which runs from Welcome Arch to Broadway, is known as "The National Thoroughfare" because of the thousands of tourists who pass along this street every year.

STOCKYARDS—Covers forty acres. Annual Stock Show is held in the Stadium located at the yards. This building has one of the largest show rings in the world. Two large packing houses are also located at the stockyards.

AMUSEMENT PARKS—The summer amusement parks are attractive and has its special features.

Lakeside, Denver's "White City"—Has a large number of attractions, also a summer theatre, Berkeley-Farm.

Elitch's Gardens—In addition to there is a high-class summer theatre.

ELECTRIC LINES—Denver Interurban railway, a forerunner of the rounding country.

CITY HALL—Contains also the Police

OVERY Association Denver

What to See in Salt Lake City

TEMPLE SQUARE—A 10-acre block, walled and beautifully parked, at Main and South Temple streets; contains Mormon Temple, Tabernacle, Assembly Hall and Bureau of Information for visitors.

THE TEMPLE—A massive granite structure, where the sacred ritualistic ceremonies of the Mormon Church are performed. Visitors are not admitted. Cost \$4,000,000.00 and took 40 years to build. The granite was quarried in Little Cottonwood Cañon and hauled 20 miles by ox team. The building is 186x399 feet. Walls are 16 feet thick at the base. The Temple is surrounded by six spires, on the highest of which stands a statue of the Angel Moroni, who is supposed to have revealed the plates of the Book of Mormon to the Prophet Joseph Smith.

THE TABERNACLE—Noted for its peculiar architecture and remarkable acoustics. It is 250x150 feet and covered by a self-supporting dome roof, resembling the shell of a turtle. Seating capacity, 10,000.

THE TABERNACLE ORGAN—One of the largest pipe-organs in the world; has 108 stops and accessories; contains 5,500 pipes, ranging in length from two inches to 32 feet, and capable of 400 tonal variations. Every tone, or shade of tones, is possible on this organ. The pipes can be made to respond 726 times a minute. Free organ recitals are given in the tabernacle at noon every day from the middle of April to about the first of October.

SALT LAKE COMMERCIAL CLUB—Situated in Exchange Place. One of the finest buildings in the United States owned and occupied exclusively by a commercial organization. Headquarters of the Commercial Club Publicity Bureau, dealing in information about Utah's resources and opportunities.

EAGLE GATE—Spanning State Street at South Temple. Formerly the gateway to the private grounds of Brigham Young and leads to City Creek Cañon and the new state capitol.

NEW STATE CAPITOL—On an eminence at the head of State Street, overlooking the city. Built of Utah granite and marble at a cost of \$2,500,000. To be completed in 1915.

BEEHIVE HOUSE—Official residence of the President of the Mormon Church. Adjoins Eagle Gate on South Temple Street.

LION HOUSE—Adjoins Beehive House. Formerly homes of wives of Brigham Young; now used by the Latter-day Saints University.

EXECUTIVE BUILDING—Of the Mormon church, now building just west of Lion House. Deseret Gymnasium, Presiding Bishop's Building and Latter-day Saints University, all Mormon institutions, are situated in the same square, to west and north.

AMELIA PALACE—Corner of State and South Temple Streets, built for the favorite wife of Brigham Young, now a private residence.

BRIGHAM YOUNG MONUMENT—Main Street, at South Temple. Erected by Mormon associations in honor of Brigham Young and the Pioneers of 1847.

TOMB OF BRIGHAM YOUNG—In the private burial ground of Brigham Young, on First Avenue, a few steps from Eagle Gate. No longer used as a cemetery.

SALT LAKE THEATRE—At the corner of State and First South streets. Built by Brigham Young in 1862; is the fifth oldest standing theatre in the United States and is still used as a theatre, playing high-class road attractions. Other theatres: Orpheum, Empress, Pantages (vaudeville), Garrick, American and Rex.

FREE EXHIBIT OF UTAH'S MINING, INDUSTRIAL AND AGRICULTURAL RESOURCES—Ground floor Vermont Building, opposite Temple Square gate. Deseret Museum occupies second floor of same building.

CITY AND COUNTY BUILDING—Beautiful gray-stone structure occupying ten acres square on State street, at Fourth South.

SALT LAKE BEACH—Located 15 miles west of the city on the shores of Great Salt Lake; famous the world over for the salt water bathing. The waters of the lake are saturated with salt and are so heavy that it is impossible for bathers to sink. Dancing, boating, amusements, and picnics are also features of the resort. Regular resort season from May 30th to September 1st. Special tourist trains operated during the whole year. The resort is reached by a steam railroad. Depot less than a block from the new Denver & Rio Grand-Western Pacific station.

WANDAMERE—Located in the suburbs, five miles southeast of the city. Temperance resort, owned by the Mormon Church. Boating, dancing, picnicking, etc. Reached by street cars. Closed on Sunday.

MAJESTIC PARK—Five minutes trolley ride from the center of the city. Famous saucer bicycle track, dancing pavilion, etc.

LAGOON—Located 17 miles north of the city, in the farming country. Bathing, dancing, picnicking, etc. Reached by an electric car to Ogden. Depot corner Third West and South Temple.

LIBERTY PARK—Within the city limits. Containing 200 acres. Reached by street car.

FORT DOUGLAS—U. S. Military Post, three miles east of the city. Reached by street car.

WARM SPRINGS—Located 10 miles east of the city. Reached by street car. Hot sulphur baths.

THE SEEING SALT—Reached by street car and automobile. Opposite Temple Square gate.

CITY



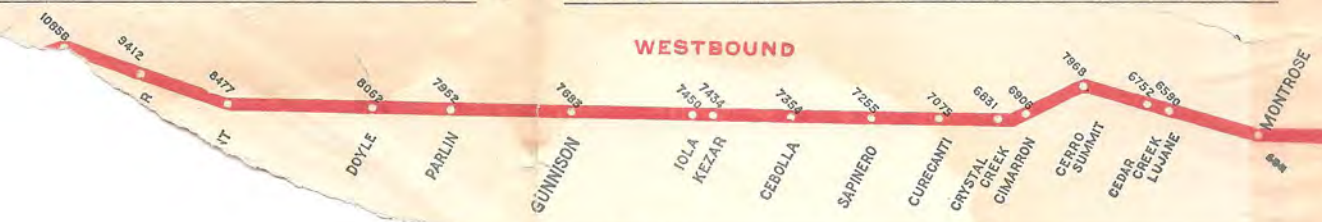
Figures Indicate Altitude Above Sea Level

Figures Indicate Altitude Above Sea Level

15	5	19 Scenic L'd	1	Mile from Denver	Stations and Descriptive Notes
8 04 AM	8 34 PM	7 50 PM	8 50 PM	257	lv. GRANITE The course is still along the Upper Arkansas, amidst hay and cattle ranches and rugged scenery. At Granite may be described old placer workings in the former bed of the river. And here one takes stage for the noted resort, Twin Lakes, 10 miles away.
8 44	9 15	8 27	6 30	271	lv. MALTA Ahead on the right has been visible the smoke of the Leadville smelters, against the Mosquito Range. At Malta connection is made for Leadville, five miles north. To the left rises Mt. Massive, highest peak in the state, 14,424 feet.
87 05 7 15	9 35 8 55	8 48 8 00	8 50 8 05	276	ar. LEADVILLE Population, 7,508. One of the greatest of mining camps, combined with a modern city, the highest in the world. It is situated in a most productive gold and silver district, and exhibits mining by all known methods. The value of the precious metals produced since 1877 is \$350,000,000, and annual output is now in excess of \$15,000,000. Mountains wall in the city. A boulevard extends five miles to the resorts of Soda Springs and Evergreen Lakes, affording a delightful drive. From Leadville the Denver & Rio Grande Blue River branch reaches on over picturesque Fremont Pass (the highest pass crossed by a traction road) to the gold region of Dillon.
8 52	9 50	9 00	8 00	281	lv. TENNESSEE PASS Leaving Malta and the faithful Arkansas River, now grown small, amidst snow patches and stunted cedars and bleak stretches the train climbs the winding grade of Tennessee Pass, over the Continental Divide. The crest of the pass is pierced by a tunnel a half mile long, the farther end opening upon the Pacific Slope. During the ascent and descent of the pass many charcoal ovens are seen, the product having been used in the smelters. About at mile post 292, between Pando and Red Cliff, through a gulch rift on the left, the spectacle of the Mount of the Holy Cross can be glimpsed. On the right and far below meanders the Snake River, and through this narrow valley marched Fremont and his men.
8 21	11 12	9 23	7 22	289	lv. PANDO Through castellated Red Cliff Cañon is reached the town of Red Cliff, county-seat of Eagle County, on the headwaters of the Eagle River, and a supply point for the Battle Mountain and other rich mining districts. From Red Cliff the Mount of the Holy Cross is most conveniently attained; and just west of the town commences the Eagle River Cañon. The rock formation is glowing maroon, and numerous prospect holes and mine dumps are in evidence.
8 36	11 27	9 35	7 37	294	lv. RED CLIFF This cañon not only is impressive with the
8 43 AM	10 33 PM	9 44 PM	7 44 PM	296	lv. EAGLE RIVER CANON This cañon not only is impressive with the



15	5	19 Scenic L'd	1	Mile from Denver	Stations and Descriptive Notes
9 00 9 10	10 50 11 00	10 00 10 05	8 00 8 05	302	ar. MINTURN Since leaving Tennessee Pass the course has been descending, and will continue so into Utah. The Eagle River, which the track now follows, is a splendid fishing stream. The cañon ends at Rex. Just before Minturn is reached may be seen a rock formation, the Lioness, on the summit of a hill at the right.
9 46	11 35	10 40	8 40	319	lv. WOLCOTT The country is more open. Wolcott is an outfitting point for big game fields north.
10 08	11 55	10 59	9 00	329	lv. EAGLE Eagle, in the rapidly advancing agricultural Eagle Valley, also is an outfitting point.
11 23	12 06	11 12	9 12	336	lv. GYPSUM Red sandstone, cropping among the hills, gives pleasing touches of color. Gypsum is named because of the deposits of that substance nearby. This is still the Valley of the Eagle, and much land is being reclaimed by irrigation. As the train proceeds a wide expanse of bristling black lava beds will be observed, on the right, contrasting with the hay flats and the willow bottoms, and indicating that hereabouts was once an active crater.
11 59	12 37	11 40	9 42	361	lv. SHOSHONE Shortly after passing Dotsero, and where the Eagle River joins the Grand River, the train enters the Cañon of the Grand. For 16 miles the eye is constantly bewildered by the variety of the changing views. The cañon opens, closes, opens again; is now wooded, now bare; now ruddy, now darker; and the immense enclosing walls, 2,500 feet in height, are tilted, striated, and cut in fantastic figurations. Three tunnels are encountered, and at one point—the Portals—railroad and river occupy all the narrow passage.
11 20 11 20 AM	1 05 1 05 AM	12 05 12 05 AM	10 10 10 10 PM	360	ar. GLENWOOD SPRINGS Population, 2,019. Whisking out of the last tunnel the train rolls into Glenwood Springs, one of the best known



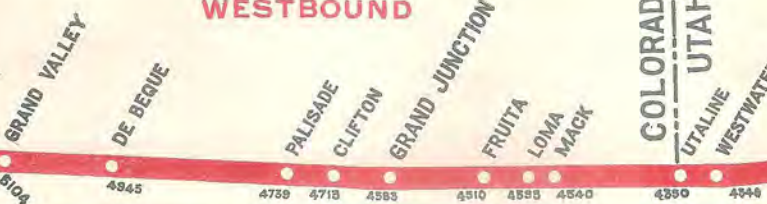
315	Mile from Denver	Stations and Descriptive Notes
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289 lv. IOLA Butte in the picturesque Elk Mountains. Near Gunnison the Taylor and East Rivers join and form the Gunnison; the favorite anglers' headquarters. An open-top observation car is attached during the summer season, which permits of unobstructed view of the passing scenery. The Gunnison flows the Gunnison down its valley, through the men's lodges devoted to anglers (for the celebrated trout streams of the county; to Sapihero and Cañon of the Gunnison—each line runs up to Lake beyond the station, on the City, and Lake immediately of the Gunnison—ing color

WESTBOUND

WESTBOUND

Figures Indicate Altitude Above Sea Level



15	5	19	1	Miles from Denver	Stations and Descriptive Notes
PM 2 40	AM	AM	PM 5 15	401	pleasure resorts and watering places in the West. Here the Roaring Fork River empties into the Grand. To the right is Mt. Sopris. Remarkable hot sulphur springs have been modernized with extensive bathing pavilions and swimming pools, and a modern resort hotel, the "Hotel Colorado." Bathing, fishing, hunting, golf, tennis, polo, excursions into the beautiful country around about, combine to make Glenwood, during the season, a rendezvous for fashion, gaiety and health. Forty-three miles from here is the largest deposit of white marble in the world and the largest single marble mill in operation. A branch line runs southward 40 miles to Aspen.
AM 11 50	s 1 35	12 35	s 10 40	373	ar. ASPEN Population, 1,834. Aspen branch. Great v. ASPEN mining town. In the heart of a most picturesque country, abounding in fish and game.
PM 12 05	f 1 50	12 47	10 52	380	iv. NEW CASTLE Out of Glenwood the train traverses the important Valley of the Grand. The hills are blotched and stratified with red. New Castle, made famous because here President Roosevelt disembarked for the big game region, is a big coal and agricultural center. To the right is a smoking mountain. An underground coal bed has been on fire for twenty years.
12 10	1 58	12 54	11 00	383	iv. SILT The whole Grand Valley is one enormous fruit section, and new orchards are constantly being put in as irrigation facilities increase. Grain, hay and sugar beets also flourish.
s 12 18	s 2 05	1 00	f 11 07	387	iv. IVES The soil, both the red and the gray, is exceedingly strong and productive. Rife is an im-
s 12 48	f 2 42	1 28	11 34	404	iv. GRAND VALLEY portant cattle shipping station, and is connected by stage with
s 1 10	f 3 06	1 49	11 57	417	iv. DE BEQUE Meeker, 40 miles north in the celebrated White River sportsman's country. Grand Valley's fruits have just renown. A peculiar mesa formation stretches on the north, protective. South of De Beque is the rich Plateau Valley fruit section. De Beque also is a big game outfitting point. All this soil along the railroad is enormously fertile, requiring only water, of which there is
s 1 56	s 3 53	2 30	f 12 35	437	iv. PALISADE an abundant supply available. At Palisade, where the rimrock so thoroughly
s 2 05	f 4 02	2 40	12 45	443	iv. CLIFTON concentrates the sun and bars cold winds, land values easily reach \$3,000 an acre. Ten years ago much of the acreage was considered dear at \$10.
s 2 20	s 4 15	2 55	s 1 00	450	ar. GRAND JUNCTION Population, 7,754. The Gunnison River, coming from the south, here unites with the Grand; and here the Marshall Pass the Ouray, Telluride and Durango routes of the Denver & Rio Grande join the main line. Grand Junction is a town of the first class, in the midst of a wonderful agricultural and

15	5	19	1	Miles from Denver	Stations and Descriptive Notes
PM 2 30	AM 4 30	AM 3 05	AM 1 10	450	iv. GRAND JUNCTION horticultural district. On the Grand Mesa, to the south, thousands of cattle and horses. Commercially, also, Grand Junction ranks high, with a large sugar factory of the Western Sugar Co., and a railroad station which cost \$60,000.
s 2 46	s 4 47	3 23	1 26	461	iv. FRUITA The train follows down the Grand River through the wide alluvial valley enclosed by mesas. This is still the fruit belt, actual and prospective.
f 2 52	4 54	3 29	1 32	466	iv. LOMA Mack is the junction for the Uintah Railway, which runs northwest 62 miles, over Baxter Pass, to Dragon and Watson, Utah, and the
s 3 00	s 5 04	3 35	1 39	469	iv. MACK Uintah Reservation. At these points are rich workings of gilsonite and mineral wax. From Watson there is a stage line to Ft. Duchesne, Vernal and other growing towns. Onward from Mack, on the main line, stretches the Colorado desert; on either side of the train is the gray, gravelly soil, cut deep by arroyos, broken by hummocky up-lifts, and flanked by hazy mesas. A desolate country now, but destined under the water that will some day be given it to bear orchards like the preceding portion of the valley. On the right are the brightly striated Book Cliffs, which will continue for many miles. By means of a tunnel lined with cement the train pursues the river into Ruby Cañon, which, on account of its ruddy sandstone, is rightly named. The hues and the strange figures cut by wind and water make this cañon, 19 miles long, unique. Midway of the cañon, at
3 27	5 32	4 02	2 13	484	iv. UTALINE mile post 483, on the right, can be seen painted upon the cañon wall, opposite the car windows, a black line, with "Colorado" on the east side of it, "Utah" on the west.
f 3 35	5 41	4 10	2 22	488	iv. WESTWATER Here the railroad and the Grand River part company; the stream veers southward for a junction with the Green. Far in the south show the snowy crests of the Sierra la Sal Mountains.
f 4 05	6 15	4 40	2 52	504	iv. CISCO The Utah desert, fantastic beyond description, is being crossed. Amidst the sage and greasewood are myriad sheep trails. Cisco is a large shearing and shipping point.
s 5 00	s 7 12	5 35	3 50	528	iv. THOMPSON Thompson, or Thompson's Springs, in its own little oasis of grass and flowers, is another shipping station for cattle and sheep. South 32 miles, on the Grand River, is Moab, center of a notable fruit and general farming section.
s 5 45	s 7 56	6 20	s 4 30	555	iv. GREEN RIVER This townsite has been made beautiful by irrigation and tasteful buildings. The outlying land is rapidly being put under cultivation for fruit and produce. Green River cantaloupes are celebrated. Here, on a splendid steel bridge, the train crosses the noble Green River, which, navigable by steamboats, rushes southward to form, with the Grand, the Colorado. Five years ago this spot was an arid waste. The Lombardy poplar, water-loving and a favorite of the Mormons, is now first encountered. The sky line is broken by peculiar palisade cliffs and in the distant south may be descried the rim of the Grand Cañon of the Colorado.
f 6 42	8 52	7 15	5 27	581	iv. WOODSIDE At Woodside, the desert, even more weird with its arroyos, hummocks, columns and pinnacles, reaches before, behind, and on either side.
f 7 37	f 9 51	8 10	6 27	603	iv. MOUNDS From Mounds a branch line runs up to the Sunnyside coal district. Big irrigating ditches, like the one skirting the hillside at the left, are about
7 44	9 59	8 16	6 35	609	iv. FARNHAM to bring water to thousands of acres. The track follows up the Price River, through the valley of that name. Serrated bluffs and
f 7 59	10 07	8 23	6 41	614	iv. WELLINGTON tains are lined against the horizon, right and left. The valley itself is not desert, but is well taken by prosperous ranches.
s 8 08	s 10 20	8 33	f 6 53	619	iv. PRICE Important railroad and agricultural point. Northward extends a stage road to Ft. Duchesne, 90 miles, in the Uintah Indian Reservation, and southward to the important communities of Castledale, Emery and Ferron. An irrigation system that will water 12,000 acres of land has just been completed.
s 8 30	s 10 45	8 55	f 7 20	627	ar. HELPER At this model little railroad town, built at the mouth of the crooked, spectacular defile, under the supervision of the road, are attached the "helper" locomotives for the ascent of the Wasatch Mountains.
8 40	10 55	9 05	7 30	627	
18 55	f 11 10	9 19	7 45	630	iv. CASTLE GATE Here are extensive coal mines and hence, through the giant Castle Gate, from which the station takes its name, where the maroon and apricot sandstone jets abruptly 500 feet into the clear air on either side of the track, the train ascends Price River Cañon. There are nine miles, twisting like a mountain ram's horn, between kaleidoscopic sandstone, changing hue and shape with every rod; protruding bold promontories, jagged battlements, menacing boulders, faces, couchant figures; and through unexpected embrasures the most delicious vistas. 'Twas called by the Mormons, in the old days, "Entrance to the Promised Land." The Price River comes leaping, tumbling down, counter to the train. The
f 9 52	s 12 10	10 10	8 38	645	iv. COLTON road is double-tracked to Provo. At Colton, amidst the wide, wind-swept open, almost to the summit of the pass, a grazing country, a branch line extends south to the Pleasant Valley coal mines.
s 10 12	s 12 30	s 10 28	s 8 58	652	iv. SOLDIER SUMMIT On the route of the main line marched Colonel Albert Sydney Johnson's army, returning after the "Mormon War" in 1857-58, and at Soldier Summit, the very top of the range, was one of the camps. On the left, enclosed by wooden fences, are the graves of some of the soldiers. The descent into the vast Utah Valley now lies ahead.



315	Miles from Denver	Stations and Descriptive Notes
PM 3 14	362	iv. OLATHE Olathe is the center of the great district of 150,000 acres now watered by the Gunnison Tunnel.
s 3 45	373	iv. DELTA Population, 2,338. This is a thriving fruit and sugar beet depot, and is also much interested in stock raising. Big game hunting is found around about. A branch line of the railroad reaches eastward, up the north fork of the Gunnison River to the coal fields and the orchard
f 3 55	378	iv. ROUBIDEAU country of Hotchkiss, Paonia and Somerset, 43 miles. Just beyond Delta the track crosses the Uncompahgre and strikes the Gunnison, near the junction of the two. This is the same Gunnison which was left behind in the cañon. The scenery continues horticultural until the Valley of the Gunnison has been traversed; then boulders become more evident, reddish, crags jut forth, the hills grow steeper and, hedged by strangely sculptured deep-rose walls
f 4 02	380	iv. STRATTER the Gunnison, near the junction of the two. This is the same Gunnison which was left behind in the cañon. The scenery continues horticultural until the Valley of the Gunnison has been traversed; then boulders become more evident, reddish, crags jut forth, the hills grow steeper and, hedged by strangely sculptured deep-rose walls
f 4 13	385	iv. ESCALANTE the Gunnison, near the junction of the two. This is the same Gunnison which was left behind in the cañon. The scenery continues horticultural until the Valley of the Gunnison has been traversed; then boulders become more evident, reddish, crags jut forth, the hills grow steeper and, hedged by strangely sculptured deep-rose walls
f 4 28	391	iv. DOMINGUEZ the Gunnison, near the junction of the two. This is the same Gunnison which was left behind in the cañon. The scenery continues horticultural until the Valley of the Gunnison has been traversed; then boulders become more evident, reddish, crags jut forth, the hills grow steeper and, hedged by strangely sculptured deep-rose walls
f 4 45	398	iv. BRIDGEPORT the Gunnison, near the junction of the two. This is the same Gunnison which was left behind in the cañon. The scenery continues horticultural until the Valley of the Gunnison has been traversed; then boulders become more evident, reddish, crags jut forth, the hills grow steeper and, hedged by strangely sculptured deep-rose walls
f 4 57	403	iv. DEER RUN the Gunnison, near the junction of the two. This is the same Gunnison which was left behind in the cañon. The scenery continues horticultural until the Valley of the Gunnison has been traversed; then boulders become more evident, reddish, crags jut forth, the hills grow steeper and, hedged by strangely sculptured deep-rose walls
f 5 10	408	iv. KAHAHAH There are several tunnels, the one at Bridgeport being 2,256 feet in length and among the longest of the road.
s 5 20	412	iv. WHITEWATER Out from the cañon rolls the train into a broad, alluvial valley marked by willows, and,
f 5 35	417	iv. UNAWEEP crossing the Grand River by an iron bridge, is at Grand Junction, where the standard gauge is resumed for the remainder of the journey to Salt Lake City and Ogden.
s 6 00	424	ar. GRAND JUNCTION

Trains stop only at stations where time shown is preceded by "s" indicating "stop" or "f" indicating "flag."

A. M. time in light type. P. M. time in black type.



WESTBOUND

15	5	19	1	Stations and Descriptive Notes
PM	PM	AM	AM	
11 20	1 39	11 31	10 05	681 ar. THISTLE Here are round-houses and repair shops. A branch line leads southward into the famous agricultural San Pete Valley. Right in the cañon is the resort of Castilla Hot Springs, with large hotel and poplar-shaded grounds and bathing facilities. Shortly after passing Castilla may be seen on the left the Strawberry Valley Tunnel project, being put through by the United States government to irrigate 50,000 acres of land. Emerging suddenly from the cañon the train
11 27	1 45	11 37	10 12	685 lv. CASTILLA is upon the brink of Utah Valley, and before the eye is spread a vast spectacle, all of loveliness, peace and prosperity! Utah Lake, 30 miles long by 6 wide, shimmers blue on the left ahead. A branch line runs 44 miles south to the famous Tintic mining district.
11 49	2 03	11 55	10 30	696 lv. SPRINGVILLE Prvo, population 8,925. Just back from the lake shore, at the base of the Wasatch Range, is one of the wealthiest of Mormon towns, with broad streets, a multitude of the favorite poplars, handsome residences, and a large woolen mills industry. The first woolen mill west of the Missouri River, now using 1,000,000 pounds of wool annually, is located here, also Brigham Young Academy. Far southeast may be described Mt. Nebo, the end of the Wasatch Range. From Provo a branch line runs up beautiful Provo Cañon to Heber and the marvelous Hot Pots phenomena.
12 03	2 16	12 06	10 42	701 lv. PROVO Along the shore of Utah Lake, with the Oquirrh Mountains white and blue in the distance, the train proceeds. The lake furnishes excellent bathing and bass fishing and boating, and Geneva, close to the waters, is a much-frequented summer resort. The vicinity is closely cultivated, producing grain and hay and fruits, and an enormous quantity of sugar beets. At Lehi is a large beet-sugar factory, the first in the West; cost, \$500,000. The track crosses and recrosses the River Jordan, an opaquish, crooked stream connecting Utah Lake with the Great Salt Lake below, as the real Jordan connects the Sea of Galilee and the Dead Sea. Salt Lake City, with its temple spires projecting above all other buildings, is in easy view, 17 miles before. The landscape is checkered with poplar-defined farms.
12 11	2 25	12 14	10 50	705 lv. LAKOTA Here are large smelters, and south is the rich copper district of Bingham, to which a branch line runs. From Midvale a double track extends down the Valley of the Jordan to Salt Lake in the Salt Lake Valley. At Murray are more smelters and ore reduction plants. And now, into Salt Lake, are to be seen many truck gardens, which supply the city, in measure, with produce.
12 20	2 35	12 23	10 59	710 lv. GENEVA Population, 92,777. Zion, the City of Saints, capital of Utah, founded in 1847 by the Mormon pioneers, who had truded overland from Illinois, is a center of business enterprise, natural beauty and historic interest. It is notably well laid out, with wide, straight streets, shaded by poplars, catpaws and other deciduous trees, and bordered by running mountain water. Within the city what usually first is inspected by the visitor is Temple Square, containing the chief Mormon buildings—the Temple, Tabernacle and Assembly Hall. Here also is the Bureau of Information, for the benefit of strangers. Adjacent to the Square are the Beehive and Lion Houses and the Administration Offices, formerly the quarters of Brigham Young, the Prophet. Rivaling in interest the evidences of Mormonism, past and present, with which the city is filled, on the west, and stretching north and south, lies the Great Salt Lake, 100 miles long, in places 60 miles wide, six times as salty as the ocean and inhabited only by a minute shrimp. Large islands rise above its blue-gray surface. On its shore, a fascinating twenty minutes' ride by rail (during which extensive salt evaporating beds are passed) from the city, is the pleasure resort of Saltair, with mammoth pavilion, amusement features, vast bathing facilities and everything to make a veritable Coney Island in the midst of the Rockies! Here connection is made for Los Angeles via the San Pedro Route and for San Francisco via the Western Pacific Railway, the Pacific Coast extension of the Denver & Rio Grande. Denver & Rio Grande-Western Pacific trains leave the new, magnificent depot at South Third and West Third South streets, recently constructed by these roads at a cost of \$750,000.
12 26	2 41	12 29	11 05	714 lv. AMERICAN FORK Here are large smelters, and south is the rich copper district of Bingham, to which a branch line runs. From Midvale a double track extends down the Valley of the Jordan to Salt Lake in the Salt Lake Valley. At Murray are more smelters and ore reduction plants. And now, into Salt Lake, are to be seen many truck gardens, which supply the city, in measure, with produce.
12 32	2 47	12 35	11 10	717 lv. LEHI City of sugar beets. At Lehi is a large beet-sugar factory, the first in the West; cost, \$500,000. The track crosses and recrosses the River Jordan, an opaquish, crooked stream connecting Utah Lake with the Great Salt Lake below, as the real Jordan connects the Sea of Galilee and the Dead Sea. Salt Lake City, with its temple spires projecting above all other buildings, is in easy view, 17 miles before. The landscape is checkered with poplar-defined farms.
12 49	3 01	12 50	11 24	726 lv. OLIVERS Lake City, with its temple spires projecting above all other buildings, is in easy view, 17 miles before. The landscape is checkered with poplar-defined farms.
12 58	3 06	12 55	11 30	729 lv. RIVERTON Here are large smelters, and south is the rich copper district of Bingham, to which a branch line runs. From Midvale a double track extends down the Valley of the Jordan to Salt Lake in the Salt Lake Valley. At Murray are more smelters and ore reduction plants. And now, into Salt Lake, are to be seen many truck gardens, which supply the city, in measure, with produce.
1 08	3 15	1 04	11 38	735 lv. MIDVALE Here are large smelters, and south is the rich copper district of Bingham, to which a branch line runs. From Midvale a double track extends down the Valley of the Jordan to Salt Lake in the Salt Lake Valley. At Murray are more smelters and ore reduction plants. And now, into Salt Lake, are to be seen many truck gardens, which supply the city, in measure, with produce.
1 16	3 22	1 10	11 44	738 lv. MURRAY Here are large smelters, and south is the rich copper district of Bingham, to which a branch line runs. From Midvale a double track extends down the Valley of the Jordan to Salt Lake in the Salt Lake Valley. At Murray are more smelters and ore reduction plants. And now, into Salt Lake, are to be seen many truck gardens, which supply the city, in measure, with produce.
1 45	3 45	1 30	12 01	745 ar. SALT LAKE CITY Population, 92,777. Zion, the City of Saints, capital of Utah, founded in 1847 by the Mormon pioneers, who had truded overland from Illinois, is a center of business enterprise, natural beauty and historic interest. It is notably well laid out, with wide, straight streets, shaded by poplars, catpaws and other deciduous trees, and bordered by running mountain water. Within the city what usually first is inspected by the visitor is Temple Square, containing the chief Mormon buildings—the Temple, Tabernacle and Assembly Hall. Here also is the Bureau of Information, for the benefit of strangers. Adjacent to the Square are the Beehive and Lion Houses and the Administration Offices, formerly the quarters of Brigham Young, the Prophet. Rivaling in interest the evidences of Mormonism, past and present, with which the city is filled, on the west, and stretching north and south, lies the Great Salt Lake, 100 miles long, in places 60 miles wide, six times as salty as the ocean and inhabited only by a minute shrimp. Large islands rise above its blue-gray surface. On its shore, a fascinating twenty minutes' ride by rail (during which extensive salt evaporating beds are passed) from the city, is the pleasure resort of Saltair, with mammoth pavilion, amusement features, vast bathing facilities and everything to make a veritable Coney Island in the midst of the Rockies! Here connection is made for Los Angeles via the San Pedro Route and for San Francisco via the Western Pacific Railway, the Pacific Coast extension of the Denver & Rio Grande. Denver & Rio Grande-Western Pacific trains leave the new, magnificent depot at South Third and West Third South streets, recently constructed by these roads at a cost of \$750,000.
1 50	4 00	1 45		



Lv. Salt Lake City (Western Pacific) (Mtn. time).
Lv. Salt Lake City (Western Pacific) (Pac. time).
Ar. San Francisco (Western Pacific) (Pac. time).

1782 **ar. OGDEN** Population, 25,580. This, in size the second city of Utah, snugly nestling where a spur of the Wasatch terminates, contains good hotels, broad streets, handsome residences, and has large manufacturing interests. Ogden Cañon, opening out of the city and reached by auto or other vehicle over a superb road, is a marvelous beauty spot. Four miles from the city is a hot springs resort. From Ogden the traveler may resume his way by the Oregon Short Line to the Northwest, and by the Southern Pacific to California.



A. M. time in light type. P. M. time in black type.
 † Stop to discharge passengers from East of Grand Junction.

LOCAL TIME TABLES

Denver to Colorado Springs, Pueblo, Florence and Canon City

STATIONS	Mls.	19		1		5-19		5		11		15	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Denver	0	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
Littleton	10	7 45	8 15	10 00	10 00	3 30	3 30	7 45	8 05	8 25	8 45	8 45	8 45
Louviers	21	8 04	8 25	10 00	10 00	3 49	3 49	8 05	8 25	8 45	8 45	8 45	8 45
Sedalia	25	8 34	8 55	10 00	10 00	4 07	4 07	8 25	8 45	8 45	8 45	8 45	8 45
Castle Rock	33	8 52	9 17	11 06	11 06	4 15	4 15	8 45	8 45	8 45	8 45	8 45	8 45
Larkspur	43	9 14	9 40	11 06	11 06	4 51	4 51	8 45	8 45	8 45	8 45	8 45	8 45
Palmer Lake	52	9 40	10 10	11 58	11 58	5 18	5 18	9 40	9 40	9 40	9 40	9 40	9 40
Palmer Lake	52	9 40	10 10	11 58	11 58	5 18	5 18	9 40	9 40	9 40	9 40	9 40	9 40
Monument	56	9 47	10 10	11 58	11 58	5 25	5 25	9 40	9 40	9 40	9 40	9 40	9 40
Husted	62	10 00	10 10	11 58	11 58	5 30	5 30	9 40	9 40	9 40	9 40	9 40	9 40
Colorado Springs	75	10 30	10 50	12 40	12 40	6 05	6 05	10 25	10 25	10 25	10 25	10 25	10 25
Colorado Springs	75	10 35	10 55	12 45	12 45	6 10	6 10	10 30	10 30	10 30	10 30	10 30	10 30
Kelker	80	10 40	10 55	12 45	12 45	6 15	6 15	10 30	10 30	10 30	10 30	10 30	10 30
Fountain	88	10 57	11 07	12 45	12 45	6 24	6 24	10 30	10 30	10 30	10 30	10 30	10 30
Buttes	93	11 05	11 15	12 45	12 45	6 34	6 34	10 30	10 30	10 30	10 30	10 30	10 30
Eighth Street, Pueblo	118	11 44	11 54	12 45	12 45	7 20	7 20	11 40	11 40	11 40	11 40	11 40	11 40
Pueblo, Union Depot	119	11 50	12 05	12 45	12 45	7 25	7 25	11 45	11 45	11 45	11 45	11 45	11 45
Pueblo, Union Depot	119	11 50	12 05	12 45	12 45	7 25	7 25	11 45	11 45	11 45	11 45	11 45	11 45
Portland	146	12 05	12 15	12 45	12 45	7 40	7 40	11 45	11 45	11 45	11 45	11 45	11 45
Florence	152	12 10	12 20	12 45	12 45	7 45	7 45	11 45	11 45	11 45	11 45	11 45	11 45
Canon City	160	12 15	12 25	12 45	12 45	7 50	7 50	11 45	11 45	11 45	11 45	11 45	11 45
Canon City	160	12 15	12 25	12 45	12 45	7 50	7 50	11 45	11 45	11 45	11 45	11 45	11 45

Canon City, Florence, Portland and Pueblo to Colorado Springs and Denver

STATIONS	Mls.	16		12		4		20		2	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Canon City	0	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
Canon City	0	12 45	12 50	6 45	6 50	12 30	12 35	2 45	2 50	2 45	2 50
Florence	8	1 05	1 15	7 05	7 15	12 52	1 00	3 08	3 15	3 08	3 15
Portland	14	1 18	1 28	7 18	7 28	1 10	1 15	3 10	3 15	3 10	3 15
Pueblo, Union Depot	41	2 35	2 45	8 30	8 30	2 30	2 35	4 20	4 25	4 20	4 25
Pueblo, Union Depot	41	2 35	2 45	8 30	8 30	2 30	2 35	4 20	4 25	4 20	4 25
Eighth Street, Pueblo	42	2 45	2 55	8 35	8 35	2 35	2 40	4 20	4 25	4 20	4 25
Buttes	67	3 15	3 25	8 45	8 45	2 45	2 50	4 20	4 25	4 20	4 25
Fountain	72	3 34	3 44	8 54	8 54	2 54	2 59	4 20	4 25	4 20	4 25
Kelker	81	3 40	3 50	9 00	9 00	3 00	3 05	4 20	4 25	4 20	4 25
Colorado Springs	85	4 00	4 10	9 15	9 15	3 15	3 20	4 20	4 25	4 20	4 25
Colorado Springs	85	4 05	4 15	9 20	9 20	3 20	3 25	4 20	4 25	4 20	4 25
Husted	98	4 38	4 48	9 50	9 50	3 50	3 55	4 20	4 25	4 20	4 25
Monument	104	4 58	5 08	10 10	10 10	4 10	4 15	4 20	4 25	4 20	4 25
Palmer Lake	109	5 10	5 20	10 10	10 10	4 15	4 20	4 20	4 25	4 20	4 25
Palmer Lake	109	5 10	5 20	10 10	10 10	4 15	4 20	4 20	4 25	4 20	4 25
Larkspur	117	5 38	5 48	10 27	10 27	4 27	4 32	4 20	4 25	4 20	4 25
Castle Rock	128	6 08	6 18	10 48	10 48	4 48	4 53	4 20	4 25	4 20	4 25
Sedalia	136	6 12	6 22	11 07	11 07	4 53	4 58	4 20	4 25	4 20	4 25
Louviers	139	6 19	6 29	11 15	11 15	5 03	5 08	4 20	4 25	4 20	4 25
Littleton	150	6 38	6 48	11 33	11 33	5 23	5 28	4 20	4 25	4 20	4 25
Denver, Union Depot	160	7 00	7 10	11 55	11 55	6 00	6 05	4 20	4 25	4 20	4 25

Manitou and Colorado Springs

STATIONS	Mls.	45		43		41	
		PM	AM	PM	AM	PM	AM
Colorado Springs	75	4 00	11 00	8 20	7 50	11 00	8 20
Colorado City	77	4 05	11 05	8 35	8 00	11 05	8 35
Manitou	80	4 15	11 15	8 50	8 10	11 15	8 50

Walsenburg and Trinidad

STATIONS	Mls.	110 & 20	
		PM	AM
Denver	0	10 00	11 00
Colorado Springs	75	12 45	1 15
Pueblo	119	2 00	2 30
Salida	125	2 30	3 00
Cuchara Jct.	169	4 21	4 51
Walsenburg	175	4 45	5 15
Trinidad	210	5 50	6 20

Alamosa and Denver

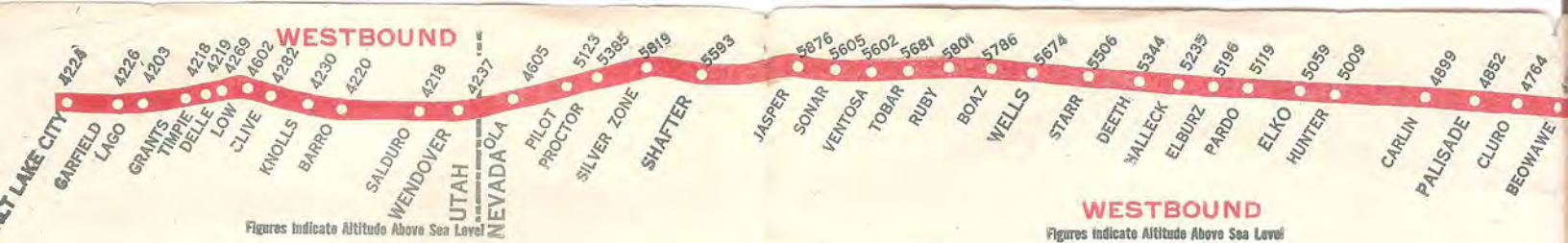
STATIONS	Mls.	318-2	
		PM	AM
Denver	0	8 15	9 15
Colorado Springs	75	10 55	11 55
Pueblo	119	12 15	1 15
Salida	125	3 05	4 05
Salida	215	4 40	5 40
Delta	215	5 57	6 57
Villa Grove	245	6 41	7 41
Hooper	280	7 21	8 21
Mosca	287	7 38	8 38
Alamosa	300	8 15	9 15

Texas Creek and Westcliffe

STATIONS	Mls.	50 & 2	
		PM	AM
Denver	0	10 00	11 00
Colorado Springs	75	12 45	1 15
Pueblo	119	2 00	2 30
Salida	125	2 30	3 00
Texas Creek	184	4 30	5 00
Westcliffe	203	4 40	5 10

Poncha, Hotchkiss and Denver

STATIONS	Mls.	316 & 16	
		PM	AM
Denver	0	7 45	8 45
Colorado Springs	75	10 30	11 30
Pueblo	119	12 10	



Figures Indicate Altitude Above Sea Level

WESTBOUND

Figures Indicate Altitude Above Sea Level

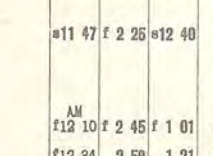
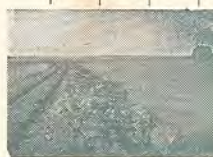
**WESTERN PACIFIC RAILWAY
TIME TABLES OF THROUGH TRAINS**

FROM
Denver, Pueblo and Salt Lake City

TO
**Oroville, Marysville, Sacramento, Stockton,
Oakland and San Francisco**

These Time Tables Subject to Change Without Notice

5-3	19 Scenic L't'd	1	Mts. P'm S. Lake	Stations and Descriptive Notes
10 00	10 00	8 15		iv. DENVER, Colo. (D. & R. G.) (Mtn. time).
2 40	2 20	12 15		iv. PUEBLO, Colo. (D. & R. G.) (Mtn. time).
3 45	1 30	12 01		ar. SALT LAKE CITY, Utah (D. & R. G.) (Mtn. time).
4 00	1 40			iv. SALT LAKE CITY (D. & R. G.) (Mtn. time).
5 00	2 45			ar. OGDEN, Utah (D. & R. G.) (Mtn. time).
1 31		6 55		iv. OGDEN (D. & R. G.) (Mtn. time).
2 30		7 55		ar. SALT LAKE CITY (D. & R. G.) (Mtn. time).
11 00	1 40	12 16		iv. SALT LAKE CITY (Western Pacific) (Mtn. time).
10 00	12 45	11 15		iv. SALT LAKE CITY (Western Pacific) (Pac. time).
				Descriptive notes upon the route from Denver to Ogden, and upon the cities of Salt Lake and Ogden, are given in the Denver & Rio Grande time table in this folder. The traveler arriving by Denver & Rio Grande in Salt Lake City may continue westward without change over the Western Pacific, or has the privilege of proceeding northward thirty-seven miles to visit Ogden, which as a Utah city ranks next, in point of size, to Salt Lake, and which has attractions all its own. The westward bound through train over the Western Pacific tracks for Nevada and California leaves the Denver & Rio Grande-Western Pacific new station, recently erected, being one of the finest in the West. The route is now southwest, the Oquirrh or Squirrel Range on the left, on the right a view of the lake, of Antelope Island, sixteen miles long, and of the
PM 10 37	PM 1 18	AM 11 42		15 iv. GARFIELD noted resort of Saltair. On the left are the Alta and Magna concentrating plants of the Utah Copper Company and the smelter of the American Smelting and Refining Company, with capacity of 10,000 tons a day. The ore is delivered from the extensive mines of the celebrated Bingham copper district, four miles south of Salt Lake City.
				iv. LAGO Just beyond the station of Lago the train rolls out upon the heavy roadbed which for eleven miles crosses through the Great Salt Lake. The waves toss on either side, and sometimes the spray whitens the windows. Stansbury Island is on the right; to the left uplifts the Stansbury Range, named for Captain Stansbury of the Army, who explored the lake region in 1849.
11 10	1 49	12 11		31 iv. GRANTS Grants is station for Grantsville, four miles south in a rich farming community of a mountain valley.
11 33	2 10	12 28		42 iv. TIMPIE The Losepa Ranch, fourteen miles up Skull Valley (so called because the Digger Indians buried their dead in its springs), is a colony of Sandwich Islanders who have adopted the Mormon faith. At Delle the
11 47	2 25	12 40		48 iv. DELLE Salt Lake Valley has been crossed, and by way of Low Pass ascent is about to be made of the Cedar Mountains divide, just ahead and separating the Salt Lake Valley here from the Great Salt Lake Desert on the west. At the top of the saggy pass, elevation 4,632 feet, uplift the bluish peaks of the Desert Range, hedging the famous Salt Beds. These Cedar Mountains are a favorite
AM 12 10	2 45	1 01		62 iv. LOW The trail for hundreds of thousands of sheep. Clive marks the western foot of the pass.
12 34	2 59	1 21		73 iv. CLIVE The Salt Beds, at this distance limpid, shimmering, and changeful like water, are unfolding to the view; the singular rounded hills were early styled
12 50	3 12	1 34		82 iv. KNOLLS California Knolls. The sterile soil shows the proximity of the salt deposits, and at
1 05	3 25	1 48		93 iv. BARRO Barro the train has entered upon the mucky seepage edge of the beds themselves. The great Salt Beds, long a myth and an adventurer's tale, and only recently substantiated by the route of the Western Pacific Railway, lie close before. Through almost the middle of this mass of solid salt, sixty miles in length, eight in width, one to fifteen feet thick, and 98 per cent pure, pass the West-
1 48	3 51	2 20		113 iv. SALDURO At Salduro the train is in the very midst of the principal Salt Bed. On August 12, 1914, Teddy Tetzlaff, the famous racing driver, made a straight-away mile in a Blitzen Benz machine on these salt beds in 25.20 seconds, which established a world's record. It is believed that this wonderful salt formation will make the fastest and
2 05	4 05	2 35		122 ar. WENDOVER, UTAH safest racing course in the world. The landmark of Pilot Mountain stands forth boldly, before to the right. Wend-
2 15	4 15	2 45		over is a division point of the railway, and ships considerable ore and range stock here and at Oia. Pah-Ute Indians may be seen about the station. About a mile westward, or near mile-post 799, is passed on the left the post denoting the boundary line between Utah and Nevada. The roadbed forms a dike
2 30	4 27	2 57		128 iv. OLA, NEV. elevating the tracks above the desert valuable deposits just beyond Oia. Rounding the base of Pilot Mountain, the train is describing a great curve, reversing direction, to seek Silver Zone Pass of the Toano Range, which bars the path. The serpentine course may be seen ahead, on the slope. As the train ascends, behind opens a wondrous vista of the Great Salt Lake Desert and its mysterious contents, guarded by Pilot Peak. The
2 55	4 45	3 15		139 iv. PILOT



3	19 Scenic L't'd	1	Mts. P'm S. Lake	Stations and Descriptive Notes
3 07	4 54	3 24		145 iv. PROCTOR Salt Beds counterfeit the vanished inland sea, and the salt patches against the base of Pilot counterfeit snow. The cuts forming the approach to the pass have brought to light promising traces of gold, silver and copper. Between Proctor and the pass the train traverses the extraordinary Arnold's Loop. From the Loop it emerges upon Silver Zone Pass, 5,850 feet, summit of the Toano Range.
3 35	5 15	3 45		158 iv. SILVER ZONE Across the Goshute Valley before is the Goshute and Pequot divide. By cuts and sweeping curves, through rocks and cedars, the train descends into the wide, level Goshute Valley. Shafter, in the
3 50	5 27	3 57		162 iv. SHAFTER middle of the valley, was a large supply depot during the railroad construction work. Here the Western Pacific connects with the Nevada Northern Railroad for the well known mining and smelting town of Ely, 140 miles southward. From Shafter, crossing the valley, the train begins the ascent of Flower Lake Pass, over the north end of the Goshute Mountains, for the Humboldt River country. The pass, highest point on the Western Pacific line, being 5,907 feet elevation, is denoted by the tunnel there, a straight 5,565 feet in length. About three minutes are consumed in traversing it. From it the train debouches into a
4 18	5 51	4 21		175 iv. JASPER magnificent view of the East Humboldt mountain system. Spruce Mountain is on the left. Before, across Independence Valley, the
4 22	6 00	4 30		181 iv. SONAR Owyhee Range, and the great Clover Mountain, with the East Humboldt Range beyond, the Ruby Range to the southwest.
4 45	6 16	4 48		189 iv. VENTOSA Swinging around the mighty base of Clover Mountain, through Wells Pass the train is approaching the town of Wells. Here is struck a source of the Humboldt River. And here, at the base of the Owyhee Mountains before to the right, in the old days the overland emigrants
5 03	6 35	5 03		200 iv. TOBAR camped, at Humboldt Wells, for pure, cold water. The route is now down the Valley of the Humboldt. The secular name Deeth was that of an old Indian trapper of this section. Halleck recalls old Fort Halleck, of Indian
5 12	6 40	5 10		204 iv. BOAZ left, a spur of the grim, snow-seamed Ruby Range, treasure-trove for prospector and hunter, and in the valleys harboring
5 28	6 51	5 21		211 iv. WELLS numerous rich stock ranches.
5 43	7 03	5 33		219 iv. STARR Named after Don Manuel Pardo, a former distinguished president of Peru.
5 62	7 18	5 48		228 iv. DEETH Elko, division point, county seat, and one of the most important towns along the line of the Western Pacific in Nevada, is the hub of a notably wealthy mining, ranching and stock section. A group of hot springs, among them Chickasaw sulphur spring, is a favorite state
5 67	7 36	6 06		240 iv. HALLECK resort. This Valley of the Humboldt not only thrives under irrigation—for the sage-
5 80	7 44	6 14		246 iv. ELBURZ brush flats are very fertile—but it winters many thousand sheep and cattle, the grazing being good, the storms few.
5 90	8 02	6 32		265 iv. PARDO Not far from Palisade are the scenic
5 15	8 15	6 45		269 ar. ELKO Palisades of the Humboldt, where castellated cañon walls rise abrupt and high. Cluro has valuable gravel beds operated by the Western Pacific. Beowawe is Pah-Ute for Babbling Water. In winter can be seen to the southwest several geyser hot springs emitting their steamy vapor. At Dunphy the
5 25	8 20	6 50		283 iv. ELKO Elko, division point, county seat, and one of the most important towns along the line of the Western Pacific in Nevada, is the hub of a notably wealthy mining, ranching and stock section. A group of hot springs, among them Chickasaw sulphur spring, is a favorite state
5 48	8 33	7 07		271 iv. HUNTER resort. This Valley of the Humboldt not only thrives under irrigation—for the sage-
5 15	8 55	7 30		284 iv. CARLIN brush flats are very fertile—but it winters many thousand sheep and cattle, the grazing being good, the storms few.
5 30	9 09	7 44		295 iv. PALISADE Not far from Palisade are the scenic
5 48	9 25	8 00		301 iv. CLURO Palisades of the Humboldt, where castellated cañon walls rise abrupt and high. Cluro has valuable gravel beds operated by the Western Pacific. Beowawe is Pah-Ute for Babbling Water. In winter can be seen to the southwest several geyser hot springs emitting their steamy vapor. At Dunphy the
5 03	9 38	8 13		309 iv. BEOWAWE Ute for Babbling Water. In winter can be seen to the southwest several geyser hot springs emitting their steamy vapor. At Dunphy the
5 20	9 52	8 27		318 iv. DUNPHY the largest in Nevada. Southward from Rennox is the famous Battle Mountain, where in the fifties miners and Indians engaged in desperate conflict. Just beyond the station of Red House, on the left of the tracks, is the great brick and plaster
5 37	10 07	8 41		327 iv. KAMPOS house, now pink, to which the station owes its title. Golconda is a ranch
5 55	10 22	8 56		337 iv. RENNOX supply point. The Hot Springs Range opposite is a watering resort of considerable reputation. Winnemucca Peak, 6,600
6 10	10 47	9 19		353 iv. NELSON feet altitude, looms lone and kingly ahead.
6 27	11 07	9 39		366 iv. RED HOUSE The attractive town of Winnemucca, in a
6 11	11 28	9 59		380 iv. GOLCONDA Winnemucca, is the center of a wide mining and grazing district. In the seventies it shipped from its mountain great quantities of silver ore, hauled by wagon trains to San Francisco and Salt Lake City. The Indian name is that of old Chief Winnemucca, a Pah-Ute leader who, in the fifties, scouted over the white man's trails. The Little Humboldt from the north joins the main Humboldt here.
6 25	11 42	10 12		387 iv. BLISS To the left may be described the old overland trail for emigrants, stage and pony express.
6 40	11 55	10 25		396 ar. WINNEMUCCA The attractive town of Winnemucca, in a
6 50	12 01	10 30		402 iv. KRUM At Raglan the Humboldt River turns off to the southwest, and the train and it part company. Pronto formerly was Dutchman's Wells, where the emigrants obtained good water. At Gaskell the large and fertile Quinn River Valley opens northward. By sweeping curve the train is about to round the base of Blue Mountain, which in sunshine and in cloud is the same peculiar azure. Before may be sighted the lone cone of Haystack Mountain, landmark sentinal over the dry lake flat amidst which is situated the town of Jungo.
6 10	12 58	11 35		481 iv. JUNGO These are the Jungo Flats, a basin fifty miles in area, as level and as bare as a deal table. From Jungo many sheep and cattle are annually shipped. Westward from Jungo is the barrier Antelope Range, over which the train climbs. The gravelly and greasy shale formation of the ascent indicates oil, and oil is being found in paying quantities.
6 17	1 13	11 50		440 iv. ANTELOPE Antelope, elevation 4,507 feet, is at the top of the easy pass. During the descent the Sawtooth Mountains appear on the left; on the



Trains stop only at stations where time shown is preceded by "s" indicating "stop" or "r" indicating "flag."

A. M. time in light type. P. M. time in black type.

What to See in Oakland



City Hall, Oakland

SITUATION—Oakland is located directly across from San Francisco, on the eastern or mainland shore of San Francisco Bay, opposite the Golden Gate channel. Alameda adjoins it on the south, Berkeley on the north. The three cities are practically one for the sightseer.

WHARVES AND DOCKS—Twenty-seven miles of waterfront thronged with all kinds of shipping never fail in interest for the visitor. The inner harbor or estuary is four and one-half miles long and superior to the famous Clyde of Scotland. It contains very large shippers.

CITY HALL—Fourteenth street and Broadway; a splendid new \$2,000,000 edifice, with square central shaft surmounted by a dome from which is given a view of eight counties and twenty cities.

CHAMBER OF COMMERCE—Thirteenth and Harrison streets; contains information bureau and display of industrial products.

PUBLIC LIBRARY—Fourteenth and Grove streets; celebrated mural paintings are to be seen here.

MUNICIPAL MUSEUM—Fallon street, near Fourteenth, in Lakeside Park; not only a general museum of natural and manufactured objects, but the most comprehensive exhibit extant of the handicraft of the native tribes of the Pacific Coast and of the South Sea Islands. The Colonial section, also is complete.

OSTRICH FARM—East Fourteenth street; ostriches in their prime.

MILLS COLLEGE—In suburbs; take eastbound Mills College car on Thirteenth street downtown. Oldest women's college on the Coast, of high standard, and of beautiful grounds.

ST. MARY'S COLLEGE—Broadway and Hawthorne street; take westbound College car on Thirteenth street downtown. Roman Catholic men's college, founded 1862, and of much repute.

MUNICIPAL AUDITORIUM—In Peralta Park, not far from the Municipal Museum; now in course of erection; will seat 13,000, contains a theater, and in the amphitheater provides space to accommodate three circuses.

LAKE MERRITT—Along Fallon street, between Fifteenth and Seventeenth, within easy walking distance from downtown; a salt-water lake covering 160 acres, renewed daily by the bay tides four miles distant, and surrounded by parking and beautiful homes. Supplies the municipal pumping station with water for auxiliary fire protection. Municipal boat house on its shore, serving the public for small fees. Excellent tennis courts nearby. Museum also, and music amphitheater for summer afternoon concerts.

LAKESIDE PARK—On Adams Point, overlooking Lake Merritt; fine oaks and view.

PERALTA PARK—Across Lake Merritt from Lakeside Park, and south of Twelfth street causeway; being improved with municipal auditorium, athletic field and recreation grounds.

MOSSWOOD PARK—Broadway and Fourty-fourth street; tennis courts, deer paddock, aviary, and much natural shrubbery.

IDORA PARK—Fifty-sixth street and Telegraph avenue; claimed to be the largest amusement park in the West.

INDEPENDENCE SQUARE—Sixteenth avenue and East Sixteenth street; site of the beginning of Oakland, and of the old Spanish bullring where, before the Conquest and for some years thereafter, the Californians and the earliest American settlers gathered for sport.

ELECTRIC POWER STATION—At the head of Trestle Glen, some distance out; take Thirteenth street car, downtown, going east. Plant of the Great Western Power Company, which has its works at Intake and Las Pumas, on the Western Pacific line in the Feather River Cañon of the Sierra Nevada. Largest electric transformer in the world.

DIMOND CANON—In East Oakland foothills; a natural Glen, popular for its oaks and living stream. Take Dimond car eastbound, downtown.

THE HEIGHTS—Above Dimond Cañon, overlooking city and bay; home of the late Joaquin Miller, the "Poet of the Sierras." Take Dimond car for the cañon, and ask conductor. Considerable of a walk is necessary.

BERKELEY—Suburban to Oakland, and about five miles north. Take College car eastbound downtown, or Telegraph avenue car northbound. A charming residence section and college town.

UNIVERSITY OF CALIFORNIA—At Berkeley; magnificently endowed, having annual income of \$1,750,000. Famed for its spacious campus, and its open-air Greek theater, seating 8,000, where during the summer public concerts are frequently given and dramatic roles rendered.

ALAMEDA—Another extensive and attractive residence section, suburban to Oakland on the south along the bay. Take Alameda car outward bound on Washington or Thirteenth street downtown, or ferries.

ALAMEDA BEACH—On the bay front of Alameda; surf bathing all the year round. Take Alameda car or ferries.

PIEDMONT—High-lying suburb noted for its much wealth and great beauty; contains some of the finest homes in California, such as the Wickham Havens estate, with its extensive landscape gardening effects, and that of Frank C. Havens, with its East Indian architecture. The Piedmont Hills afford a broad view of cities, bay and ocean. Take Piedmont cars northbound downtown.

PIEDMONT PARK—The estate of Mr. Frank C. Havens, which, with its gallery of paintings valued at \$750,000, is open to the public. Piedmont cars.

MARE ISLAND NAVY YARD—For description see San Francisco sightseeing notes. The island is quickly reached from Oakland by frequent train to Vallejo Junction, thence by ferry across to the post.

KEY ROUTE TROLLEY ROUTE operate personally conducted sightseeing trips about Oakland, Berkeley and Alameda.

MT. TAMALPAIS—For description and route see San Francisco sightseeing notes.

BACK COUNTRY TRIPS—Mission San Jose and Palmdale—Located four miles south of Niles, which is an hour's ride by Western Pacific train. Founded in June, 1797. Adjacent is Palmdale, the estate of Mr. Henry Laehman, antedating even the mission and noted for its extensive collection of palms, and old pear orchard planted in 1791.

Hacienda del Poso de la Verona—Easily reached from the Western Pacific station at Pleasanton, an hour's ride from Oakland; the stately summer home of Mrs. Phoebe Apperson Hearst, and one of the show places of California. Here is housed a priceless collection of tapestries, furniture, etc.

OTHER POINTS—At Richmond, ten miles north, is the Winehaven winery, largest in the world; take Richmond suburban electric car from Oakland. At San Leandro, six miles southeast, are vast cherry orchards, traversed by boulevards. At Hayward, six miles beyond, is the state game farm; take San Leandro or Hayward suburban electric car from Oakland. The Highland Drive of twenty-two miles is recommended for motorists and others who would see the residence sections about Oakland; the Foothill Boulevard and the Tunnel Road cover the prosperous back country.

What to See in San Francisco



Cliff House and Seal Rocks

LOCATION—San Francisco occupies the north end of peninsula breaking from the California coast almost midway between north and south borders of the state. On the east of the city is the great San Francisco Bay; on the west is the Pacific Ocean; on the north is the Golden Gate channel, connecting harbor and ocean.

UNION FERRY BUILDING—On the bay front at the foot of Market Street; 659 feet long, with clock tower 245 feet high. Ferry and railroad traffic aggregates over 150,000 people daily. The California Development Board and the State Mining Bureau maintain fine exhibits of natural products, manufactures and minerals, with free stereoscopic lectures daily.

MARKET STREET—A world-famous thoroughfare from the central doors of the Ferry Building straight through the heart of the business district.

WHARVES AND DOCKS—An extent of eight miles along the bay north and south from the Ferry Wharf stations of the Custom Service, Health Service, Immigration Service, Chamber of Commerce; Army Transport Docks; the docks of the coastwise and deep-water steamships, and bay and river boats. South is Man-of-War row for naval vessels, and the Oriental and South America steamship docks.

UNITED STATES MINT—Fifth and Mission streets; open every working day to the public from 9:00 to 11:30 a. m., and 12:30 to 2:30 p. m.

POSTOFFICE—Seventh and Mission streets. Impressive granite and marble structure, costing \$2,500,000.

CUSTOM HOUSE BUILDING—Washington and Battery streets. Federal customs.

CHAMBER OF COMMERCE—Pine and Montgomery streets. Complete daily trade reports from all over the world. Information and descriptive literature on San Francisco points.

STOCK EXCHANGE—Bush Street, between Kearney and Montgomery. For industrial and mining stocks, Government bonds, etc.

HALL OF JUSTICE—Clay Street, between Kearney and Montgomery. Contains the local courts, and on the upper floor a model city prison.

PANAMA-PACIFIC BUILDING—Battery and Pine streets. General offices of the 1915 Exposition.

PUBLIC LIBRARY—Hays and Franklin streets. Excellent reading room.

INSTITUTE OF ART—Corner of California and Mason streets, on Nob Hill. A magnificently housed collection, open to the public.

MUSEUM OF ANTHROPOLOGY—At Second and Parnassus streets, in a building of the medical, dental and pharmacy colleges attached to the State University. The 70,000 specimens are free to the public.

GOLDEN GATE PARK—The largest artificially made park in the world; four miles long and one-half mile wide, overlooking the ocean and the Golden Gate. Luxuriantly cultivated to flowers, shrubs and trees, native and foreign. Equipped with Athletic Stadium, Children's Playground, Japanese tea garden, wild animal paddocks, lakes, Memorial Museum, band stand, miles of paths and roads.

1915 EXPOSITION GROUNDS—A tract two and one-half miles long, one-half mile deep, fronting on bay and Golden Gate. Authorized expenditure, \$50,000,000.

OCEAN BEACH, CLIFF HOUSE, SEAL ROCKS—At the Pacific entrance to the Golden Gate. A resort famous for fifty years. The new Cliff House cafe is between the bathing beach on the left and Sutro baths on the right. At the base of the cliffs are the famous Seal Rocks.

SUTRO HEIGHTS—Adjacent to the Cliff House resort; comprising the Sutro Baths (largest indoor swimming tanks yet built) and Museum, with amphitheater and promenade; and the Sutro Gardens estate of the late Adolph Sutro, developer of the Comstock lode and former mayor of San Francisco.

PORTSMOUTH SQUARE—Opposite the Hall of Justice on Kearney Street. Here, on July 8, 1846, Captain John B. Montgomery, of the U. S. sloop-of-war Portsmouth, raised the American flag and formally took possession of San Francisco. A statue of Robert Louis Stevenson stands in the square.

THE PRESIDIO—Military reservation park of 1,542 acres, fronting on the ocean and the Golden Gate. Headquarters of the Department of California. Here is old Fort Winfield Scott and all the modern features of a large army post.

MARE ISLAND NAVY YARD—Thirty miles, at the extreme northern end of the bay. Outfitting station of the Navy on the Pacific Coast. Has one of the two largest dry-docks in the United States, and many other efficient appliances. Boat from Clay Street wharf daily at 9 a. m. Pass not usually required, or may be obtained from the officer in charge of the guard at the island.

OTHER POSTS—Fort Mason is at the end of Van Ness Avenue, just inside the Golden Gate; Fort Miley, near the Cliff House; Fort McDowell, on Angel Island, five miles out in the bay; Fort Baker, across the Golden Gate channel; Military Prison, Alcatraz Island, three miles out in the bay; Benicia Arsenal, on mainland southeast from Mare Island; Naval Training School, on Yerba Buena Island, opposite the Ferry Building. Government boats make three trips daily from the Clay Street wharf to the island posts. Visitor's pass may be obtained from army headquarters in the city.

BASEBALL GROUNDS—Fifteenth and Valencia streets. Games the year round.

MISSION DOLORES—Sixteenth and Dolores streets. Founded in 1776 as one in the chain of California missions. Well preserved, and to be viewed by application to the priest in charge.

CHINATOWN—A few blocks north from Market Street, along Stockton, Grant and Kearney, at the foot of Nob Hill. Largest Oriental nucleus in the United States. Populated by 12,000 Chinese, following their native customs.

NOB HILL—Up the hill from the intersection of Powell and California streets. San Francisco's noted abode of wealth and aristocracy. A view point.

OTHER VIEW POINTS—Telegraph Hill is ascended from Powell and Greenwich streets. A rugged district overlooking the bay and characterized by its foreign element. Pacific Heights is a wealthy district similar to Nob Hill. On Twin Peaks (second highest point in the city) is the 10,000,000-gallon reservoir, which stores the water for fire pressure. Mt. Davison, 937 feet, is the highest point in the city.

The Pacific Sightseeing Company operates personally conducted automobile tours daily to principal points of interest in and about the city of San Francisco.

MT. TAMALPAIS (Tamal-pi-as) TRIP—An out-of-town trip, by Sausalito ferry from the Ferry Building, across the Golden Gate, thence by Northwestern Pacific Railroad six miles to Mill Valley, for the Crooked Scenic Railway ascent of Mt. Tamalpais, elevation, 2,592 feet. The standard-gauge track up the mountain executes 280 curves in eight miles. At the summit is a tavern. A branch railroad runs to the National Forest Reserve of the Muir giant redwoods.

KEY ROUTE TROLLEY TRIP begins at the Union Ferry Station at 9:40 a. m. daily. The ferry crosses the bay and, leaving the Mole at Oakland, visits the principal points of interest in that city as well as Alameda, Berkeley, University of California and nearby points. **OCEAN SHORE TRIP**—Leaves Ocean Railroad depot, Twelfth and Mission streets, daily at 10 a. m. This trip comprises thirty miles of the most spectacular marine scenery on the American continent, following the shore line of the Pacific Ocean and returning to San Francisco by 5 p. m.

OTHER OUT-OF-TOWN TRIPS—To Sausalito or Tiburon ferry across the channel, and by short train ride to the Mission, San Rafael, founded in 1817. An hour's ride by one of many daily trains from the Third and Townsend streets depot south to Palo Alto and Stanford University. An hour and one-half ride by same method south to San Jose, thence twenty-five miles to Mt. Hamilton and Lick Observatory, where the thirty-six-inch telescope is available on Saturday nights.

CENTRAL CALIFORNIA TRACTION COMPANY

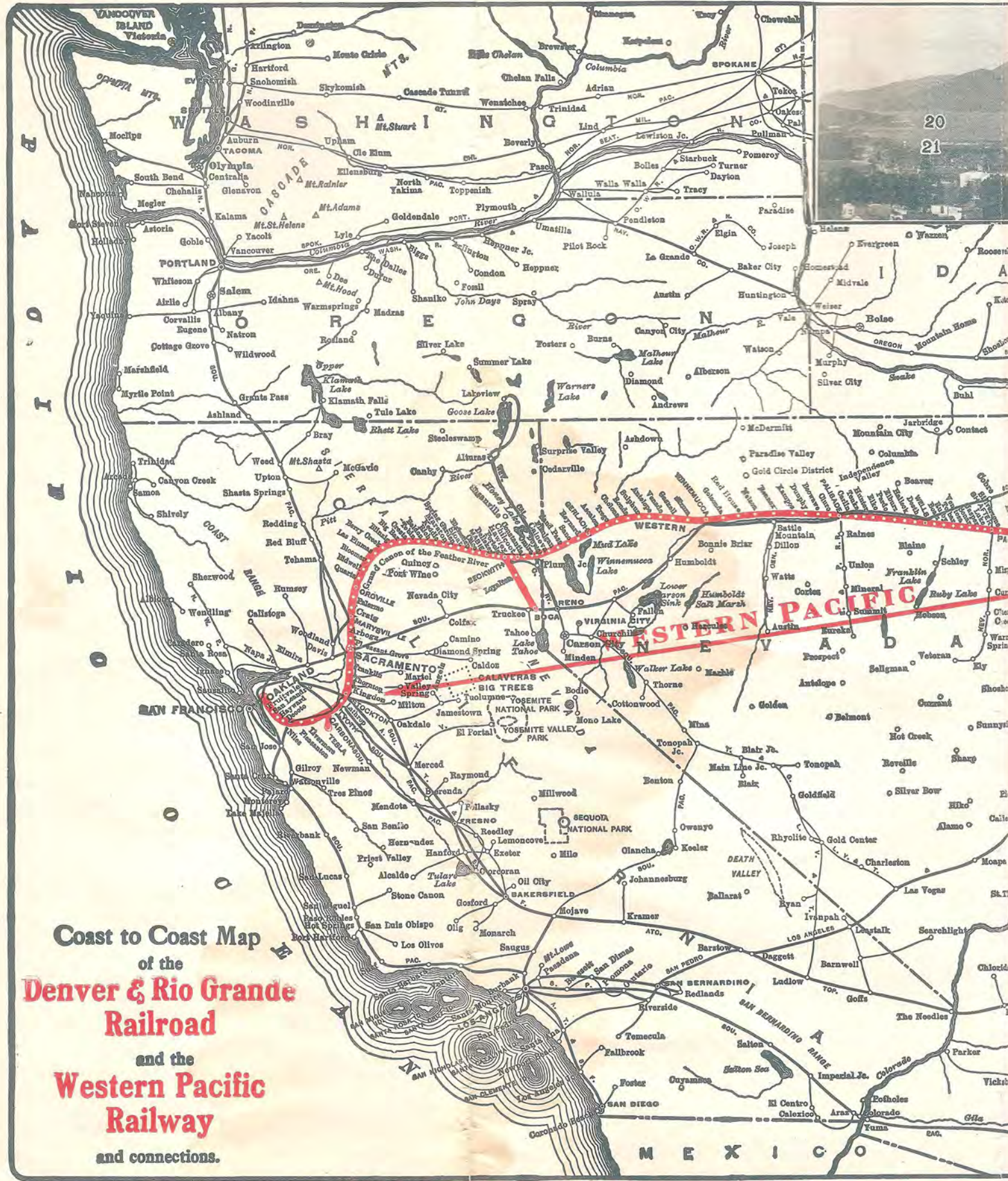
Sacramento, cor. 8th and K Sts.	lv	7 15	9 15	11 15	1 15	3 15	4 20	6 15	9 15
Sheldon	lv	7 54	9 54	11 54	1 54	3 54	5 02	6 55	9 54
Galt Road	lv	8 20	10 20	12 20	2 20	4 20	5 24	7 20	10 14
Lodi	ar	8 45	10 50	12 45	2 45	4 50	5 50	7 50	10 40
Stockton	ar	9 05	11 05	1 05	3 05	5 05	6 10	8 05	11 00
Stockton	lv	5 55	7 45	9 55	12 05	1 45	3 45	5 45	8 30
Lodi	lv	6 00	8 00	10 10	12 20	2 00	4 00	6 05	8 45
Galt Road	lv	6 38	8 29	10 41	12 52	2 28	4 29	6 28	9 15
Sheldon	lv	7 03	8 53	11 05	1 14	3 15	4 55	6 55	9 42
Sacramento	ar	7 45	9 35	11 45	1 55	3 55	5 35	7 35	10 20

All trains daily. Seventeen additional trains daily between Stockton and Lodi.

TIDEWATER SOUTHERN RAILWAY

8 20	5 05	3 05	1 05	11 05	9 05	7 05	lv. Stockton ar	8 20	10 20	12 20	2 20	4 20	6 20	7 55
9 05	5 55	3 55	1 55	11 55	9 55	7 55	ar. Escalon lv	7 25	9 25	11 25	1 25	3 25	5 25	7 05
9 30	6 20	4 20	2 20	10 20	8 20	6 20	ar. Modesto lv	7 00	9 00	11 00	1 00	3 00	5 00	6 40
* 4 30	* 10 00	† 6 30	lv	Stockton	ar	† 6 40	† 12 35	† 6 40	lv	Stockton	ar	† 7 58	† 11 51	8 00
5 12	10 42	7 10	lv	Linden	ar	7 58	11 51	8 00	lv	Stockton	ar	7 35	11 30	5 40
6 55	11 05	7 30	ar	Bellota	lv	7 35	11 30	5 40	lv	Stockton	ar	7 35	11 30	5 40

* Daily. † Daily except Sunday. ‡ Sunday only. § Saturday only.

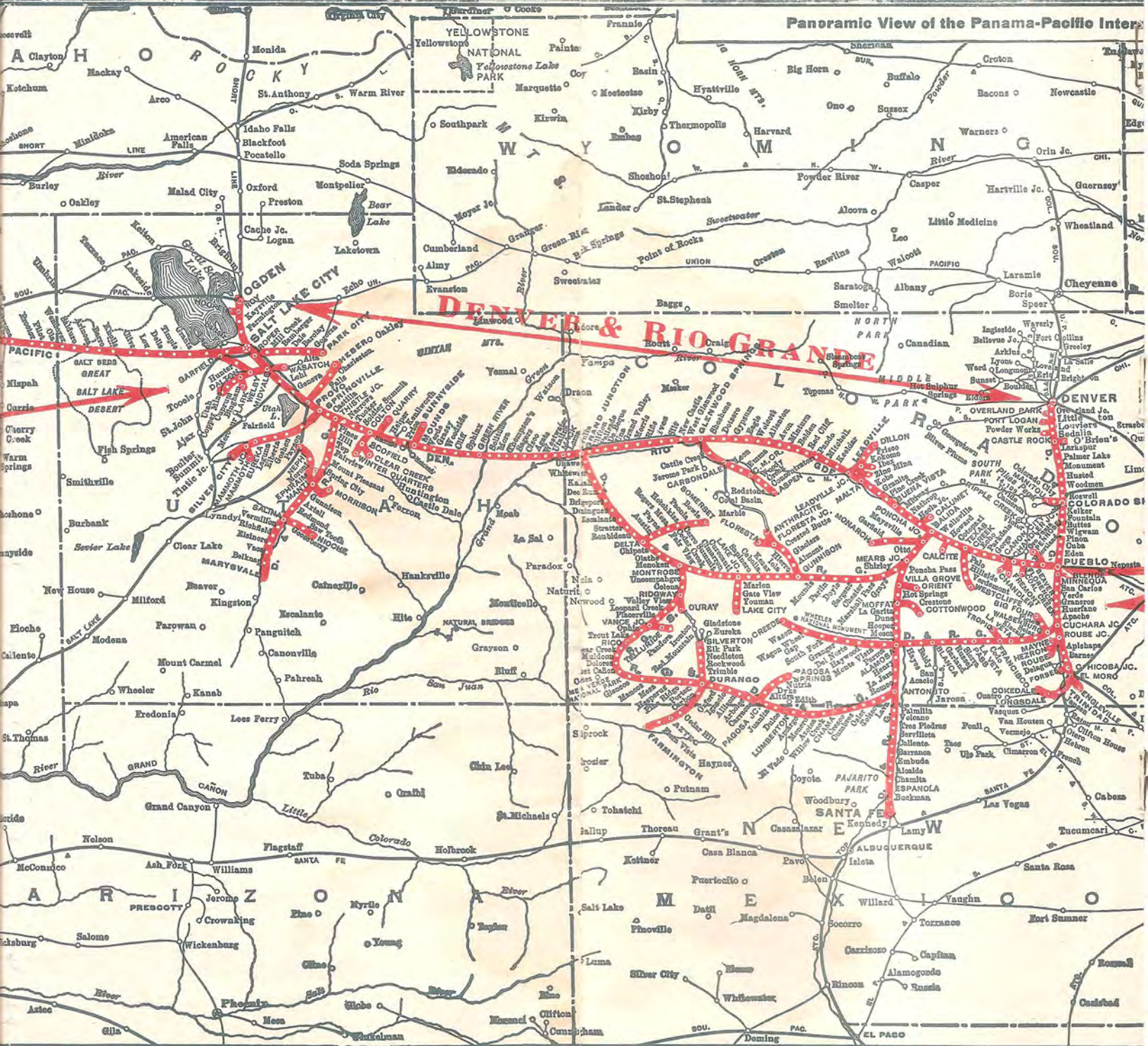


Coast to Coast Map
of the
Denver & Rio Grande
Railroad
and the
Western Pacific
Railway
and connections.

Denver and Colorado, "The Gateway to the Pacific" for all San Francisco

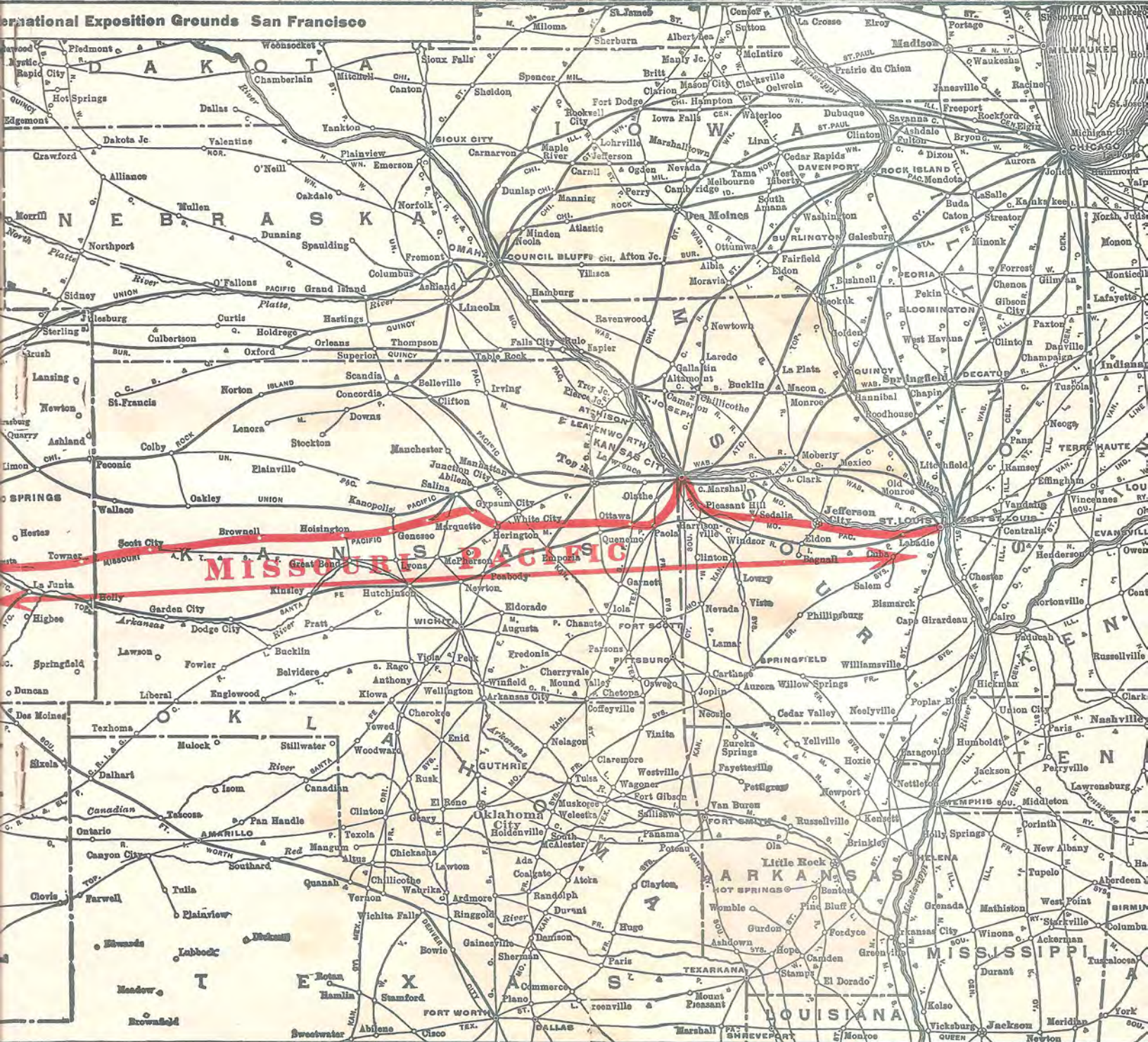


Panoramic View of the Panama-Pacific Inter



San Diego and San Diego Exposition Travel

STOP OFF IN COLORADO, UTAH, NEVADA AND CALIFORNIA



CALIFORNIA The Denver & Rio Grande Railroad and The Western Pacific Railway Combine a Direct

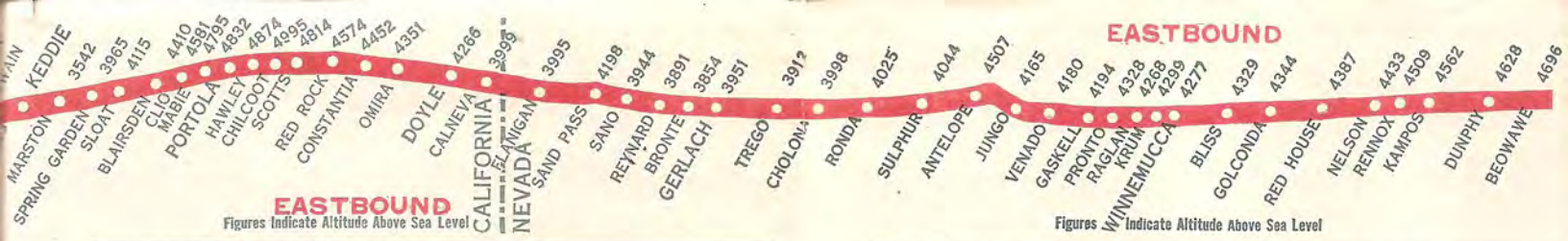


- INDEX TO BUILDINGS AND PROMINENT FEATURES**
- EXPOSITION PHOTOGRAPH**
1. Machinery Palace
 2. Service Building
 3. Festival Hall
 4. Varied Industries Palace
 5. Mines Palace
 6. Manufacturers Palace
 7. Transportation Palace
 8. Court of Honor and Main Tower
 9. Liberal Arts Palace
 10. Agriculture Palace
 11. Horticulture Palace
 12. Food Products Palace
 13. Education Palace
 14. Palace of Fine Arts
 15. Site for State and Foreign Bldgs.
 16. U. S. Military Reservation (Presidio)
 17. "The Zone" (Amusement Concessions)
 18. U. S. Gov't Transport Docks
 19. Alcatraz Island
 20. The Golden Gate
 21. Stock Exhibit

FOOTE BROS. CHICAGO.

1223

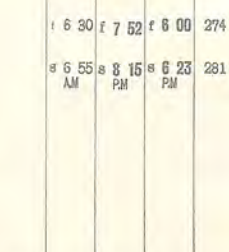
Best Route across the Continent with a Trip through America's Grandest Scenery



EASTBOUND

Figures Indicate Altitude Above Sea Level

4	2	20 Seenie L't'd	Mile San Fr.	Stations and Descriptive Notes
				by means of the water conducted three miles through the mountain from the river at a point eleven miles above by the railroad, develops electric power, supplied as far as San Francisco. Above the tracks to the right of the station is the pretty little settlement which houses the employes of the works and contains a club for entertainment.
f 3 57	f 5 38	PM 3 54	224	lv. BERRY CREEK Through yellow and red cuts and bright little Topaz Gorge the train enters still wilder country. At backward look the tunnel mouth is surmounted high by rock masses. Berry Creek is crossed upon a steel bridge. This is a lumber country as well as a mining and recreation country, and at the side station of Swayne lumber is loaded from mills back on the right.
f 4 10	5 50	f 4 04	229	lv. BLINZIG crossed upon a steel bridge. This is a lumber country as well as a mining and recreation country, and at the side station of Swayne lumber is loaded from mills back on the right.
f 4 21	6 00	f 4 11	232	lv. INTAKE At the picturesque pumping station and across the river is the mouth of the Big Bend tunnel, which conducts the water through the mountain to Las Plumas. On the left are fine vistas of peaks timbered or bald, and on the right are glimpses of the construction road opened by the contractors when building the Western Pacific. At some places in the cañon this wagon road cost \$10,000 a mile. Amidst cuts red and purple and brown the train climbs ever by easy grade and curve, and through the tunnel that forms a massive portal enters the pearly-lined Opal Gorge. Three-quarters of a mile before reaching Big Bar the tracks cross by a steel bridge to the other bank of the river. For fifteen miles now the Feather is at the right. Big Bar is another famous old placer site. Holes of the busy workings may be seen on the bar below the tracks. This spot was once an Indian rendezvous, where the natives gathered to spear and net the salmon which annually ascended from the Sacramento to spawn. It still is a favorite trouting ground. The whitish character of the granite is due to the decomposed granite that, torn from the cuts, is applied as ballast for the ties. Just beyond Cresta station, in the stream-bed below, is the curious pot-hole of Rebecca's Well. A long curved fracture in a great cheek of rock across the river is the Natural Arch. Ahead, opposite one of the sweeping curves of the smooth track, juts boldly the heavy outline of the Rock of Gibraltar. Looking back after emerging from the tunnel, one sees over the tunnel mouth the Checkerboard, where numerous small veins in the granite criss-cross curiously. This formation is repeated in the tremendous gorge below, which merits the name Checkerboard Gorge. The walls rise 2,000 feet, and still higher rise the crests of the timbered peaks. Beyond the Rock of Gibraltar promontory rises the steep rock declivity of Angel's Slide. At Tolob the river is recessed. It will be on the left again for thirty miles. The width and the ripples augur good fishing. An occasional placer miner operates rude flume and sluice at the stream edge below. On the bottoms about five miles beyond Tobin, where the wagon road crosses by a steel bridge, is Workman's Bar, formerly a construction camp. Soon on the left can be seen numerous falls coursing down from on high amidst the green trees. By a tunnel the train passes through Ladyfinger Point; the odd figuration is plain, above the tracks. A short distance beyond, Battlement Point is similarly to be viewed, and over it winds in spectacular fashion the old construction road. Behind towers through the gaps between the lesser crests the great head of Mt. Murphy.
f 4 33	6 08	f 4 20	235	lv. POE Picturesquely situated upon the wooded flat beside the river below the tracks, Beiden is a popular haven for anglers and hunters. The Oro Electric Company is developing power for wide distribution; the construction tracks can be seen entering the hills. Smith's Point station, beyond Beiden, is one of the best known fishing places on the river. The main stream of the North Fork of the Feather turns off to the north, and the tracks follow westward the East Branch of the North Fork. Just above the forking the river forms Missouri Bend, encircling Indian Point. A view is here given of huge Ben Lomond Mountain. The cañon grows more narrow and rugged, with bronze and yellow rocks which promise the Red Gorge ahead.
f 4 45	6 20	f 4 30	239	lv. BIG BAR Formerly called Rich Bar, in its golden days it was a mining camp containing 2,000 people and extending a mile up and down the river. The first Masonic Hall erected in California stood amidst that grove on the left of the track; only the floor beams remain. Up the hill to the right is the old graveyard, with stones dating back to 1851, perhaps further. Rich Bar forms a Mecca for the Native Sons of the Golden West, and a pioneer monument is to be placed here. Placer mining is still carried on by individuals at a profit, and gold dust and nuggets are constantly being caught in the sluice. The cañon from Rich on up has been styled Serpentine Cañon. The narrower portion is Red Gorge. The ten miles from Rich to Twain are spectacular, with the roadbed blasted from the solid rock, the glowing crags towering on right and left, and the river rushing green below. At Virgilia can be seen on the left the remarkable outlines of Indian Falls, where is the old mining camp of Shooey, now a resort place, and that hot-springs volcanic area containing the Devil's Kitchen of boiling mud, the Morgan hot-salt springs, and the Bumpa's Hell sulphur spring. Below Keddie the East Branch of the North Fork of the Feather has its source in the juncture of Indian Creek and Spanish Creek. The railroad follows up along Spanish Creek, through an abundantly timbered and watered country brimming with assets of timber, minerals, ranch lands, trout, game, and vacation pleasures.
f 4 58	6 31	f 4 43	244	lv. CRESTA Picturesquely situated upon the wooded flat beside the river below the tracks, Beiden is a popular haven for anglers and hunters. The Oro Electric Company is developing power for wide distribution; the construction tracks can be seen entering the hills. Smith's Point station, beyond Beiden, is one of the best known fishing places on the river. The main stream of the North Fork of the Feather turns off to the north, and the tracks follow westward the East Branch of the North Fork. Just above the forking the river forms Missouri Bend, encircling Indian Point. A view is here given of huge Ben Lomond Mountain. The cañon grows more narrow and rugged, with bronze and yellow rocks which promise the Red Gorge ahead.
f 5 10	6 42	f 4 54	248	lv. MERLIN Formerly called Rich Bar, in its golden days it was a mining camp containing 2,000 people and extending a mile up and down the river. The first Masonic Hall erected in California stood amidst that grove on the left of the track; only the floor beams remain. Up the hill to the right is the old graveyard, with stones dating back to 1851, perhaps further. Rich Bar forms a Mecca for the Native Sons of the Golden West, and a pioneer monument is to be placed here. Placer mining is still carried on by individuals at a profit, and gold dust and nuggets are constantly being caught in the sluice. The cañon from Rich on up has been styled Serpentine Cañon. The narrower portion is Red Gorge. The ten miles from Rich to Twain are spectacular, with the roadbed blasted from the solid rock, the glowing crags towering on right and left, and the river rushing green below. At Virgilia can be seen on the left the remarkable outlines of Indian Falls, where is the old mining camp of Shooey, now a resort place, and that hot-springs volcanic area containing the Devil's Kitchen of boiling mud, the Morgan hot-salt springs, and the Bumpa's Hell sulphur spring. Below Keddie the East Branch of the North Fork of the Feather has its source in the juncture of Indian Creek and Spanish Creek. The railroad follows up along Spanish Creek, through an abundantly timbered and watered country brimming with assets of timber, minerals, ranch lands, trout, game, and vacation pleasures.
f 5 27	6 57	f 5 08	253	lv. TOBIN Formerly called Rich Bar, in its golden days it was a mining camp containing 2,000 people and extending a mile up and down the river. The first Masonic Hall erected in California stood amidst that grove on the left of the track; only the floor beams remain. Up the hill to the right is the old graveyard, with stones dating back to 1851, perhaps further. Rich Bar forms a Mecca for the Native Sons of the Golden West, and a pioneer monument is to be placed here. Placer mining is still carried on by individuals at a profit, and gold dust and nuggets are constantly being caught in the sluice. The cañon from Rich on up has been styled Serpentine Cañon. The narrower portion is Red Gorge. The ten miles from Rich to Twain are spectacular, with the roadbed blasted from the solid rock, the glowing crags towering on right and left, and the river rushing green below. At Virgilia can be seen on the left the remarkable outlines of Indian Falls, where is the old mining camp of Shooey, now a resort place, and that hot-springs volcanic area containing the Devil's Kitchen of boiling mud, the Morgan hot-salt springs, and the Bumpa's Hell sulphur spring. Below Keddie the East Branch of the North Fork of the Feather has its source in the juncture of Indian Creek and Spanish Creek. The railroad follows up along Spanish Creek, through an abundantly timbered and watered country brimming with assets of timber, minerals, ranch lands, trout, game, and vacation pleasures.
f 5 47	7 15	f 5 26	260	lv. BELDEN Formerly called Rich Bar, in its golden days it was a mining camp containing 2,000 people and extending a mile up and down the river. The first Masonic Hall erected in California stood amidst that grove on the left of the track; only the floor beams remain. Up the hill to the right is the old graveyard, with stones dating back to 1851, perhaps further. Rich Bar forms a Mecca for the Native Sons of the Golden West, and a pioneer monument is to be placed here. Placer mining is still carried on by individuals at a profit, and gold dust and nuggets are constantly being caught in the sluice. The cañon from Rich on up has been styled Serpentine Cañon. The narrower portion is Red Gorge. The ten miles from Rich to Twain are spectacular, with the roadbed blasted from the solid rock, the glowing crags towering on right and left, and the river rushing green below. At Virgilia can be seen on the left the remarkable outlines of Indian Falls, where is the old mining camp of Shooey, now a resort place, and that hot-springs volcanic area containing the Devil's Kitchen of boiling mud, the Morgan hot-salt springs, and the Bumpa's Hell sulphur spring. Below Keddie the East Branch of the North Fork of the Feather has its source in the juncture of Indian Creek and Spanish Creek. The railroad follows up along Spanish Creek, through an abundantly timbered and watered country brimming with assets of timber, minerals, ranch lands, trout, game, and vacation pleasures.
f 6 00	7 28	f 5 37	265	lv. RICH Formerly called Rich Bar, in its golden days it was a mining camp containing 2,000 people and extending a mile up and down the river. The first Masonic Hall erected in California stood amidst that grove on the left of the track; only the floor beams remain. Up the hill to the right is the old graveyard, with stones dating back to 1851, perhaps further. Rich Bar forms a Mecca for the Native Sons of the Golden West, and a pioneer monument is to be placed here. Placer mining is still carried on by individuals at a profit, and gold dust and nuggets are constantly being caught in the sluice. The cañon from Rich on up has been styled Serpentine Cañon. The narrower portion is Red Gorge. The ten miles from Rich to Twain are spectacular, with the roadbed blasted from the solid rock, the glowing crags towering on right and left, and the river rushing green below. At Virgilia can be seen on the left the remarkable outlines of Indian Falls, where is the old mining camp of Shooey, now a resort place, and that hot-springs volcanic area containing the Devil's Kitchen of boiling mud, the Morgan hot-salt springs, and the Bumpa's Hell sulphur spring. Below Keddie the East Branch of the North Fork of the Feather has its source in the juncture of Indian Creek and Spanish Creek. The railroad follows up along Spanish Creek, through an abundantly timbered and watered country brimming with assets of timber, minerals, ranch lands, trout, game, and vacation pleasures.
f 6 17	7 44	f 5 52	270	lv. VIRGILIA Formerly called Rich Bar, in its golden days it was a mining camp containing 2,000 people and extending a mile up and down the river. The first Masonic Hall erected in California stood amidst that grove on the left of the track; only the floor beams remain. Up the hill to the right is the old graveyard, with stones dating back to 1851, perhaps further. Rich Bar forms a Mecca for the Native Sons of the Golden West, and a pioneer monument is to be placed here. Placer mining is still carried on by individuals at a profit, and gold dust and nuggets are constantly being caught in the sluice. The cañon from Rich on up has been styled Serpentine Cañon. The narrower portion is Red Gorge. The ten miles from Rich to Twain are spectacular, with the roadbed blasted from the solid rock, the glowing crags towering on right and left, and the river rushing green below. At Virgilia can be seen on the left the remarkable outlines of Indian Falls, where is the old mining camp of Shooey, now a resort place, and that hot-springs volcanic area containing the Devil's Kitchen of boiling mud, the Morgan hot-salt springs, and the Bumpa's Hell sulphur spring. Below Keddie the East Branch of the North Fork of the Feather has its source in the juncture of Indian Creek and Spanish Creek. The railroad follows up along Spanish Creek, through an abundantly timbered and watered country brimming with assets of timber, minerals, ranch lands, trout, game, and vacation pleasures.
f 6 30	7 52	f 6 00	274	lv. TWAIN Formerly called Rich Bar, in its golden days it was a mining camp containing 2,000 people and extending a mile up and down the river. The first Masonic Hall erected in California stood amidst that grove on the left of the track; only the floor beams remain. Up the hill to the right is the old graveyard, with stones dating back to 1851, perhaps further. Rich Bar forms a Mecca for the Native Sons of the Golden West, and a pioneer monument is to be placed here. Placer mining is still carried on by individuals at a profit, and gold dust and nuggets are constantly being caught in the sluice. The cañon from Rich on up has been styled Serpentine Cañon. The narrower portion is Red Gorge. The ten miles from Rich to Twain are spectacular, with the roadbed blasted from the solid rock, the glowing crags towering on right and left, and the river rushing green below. At Virgilia can be seen on the left the remarkable outlines of Indian Falls, where is the old mining camp of Shooey, now a resort place, and that hot-springs volcanic area containing the Devil's Kitchen of boiling mud, the Morgan hot-salt springs, and the Bumpa's Hell sulphur spring. Below Keddie the East Branch of the North Fork of the Feather has its source in the juncture of Indian Creek and Spanish Creek. The railroad follows up along Spanish Creek, through an abundantly timbered and watered country brimming with assets of timber, minerals, ranch lands, trout, game, and vacation pleasures.
f 6 55	8 16	f 6 23	281	lv. KEDDIE Formerly called Rich Bar, in its golden days it was a mining camp containing 2,000 people and extending a mile up and down the river. The first Masonic Hall erected in California stood amidst that grove on the left of the track; only the floor beams remain. Up the hill to the right is the old graveyard, with stones dating back to 1851, perhaps further. Rich Bar forms a Mecca for the Native Sons of the Golden West, and a pioneer monument is to be placed here. Placer mining is still carried on by individuals at a profit, and gold dust and nuggets are constantly being caught in the sluice. The cañon from Rich on up has been styled Serpentine Cañon. The narrower portion is Red Gorge. The ten miles from Rich to Twain are spectacular, with the roadbed blasted from the solid rock, the glowing crags towering on right and left, and the river rushing green below. At Virgilia can be seen on the left the remarkable outlines of Indian Falls, where is the old mining camp of Shooey, now a resort place, and that hot-springs volcanic area containing the Devil's Kitchen of boiling mud, the Morgan hot-salt springs, and the Bumpa's Hell sulphur spring. Below Keddie the East Branch of the North Fork of the Feather has its source in the juncture of Indian Creek and Spanish Creek. The railroad follows up along Spanish Creek, through an abundantly timbered and watered country brimming with assets of timber, minerals, ranch lands, trout, game, and vacation pleasures.



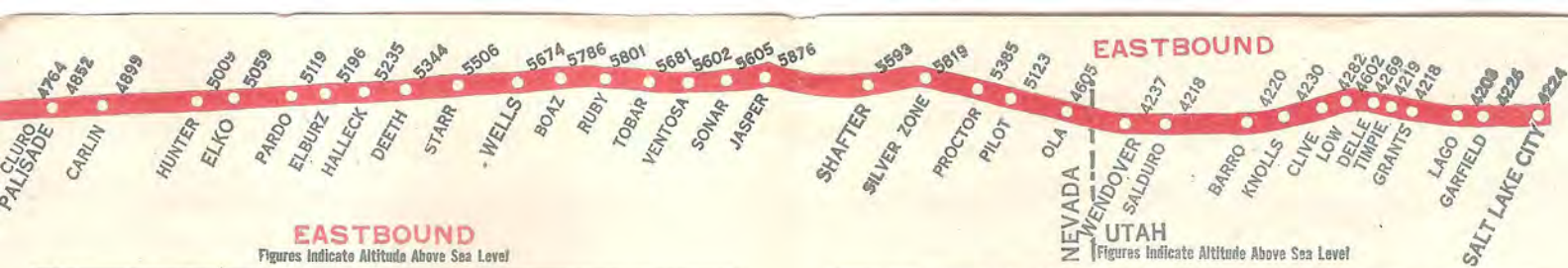
EASTBOUND

Figures Indicate Altitude Above Sea Level

4	2	20 Seenie L't'd	Mile San Fr.	Stations and Descriptive Notes
AM 7 20	PM 8 40	PM 6 43	288	lv. QUINCY JUNCTION At Quincy Junction the Western Pacific connects with the Quincy Western Railroad to the thriving town of Quincy, county seat of Plumas County, five miles south up the American Valley. Six miles beyond Quincy Junction the Western Pacific executes the famed Williams Circle, making a full loop in Spring Garden Creek bottoms and crossing itself by a trestle.
f 7 40	f 9 03	f 7 05	297	lv. SPRING GARDEN Spring Garden and Sloat are adjacent to large logging camps and ship considerable dairy produce. At Sloat the tracks have found the Middle Fork of the Feather River, and are ascending the Valley of the Middle Feather.
f 7 55	9 18	f 7 20	302	lv. SLOAT ship considerable dairy produce. At Sloat the tracks have found the Middle Fork of the Feather River, and are ascending the Valley of the Middle Feather.
f 8 08	f 9 35	f 7 40	308	lv. FEATHER RIVER INN STATION At Feather River Inn station is a new hostelry, erected for the accommodation of the lover of out-of-doors, known as "Feather River Inn and Camps." The Inn is a large log structure, in connection with which are well furnished bungalow camps and tents. Every feature is up-to-date, and as good as the city's best. From here is to be reached, by a station the city of forty-two miles lakes which form the divide south at an elevation of 6,000 to 7,000 feet. From Clion the Mohawk Valley to Mable the tracks wind through the picturesque Castle Cañon.
f 8 20	f 9 50	f 7 55	314	lv. CLIO mountain drive through immense pines and cedars, the divide south at an elevation of 6,000 to 7,000 feet. From Clion the Mohawk Valley to Mable the tracks wind through the picturesque Castle Cañon.
8 32	10 05	8 10	318	lv. MABLE Clion in the Mohawk Valley to Mable the tracks wind through the picturesque Castle Cañon.
8 40	10 15	8 20	321	lv. PORTOLA A division terminal of the Western Pacific, it has large agricultural and timber resources, and is a big-game hunting headquarters. Portola is a favorite winter as well as summer resort; many visitors from the Sacramento and San Joaquin valleys come up to indulge in splendid skee and tobogganing. The Boca & Loyalton Railroad connects with the Western Pacific, and from Hawley runs south up the great Sierra Valley for Campbell's Hot Springs resort, Sierraville and other points. The Middle Fork of the Feather River divides into numerous head-water streams. Now by gradual ascent the Sierra Nevada Range is to be crossed by the easy Beckworth Pass.
f 9 02	f 10 36	f 8 41	328	lv. HAWLEY The old settlement of Hawley on the left and antedating the railroad was called Beckwith (Beckworth), after "Old Jim" Beckworth (Beckwith), mulatto trapper and trader and Crow Indian chief, who, in his latter days of the early fifties, occupied his pass for an emigrant station. At Chilcot the top of the pass which he discovered, is still standing his stone trading post. From the tunnel, 5,118 feet elevation, the course is now descending the eastern slope of the Sierras. Near Scotts is a lake fed by boiling springs, and frequented from day remote by the Indians and whites for bathing purposes.
f 9 22	f 10 54	f 8 59	340	lv. CHILCOOT the top of the pass which he discovered, is still standing his stone trading post. From the tunnel, 5,118 feet elevation, the course is now descending the eastern slope of the Sierras. Near Scotts is a lake fed by boiling springs, and frequented from day remote by the Indians and whites for bathing purposes.
f 9 40	11 07	9 12	346	lv. SCOTTS fed by boiling springs, and frequented from day remote by the Indians and whites for bathing purposes.
f 9 52	11 17	9 22	352	lv. RED ROCK limned against the hills to the right. The meadows are kept green by hot springs. This used to be great antelope country, and antelope are seen occasionally along the right-of-way. The broad, rich valley is the celebrated Long Valley, of vast ranching and agricultural interests.
f 9 59	f 11 22	9 27	356	lv. CONSTANTIA along the right-of-way. The broad, rich valley is the celebrated Long Valley, of vast ranching and agricultural interests.
10 05	f 11 26	f 9 31	358	lv. OMIRA Valley, of vast ranching and agricultural interests.
10 15	f 11 35	f 9 40	363	lv. DOYLE Honey Lake Valley extends down from the north to Long Valley. At Doyle the Western Pacific connects with train and stage for Susanville, the Honey Lake section's thriving town, distant forty-four miles, and for other points northward, and for Reno, fifty-seven miles southward.
f 10 42	f 11 58	f 10 03	378	lv. CALNEVA, CAL. At mile-post 378, a mile beyond Calneva, the California-Nevada state line is crossed. The station name is a combination of the two names. The green Long Valley, watered by Long Creek, continues on the right. Ahead the misty blue ridges of the Nevada ranges lift against the clear horizon. The train is climbing the Granite range of mountains. South five miles lies historic Pyramid Lake, glimpsed from Sand Pass. Backward is given the final view of California.
f 10 54	f 12 08	f 10 13	384	lv. FLANIGAN, NEV. the Nevada ranges lift against the clear horizon. The train is climbing the Granite range of mountains. South five miles lies historic Pyramid Lake, glimpsed from Sand Pass. Backward is given the final view of California.
f 11 12	f 12 23	f 10 28	394	lv. SAND PASS is climbing the Granite range of mountains. South five miles lies historic Pyramid Lake, glimpsed from Sand Pass. Backward is given the final view of California.
f 11 32	12 41	f 10 46	405	lv. SANO Pyramid Lake, glimpsed from Sand Pass. Backward is given the final view of California.
f 11 55	12 58	f 11 04	416	lv. REYNARD At the foot of the pass the train skirts the remarkable Smoke Creek Desert, mysterious as if enchanted. The great slumberous saucer is succeeded by the blackish lava and scoria of the Black Rock Desert. Upon the slopes to the left the lava resembles gigantic lettering. The lava merges into another peculiar tract, of soda flats and sinks, twenty miles square and marked by antelope tracks and famous for mirages.
f 12 11	1 10	f 11 17	424	lv. BRONTE mysterious as if enchanted. The great slumberous saucer is succeeded by the blackish lava and scoria of the Black Rock Desert. Upon the slopes to the left the lava resembles gigantic lettering. The lava merges into another peculiar tract, of soda flats and sinks, twenty miles square and marked by antelope tracks and famous for mirages.
f 12 24	1 22	f 11 29	431	lv. PHIL blackish lava and scoria of the Black Rock Desert. Upon the slopes to the left the lava resembles gigantic lettering. The lava merges into another peculiar tract, of soda flats and sinks, twenty miles square and marked by antelope tracks and famous for mirages.
f 12 40	1 40	f 11 43	438	lv. GERLACH From amidst high sandstone ridges scored by rain and wind the train enters the substantial station of Gerlach, beginning the Eastern Division of the Western Pacific. It is noted for its group of geyser hot springs, and their battered adobe fort, at the base of the hills to the left. In winter their steam is plainly visible from the car windows. Geysir hummocks are scattered over the desert. Not far from the track at Trego are the Double hot springs.
f 1 17	2 10	AM 12 07	452	lv. TREGO over the desert. Not far from the track at Trego are the Double hot springs.
f 1 34	2 26	12 28	462	lv. CHOLONA Cholona is the half-way point between San Francisco and Salt Lake City. At the left, before, may be seen the whitish gravel of the Calico Range, always of this color. The shaly gravel along the right-of-way indicates oil, and oil has been found in paying quantities. About five miles from Sulphur are located the large sulphur workings of the Nevada Sulphur Company. To the right after leaving Sulphur is a deposit of mineral paint showing brilliant red, adjacent to prospect holes and dumps. Copper, silver and gold are being taken out. About three miles after leaving Sulphur there fronts the track, on the right, the Irish Sulphur, a lone sandstone outcrop presenting the perfect profile of an old Irish gentleman in stock and cravat. The Antelope Range is ahead, and will be crossed.
f 1 52	2 39	12 44	471	lv. RONDA the whitish gravel of the Calico Range, always of this color. The shaly gravel along the right-of-way indicates oil, and oil has been found in paying quantities. About five miles from Sulphur are located the large sulphur workings of the Nevada Sulphur Company. To the right after leaving Sulphur is a deposit of mineral paint showing brilliant red, adjacent to prospect holes and dumps. Copper, silver and gold are being taken out. About three miles after leaving Sulphur there fronts the track, on the right, the Irish Sulphur, a lone sandstone outcrop presenting the perfect profile of an old Irish gentleman in stock and cravat. The Antelope Range is ahead, and will be crossed.
2 00	2 47	f 12 50	475	lv. SULPHUR miles from Sulphur are located the large sulphur workings of the Nevada Sulphur Company. To the right after leaving Sulphur is a deposit of mineral paint showing brilliant red, adjacent to prospect holes and dumps. Copper, silver and gold are being taken out. About three miles after leaving Sulphur there fronts the track, on the right, the Irish Sulphur, a lone sandstone outcrop presenting the perfect profile of an old Irish gentleman in stock and cravat. The Antelope Range is ahead, and will be crossed.
f 2 25	3 08	AM 1 18	488	lv. ANTELOPE Antelope, 4,507 feet, is at the top of the pass over the Antelope Range. During the ascent the Sawtooth Mountains open on the right.

Trains stop only at stations where time shown is preceded by "s" indicating "stop" or "f" indicating "flag."

A. M. time in light type. P. M. time in black type.



EASTBOUND

Figures Indicate Altitude Above Sea Level

		4	2	20		
		Secs	Secs	Secs		
		h:m	h:m	h:m		
		h:m	h:m	h:m		
PM	AM	AM	AM	AM		
8 24	3 23	1 27	497	lv. JUNGO	On the left, in one of the hills, is the tunnel of the Cannonball copper mine. Haystack Mountain, a landmark of yore, on the right ahead signals the town of Jungo in the midst of the peculiar Jungo Flats—a dry-lake basin fifty miles in area and as bare as a deal table. From Jungo many cattle and sheep are shipped. By a sweeping curve the train is about to skirt the base of Blue Mountain, which is of the same azure in sunshine or in cloud. The fertile Quinn River Valley opens, northward. Pronto formerly was Dutchman's Wells, where the emigrants obtained good water. Before uplifts heavy and bold Winnemucca Peak. At Raglan the Humboldt River is on the right, and will be ascended for 200 miles. To the right is the old overland trail for emigrants, stages and pony express.	
f 2 53	3 34	1 36	503	lv. VENADO	By a saggy pass over the Winnemucca spur of the Humboldt Mountains the train descends into the attractive division town of Winnemucca, at the base of bulky Mt. Winnemucca, 6,600 feet, named for a Pah-Ute chief who in the fifties caused the whites much trouble. Winnemucca is a busy supply point for various mining fields and is the center of a wide grazing region. In the seventies from its mountain great quantities of silver ore were shipped by wagon trains to San Francisco and Salt Lake.	
f 3 03	3 42	1 43	508	lv. GASKELL	The Valley of the Humboldt, watered by the sluggish, crooked Humboldt River, is rapidly being developed into ranches. Golconda station is a ranch supply point, and the Hot Springs Range opposite is a popular watering resort. Just before Red House is reached may be seen at the right by the tracks the old brick-and-plaster house to which the station owes its title.	
f 3 15	3 52	1 59	515	lv. PRONTO	Southward from Rennox is the famous Battle Mountain, where in the fifties miners and Indians engaged in desperate battle. At Dumphy the Western Pacific skirts the great Dumphy ranch, one of the largest in Nevada. Beowawe is Pah-Ute for Babbling Water. From Beowawe can be seen in winter, at the southwest, several geysers throwing out their steamy vapor.	
f 3 27	4 00	2 01	519	lv. RAGLAN	Churo has valuable gravel beds operated by the Western Pacific. Palisade is adjacent to the scenic Cañon of the Humboldt where the walls form lofty palisades. In all this section of Nevada many thousands of cattle and sheep are wintered, the grazing being excellent, the storms few. And, although the sagebrush soil looks unattractive, under irrigation it is enormously productive.	
f 3 37	4 10	2 10	526	lv. KRUM	Elko, division point, county seat, and one of the most important towns along the Western Pacific in Nevada, is the hub of a notable ranching, mining and hunting region of hot sulphur springs, among them Chicken Soup Spring, is a favorite state resort.	
8 3 50	4 20	2 20	532	lv. WINNEMUCCA	From Elko onward the train follows up the Valley of the Humboldt, with the snow-seamed Ruby Range of the East Humboldt Mountains on the right. They are a sure-trove for the prospector and hunter, and harbor numerous ranches. Halleck recalls old Fort Halleck of Indian days. Deeth was the name of a well known Indian trapper.	
4 00	4 25	2 25	532	lv. ELKO	Here, at Humboldt Wells, a source of the Humboldt River, by the base of the Owyhee Range to the left and rear of the train, overland teams and men obtained welcome water, on the right, opposite Wells, is the great Clover Mountain, around whose base the tracks curve. By Wells Pass, the Western Pacific now leaves the Humboldt and the Humboldt Valley, and crosses Independence Valley. Clover mountain extends for twenty miles; ahead may be described, the Toano Range. The train is gradually climbing to a second Flower Lake Pass, north end of the Goshute Mountains. A magnificent view unfolds on either hand. At Jasper the top of the pass and the famous tunnel are only half a mile before. The pass, at 5,997 feet elevation, is the highest point on the Western Pacific line. The tunnel is a straight 5,065 feet in length; about three minutes are consumed in traversing it. From it the train debouches for a smooth descent into the wide, level Goshute Valley, which stretches southward between the bordering ranges. Ranches occupied by Pah-Ute Indians are to be seen by the tracks. Shafter, in the middle of the valley, was a large supply depot during the railroad construction work. Southward 140 miles is the widely known mining and smelting town of Ely, Nevada, for which connection is made with the Nevada Northern Railroad.	
f 4 15	4 38	2 38	541	lv. BLISS	A mile east of Silver Zone is crossed, at an altitude of 5,850 feet, the Toano Range. By cuts and sweeping curves through rocks and cedars the train nears the spectacular Arnold's Loop. The roadbed lies like a huge writhing serpent. The cuts have brought to light promising traces of gold, silver and copper, resulting in mining boom for the territory. From the descent of Arnold's Loop is displayed, below, the wondrous Salt Desert whose confine once held an inland sea. To the right is the cone-like landmark of Pilot Mountain, and beyond its base is glimpsed the shimmering strange expanse of	
8 4 30	4 52	2 53	548	lv. GOLCONDA		
f 4 54	5 12	3 14	562	lv. RED HOUSE		
f 5 18	5 32	3 35	575	lv. NELSON		
f 5 47	5 57	4 00	591	lv. RENNOX		
f 6 05	6 13	4 16	601	lv. KAMPOS		
f 6 22	6 28	4 31	610	lv. DUNPHY		
8 6 38	6 42	4 46	619	lv. BEOWAWE		
f 6 53	7 00	5 00	627	lv. CLURO		
8 7 11	7 16	5 07	636	lv. PALISADE		
8 7 30	7 28	5 32	644	lv. CARLIN		
f 7 58	7 48	5 53	657	lv. HUNTER		
8 8 20	8 05	6 05	665	lv. ELKO		
8 8 30	8 10	6 10	665	lv. ELKO		
f 8 45	8 22	6 22	673	lv. PARDO		
f 9 05	8 41	6 40	683	lv. ELBURZ		
f 9 12	8 47	6 46	688	lv. HALLECK		
f 9 38	8 06	7 05	700	lv. DEETH		
f 9 54	9 22	7 20	709	lv. STARR		
8 10 15	8 36	7 33	717	lv. WELLS		
f 10 27	9 46	7 42	724	lv. BOAZ		
f 10 37	9 53	7 50	728	lv. RUBY		
f 10 47	10 02	7 59	733	lv. TOBAR		
f 10 57	10 10	8 06	739	lv. VENTOSA		
f 11 13	10 26	8 21	747	lv. SONAR		
f 11 24	10 38	8 33	753	lv. JASPER		
8 11 52	11 05	8 53	766	lv. SHAFTER		
f 12 06	11 16	9 03	772	lv. SILVER ZONE		
f 12 31	11 37	9 28	783	lv. PROCTOR		
f 12 42	11 49	9 39	788	lv. PILOT		



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EASTBOUND

Figures Indicate Altitude Above Sea Level

		4	2	20		
		Secs	Secs	Secs		
		h:m	h:m	h:m		
		h:m	h:m	h:m		
AM	PM	AM	PM	AM		
f 1 05	12 05	9 55	800	lv. OLA, NEV.	The phenomenal salt beds. The salt forms whitish patches like snow against the foot of Pilot. This seems a desolate region, but it is an excellent sheep range in winter. Before reaching Ola the train passes through a valuable gravel deposit, used in graveling the roadbed to a dike above the low desert. At Ola and at Wendover Pah-Ute Indians are likely to be seen at the station. About at mile-post 739, before arriving at Wendover, on the right is passed the post denoting the boundary line between Nevada and Utah.	
8 1 20	12 15	10 05	806	ar. WENDOVER, UTAH	Wendover, at the west edge of the great Salt Beds, is a division point, and ships much ore and range stock. Here the train crosses boldly upon the crossing of the big Salt Beds, long a tale for adventurers, but only recently placed at the door of less hardy travelers. This deposit of solid salt, 95 per cent pure, is sixty miles in length and eight in breadth; its thickness varies from one to fifteen feet. The Western Pacific tracks cross it about through the middle. The refractive waves of light cause remarkable mirages, depicting limpid blue lakes, and changing the jutting craggy cliffs of the shore-line into monsters and floating islands. Salduro is a station in the midst of the bed. On August 12, 1914, Teddy Teitzoff, the famous racing driver, made a straight-away mile in a Blitzen Benz machine on these salt beds in 25.20 seconds, which established a world record. It is believed that this wonderful salt formation will make the fastest and safest racing course in the world. At Barro the train has crossed the main deposit and has emerged into the mucky seepage edge. The rounded hills before are early styled Cedar Knolls. The low Cedar Mountains divide is just ahead, separating the Salt Desert from the Great Salt Lake. The Western Pacific crosses by way of Low Pass, at an elevation of 4,832 feet. Many thousand sheep are shipped out of here annually. The Stansbury Range, named for Captain Stansbury of the Army, who explored the lake region in 1849, rears its crests before.	
f 1 48	12 40	10 30	815	lv. SALDURO	At Delle the train is into the Valley of the Great Salt Lake, with Salt Lake City forty-nine miles eastward, across the waters. The Stansbury Range is close on the right. Up Skull Valley, so called because the Digger Indians buried their dead in the springs, fourteen miles south of Timpie is the Lopeva community of Sandwich Islanders who have adopted the Mormon faith. The lake will be crossed three miles beyond Grants station, which is portal to the rich farming district of Grantsville. On the left are the outlines of Stansbury Island, with Antelope Island further ahead. The first glimpse of the Lombardy party falls from the early Utah settlers is given. Cultivated tracts betoken a thrifty people. The lake where crossed is eleven miles wide. The heavy waves roll on either side of the solid roadbed; at times the spray whitens the train.	
f 2 25	1 14	11 01	835	lv. BARRO	The station of Lago marks the terminus of the run to Salt Lake City and Ogden. To the right are the Oquirrh or Squirrel Mountains. On the right is located the smelter of the American Smelting and Refining Company, with capacity of 10,000 tons of ore a day, and the Magna and Alta concentrating plants of the Utah Copper Company. The ore is delivered from the extensive mines of the Birmingham copper district, on the Denver & Rio Grande tracks four miles south from Salt Lake City. Antelope Island, sixteen miles long, stretches plainly on the left, and in the same direction is the noted resort of Saltair. Before on the right are the mighty peaks of the Wasatch Range, principal range of Utah. Salt Lake City is at its base.	
f 2 45	1 34	11 17	845	lv. KNOLLS		
f 3 01	1 48	11 34	854	lv. CLIVE		
f 3 20	2 05	11 54	866	lv. LOW		
8 3 40	2 25	12 15	878	lv. DELLE		
f 3 55	2 38	12 28	885	lv. TIMPIE		
8 4 18	2 55	12 45	897	lv. GRANTS		
f 4 43	3 15	1 03	908	lv. LAGO		
f 4 54	3 28	1 18	913	lv. GARFIELD		
8 5 30	4 00	1 45	927	ar. SALT LAKE CITY (Western Pacific) (Pac. time).		
8 6 30	5 00	2 45	927	ar. SALT LAKE CITY (Western Pacific) (Mtn. time).		
8 1 45	4 00	3 15	927	lv. SALT LAKE CITY (D. & R. G.) (Mtn. time).		
8 2 45	4 00	3 15	927	ar. OGDEN, Utah (D. & R. G.) (Mtn. time).		
8 8 10	5 15	3 30	927	lv. OGDEN, Utah (D. & R. G.) (Mtn. time).		
8 8 15	4 10	3 20	927	ar. SALT LAKE CITY (D. & R. G.) (Mtn. time).		
8 12 20	5 15	3 30	927	ar. PUEBLO (D. & R. G.) (Mtn. time).		
8 12 20	5 15	3 30	927	ar. DENVER, Colo. (D. & R. G.) (Mtn. time).		
8 6 55	4 30	3 15	927	lv. OGDEN, Utah (D. & R. G.) (Mtn. time).		
8 7 55	4 30	3 15	927	ar. SALT LAKE CITY (D. & R. G.) (Mtn. time).		
8 8 10	5 15	3 30	927	lv. SALT LAKE CITY (D. & R. G.) (Mtn. time).		
8 8 15	4 10	3 20	927	ar. PUEBLO (D. & R. G.) (Mtn. time).		
8 12 20	5 15	3 30	927	ar. DENVER, Colo. (D. & R. G.) (Mtn. time).		



TESLA BRANCH	
lv. ... Carbonsa ... ar	lv. ... Tesla ... ar

QUINCY WESTERN RAILROAD							
8 45	6 50	7 25	lv. Quincy Junction	ar	7 00	6 35	8 20
9 05	7 10	7 45	ar. Quincy	lv	6 40	6 15	8 00

Nevada-California-Oregon Ry.		Nevada Northern Railway	
8 1 45	lv. ... Doyle ... ar	11 40	10 10
8 4 30	lv. ... Reno ... ar	8 35	10 50
8 1 45	lv. ... Doyle ... ar	11 45	10 15
8 5 30	lv. ... Alturas ... ar	7 45	3 45
8 7 40	lv. ... Lake View ... ar	5 30	3 50
8 10 55	lv. ... Shafter ... ar	11 55	10 10
8 11 55	lv. ... Shafter ... ar	12 10	10 15
8 12 45	lv. ... East Ely ... ar	6 45	11 15
8 13 45	lv. ... Ely ... ar	5 40	11 20

* Daily. † Daily except Sunday. ‡ Sunday only. A. M. time in light type. P. M. time in black type.

What to See in Oroville



A Business Street in Oroville

LOCATION—In the Sierra Nevada foothills, on the Feather River, at the mouth of the Grand Cañon of the Feather, 205 miles out of San Francisco. A little city that uses the orange for a street tree.

LEVEE—Recently constructed along the waterfront at a cost of \$80,000; the first reinforced concrete levee laid in California.

EXPOSITION BUILDING—Upon the levee and extending over the river; a \$27,000 structure, designed for exposition purposes, and from its porticos giving a comprehensive view of town and country.

OLIVE WORKS—Several large olive pickling plants for ripe and green olives, and olive oil factories connected, form a large industry of much interest.

COURT HOUSE—The headquarters of Justice

County occupy a block in the center of the city. The grounds comprise a park tastefully laid out and well shaded with many varieties of trees.

OLIVE GROVES—The olive groves around Oroville are the largest in the state, and olive culture at its perfection may be seen almost within the city limits.

ORANGE GROVES—The Oroville section is the largest orange producing section in Northern California, and matures its fruit six weeks earlier than the oranges of Southern California are matured. Orange picking begins in November. One of the most extensive packing houses is located at the Western Pacific station.

THERMALITO—A colony devoted particularly to the growing of the olive and the orange. Two and one-half miles from Oroville, on the line of the Northern Electric Railway system.

DREDGING FIELDS—Steam dredging for gold is carried on in the city limits. A fleet of twenty-five dredges is constantly at work. Each dredge digs over about ten acres of land a year, excavating to the depth of twenty-five feet. Visitors usually are welcomed aboard the boats.

DIAMOND MINES—At Cherokee, about ten miles north of Oroville, diamonds have been found, the formation being the Kimberlite formation of South Africa. Shafting have been sunk, and active development work is progressing.

FALL RIVER FALLS—These are reached by a twenty-six mile stage trip northeast from Oroville, through the historic old mining town of Mooretown, and into magnificent mountain scenery. The falls are at the head of the wild Bald Rock Cañon of the Middle Fork of the Feather River. They have a sheer drop of 480 feet. The area of twenty square miles surrounding the falls is picturesque in the extreme, including, among other spectacles, the gigantic Bald Rock and Pyramid Mountain.

GRAND CAÑON OF THE FEATHER RIVER—The Grand Cañon of the Feather River opens just above Oroville, and is traversed throughout by Western Pacific trains. Short trips from Oroville into it can easily be made. The Great Western Power Company plant at Las Plumas, sixteen miles from Oroville into the cañon, is well worth inspecting. At Bidwell, formerly Bidwell's Bar, only seven miles from Oroville, may be seen the first placer workings on the Feather, dating back to March, 1848. Four hours takes one to Keddie, seventy-five miles, the head of the cañon proper; and the return trip will be found as delightful. Out of Keddie is reached by a drive a remarkable mud springs and sulphur springs area. The cañon proffers excellent trout fishing and good shooting.

TROLLEY TRIPS—The Northern Electric Railway connects Oroville with Chico, twenty-five miles, which affords a quick trip through a section not covered by the railroad.

What to See in Marysville



Portion of Business Section, Marysville

LOCATION—On the Western Pacific Railway, 179 miles out of San Francisco, at the juncture of the Feather River from the north and the Yuba River from the east, in Yuba County. It was founded in 1849 as Yubaville, soon rechristened Marysville, after Mrs. Mary Collivaud, the first white woman among the settlers. It was an important stage center, thirty-six lines operating out of it for the gold mines of the upper country. From the very earliest day steamboats plied between it and Sacramento and San Francisco.

NOTRE DAME COLLEGE—Occupies the block bounded by B. C. Seventh and Eighth streets. Founded in 1856 by the Sisters of Notre Dame; the oldest and one of the most thorough colleges for girls in California.

PUBLIC LIBRARY—A \$75,000 building presented to the city by Mr. John Q. Packard; about 10,000 volumes and a well supplied reading room.

ELKS' BUILDING—Recently erected at cost of \$85,000. The Odd Fellows' Building also is worthy of attention.

CORTEZ SQUARE—Occupies the block bounded by B. C. Fifth and Sixth streets; the principal city park.

KNIGHT PARK—Eighty acres recently acquired, forming the tract previously used for fair and racing purposes.

OTHER PARKS—There are nine other parks: Napoleon Square, bounded by L. M. Fourteenth and Fifteenth streets; Sutter Square, Washington Square, Lafayette Square, Miners' Square, Sacramento Square, Market Square, Franklin Square.

LEVEE—Marysville is at the head of navigation up the Sacramento and the Feather rivers. Steamers arrive frequently. The Feather and the Yuba waterfront afford good fishing.

YUBA CONSTRUCTION COMPANY—A large manufacturing plant of much interest, with an output of steam gold dredges which are distributed throughout the gold fields of the world. One of its dredges, weight 3,500 tons, is the largest yet built. It also manufactures powerful irrigation pumps and impulse water wheels.

CANNERIES—The fruit-canning factories at Marysville and at Yuba City are among the largest in the West; the fruit-packing plants are even more interesting to the stranger.

YUBA CITY—Yuba City is located directly across the Feather River in Sutter County, and connected with Marysville by electric car line. Among the buildings of note are the Court House and Hall of Records, in a semi-tropical park which forms a square; Mission Hall (a county convention hall), and Masonic Hall, of Mission architecture.

COLGATE POWER HOUSE—Located up the Yuba River thirty-three miles from Marysville. A large power plant whose dam is a remarkable engineering feat.

HAMMONTON GOLD FIELDS—Three thousand acres of placer grounds, twelve miles from Marysville, being worked by a fleet of a dozen steam dredges. Hammonton is a model mining town, maintained without a saloon, under the auspices of the Yuba Consolidated Gold Fields Company. Deepest and richest placer fields in the world.

HOP FIELDS—At Wheatland, twelve miles south of Marysville. The Dust Bros.' hop ranch of 650 acres is probably the largest hops tract operated by private ownership. Here also is an experiment station, on the Horst ranch, for the growing of rice and other products.

ARBOGA—Seven miles south of Marysville. A Swedish colony which has taken up 15,000 acres and is pursuing scientific farming.

TROLLEY TRIPS—The Northern Electric Railway affords quick and easy transportation out of Marysville to many other points which have not been mentioned.

What to See in Sacramento



Capitol Building, Sacramento

LOCATION—The capital of California is distant northeast from Oakland 139 miles by Western Pacific train. The city is situated beside the broadly flowing Sacramento River, in the midst of the wide lower Sacramento Valley, which is among the most noted of the fertile valleys of the world. The American River borders the city on the north.

CAPITOL BUILDING—Located in Capitol Park of forty acres. The cornerstone was laid in 1862; the structure was completed in 1867, at a cost of \$2,600,000. Since then it has been enlarged and improved, at a cost of \$2,000,000 more. It contains the best law library in the United States. The view from the dome is most inspiring and instructive. F Street and Fifteenth Street cars pass the park.

GOVERNOR'S MANSION—An old-fashioned frame residence. Fifteenth and H streets.

CITY HALL—I Street, between Ninth and Tenth. Cost \$300,000.

POSTOFFICE—Seventh and K streets.

COURT HOUSE—I Street, bet. 6th and 7th. A \$75,000 structure, under construction.

OLD FORT SUTTER—Take M Street cars. This, the beginning of Sacramento City and the origin of the gold rush of '49, was the fortified quarters of Captain John A. Sutter, Swiss-American adventurer who, in 1839, obtained here from the California governor a grant upon which to settle. In January, 1848, employs digging a millrace for him, twenty-five miles up the American River, found gold; and, when the news spread to the states, the rush of '49 set in. The old enclosure has been well restored, and forms one of the milestones in American history.

TUESDAY CLUB HOUSE—Opposite Fort Sutter; M Street cars. A Woman's Club house, erected at a cost of \$300,000, obtained by public subscription.

CROCKER ART GALLERY—From downtown cars transfer to Third Street lines. Open 10 a. m. to 5 p. m. This collection contains paintings valued at \$1,000,000. A gift from Mrs. E. D. Crocker, in memory of her husband.

PUBLIC SWIMMING BATHS—At the river, end of Tenth Street car line. Take cars marked "Ostrich Farm and Baths."

LEVEE—To be reached by the above route. Sacramento has four miles of water-front, and wharfage for steamers that ply south to San Francisco and north to Marysville.

OSTRICH FARM—Take "Ostrich Farm" car.

CITY PLAZA—Opposite City Hall. Band concerts are rendered during the summer.

MCKINLEY PARK—From downtown cars transfer at Seventh and K streets to G Street line. A forty-acre park devoted especially to the amusement of children.

SOUTHSIDE PARK—At Seventh and K streets transfer to T Street line.

RECREATION PARK—Take J, M or 21st street car. General recreation ground.

DEL PASO PARK—Reached by a pleasant drive along Auburn Blvd. This park of \$20 acres is being laid out under direction of Mr. John Nolan of Boston, landscape architect.

STATE FAIR GROUNDS—T Street cars at Seventh and K streets.

CHINATOWN—J Street cars, or any cars to the Southern Pacific depot.

JAPAN TOWN—Adjoins to Chinatown. No guide required through either quarter.

TROLLEY TRIPS—Three long-distance suburban electric car lines operate out of Sacramento. The Northern Electric Railway runs north through Marysville ninety miles to Chico. The trip gives an excellent view of the gold dredges, the immense citrus orchards and hop fields, and the large irrigation projects for intensive farming. South through Lodi fifty miles to Stockton extends the system of the Central California Traction Company. By this route may be visited the immense tokay vineyards at Florin. The Oakland, Antioch and Eastern operates between the bay cities and Sacramento, with connections with Northern Electric.

RIVER TRIPS—Comfortable, moderately equipped steamers of half a dozen freight and packet lines descend the Sacramento for San Francisco, stopping at way points; or ascend for Marysville, up the Feather River tributary of the Sacramento.

BY AUTOMOBILE—The Auburn Boulevard, thirty-five miles east, for seventeen miles is macadamized. Leads into the foothills, and to the district of Colusa, forty-six miles. Folsom Loop takes one to Folsom, an old mining town forty-two miles east up the American River. The route to Placerville, another famous mining center, at an elevation of 1,800 feet, fifty miles eastward, takes one out the Folsom Boulevard and the State Road, into the pines at the base of the snow-caps. Lake Tahoe, 125 miles east, is a two days' trip, with plenty of accommodations for stopovers.

What to See in Stockton



The Levee, Stockton

LOCATION—By Western Pacific train ninety-four miles east from San Francisco, at the head of tidewater navigation on the San Joaquin Valley, in the midst of the lower San Joaquin Valley, the "Gateway City," county seat of San Joaquin County.

CHAMBER OF COMMERCE—Traffic and information bureaus, and display of industrial products.

COURT HOUSE—A stately structure, costing \$375,000, and standing in a fine public square of green lawn, graceful palms and bright flowers.

PUBLIC LIBRARY—Buildings and grounds are valued at \$200,000. Contains 60,000 volumes, 20,000 pamphlets, 1,000 maps. Service stations are maintained throughout the city.

HIGH SCHOOL—Built of stone, at cost of \$50,000. Situated in the midst of a beautiful ten-acre playground park.

ELKS' TEMPLE—Six-story building, owned by the Order.

CHILDREN'S HOME—A charitable institution which would be a credit to a much larger city.

Y. M. C. A. BUILDING—A completely equipped four-story building with basement, erected at a cost of \$75,000.

HOLT MANUFACTURING PLANT—Occupies six blocks in the city. Makes a specialty of combined harvesters, and the celebrated caterpillar traction engine for cultivating purposes. Annual output of \$3,000,000, and monthly payroll of \$50,000.

SPERRY FLOUR MILLS—Among the largest cereal mills in the West.

STOCKTON IRON WORKS—Occupies two blocks. Makes a specialty of clam-shell dredges and ditching machinery peculiar to the reclamation work of the San Joaquin delta district.

SAMSON IRON WORKS—Makes a specialty of marine and stationary oil engines, centrifugal pumps and traction engines. Employs 200 hands.

EL PINAL WINERY—One of the largest in the country. Crushes some 30,000 tons of grapes annually, and has tank facilities for 5,000,000 gallons. Its wine capacity alone is 90,000 gallons every twenty-four hours.

STATE HOSPITAL—Erected and outfitted at a cost of \$1,000,000.

PARKS—Stockton is abundantly supplied with tropically planted parks, prepared for the use of the public.

THE LEVEE—Two lines of steamers run between Stockton and San Francisco, and many other craft, typical of river and canal navigation, tie up at the waterfront. Fishing for striped bass, shad, salmon and catfish occupies many anglers.

WARM ARTESIAN BATHS—The public baths, supplied with warm mineral water from artesian wells, is a Stockton feature.

OUT-OF-TOWN TRIPS—North from Stockton lies the prolific San Joaquin delta district, reclaimed by dikes and traversed by a network of canals. A fleet of gasoline launches carries passengers to and fro. The Central California Traction Electric road runs north through beautiful Lodi, twelve miles, and the tokay vineyards, to Sacramento; service every hour. Tidewater Southern Bay extends south to Escalon and Modesto through a rich farming section. The Stockton Terminal & Eastern Railway extends east, to the mining regions of Calaveras County, affording superb automobile trips. From Stockton are easily reached the Yosemite Valley, 116 miles, the Mother Lode country of historic mining interests, the Calaveras Big Trees, etc.

EASTBOUND



Figures Indicate Altitude Above Sea Level

EASTBOUND

DENVER & RIO GRANDE RAILROAD
TIME TABLES OF THROUGH TRAINS

San Francisco, Ogden and Salt Lake City
TO
Pueblo, Colorado Springs and Denver

These Time tables Subject to Change Without Notice

16	2	20	4	Stations and Descriptive Notes
PM	PM	Seale's Ltd	4	
11 00	1 30	6 55	
				lv. OGDEN Population, 25,580. This, the western terminus of the Denver & Rio Grande system, where the traveler embarks for the 750 miles of scenic and industrial interest which lie before, eastward, is the second city in point of size in Utah. Nestling snugly where a spur of the Wasatch Range curves into the west, it contains good hotels, broad streets bordered by mountain water, handsome residences, and leads a large manufacturing commerce. Ogden Cañon, opening out of the city and reached by a superb road, is a marvelous beauty spot. Four miles from the city is a hot springs resort. Hunting and fishing abound. Rolling out from the Ogden union station, thronged with trans-continental traffic, the eastbound traveler first proceeds southward, through a mingled ranch and lagoon region, soon sighting on the right the Great Salt Lake, with the snow-streaked mountains and orchards on the left, past steaming hot springs, 37 miles to Salt Lake City.
				lv. San Francisco (Western Pacific) (Pac. time). Ar. Salt Lake City (Western Pacific) (Pac. time). Ar. Salt Lake City (Western Pacific) (Mtn. time).
				ar. SALT LAKE CITY Population, 92,777. Zion, the City of Saints, capital of Utah, founded in 1847 upon the shore of the Great Salt Lake by the Mormon pioneers, who had trudged overland from Illinois, is a center of business enterprise, natural beauty and historic interest. It is notably well laid out, with wide, straight streets, shaded by poplars, catalpas and other deciduous trees, and bordered by running mountain water. In paving, electric service, hotels, stores, etc., it is thoroughly modern. The rugged Wasatch Range hedges it on the east and northeast. Within the city what usually first is inspected by the visitor is Temple Square, containing the chief Mormon buildings—the Temple, Tabernacle and Assembly Hall. Here also is the Bureau of Information, for the benefit of strangers. Adjacent to the Square are the Beehive and Lion House and the Administration Offices, formerly the quarters of Brigham Young, the Prophet. Rivaling in interest the evidences of Mormonism, past and present, with which the city is filled, on the west, and stretching north and south, lies the Great Salt Lake, 100 miles long, in places 60 miles wide, six times as salty as the ocean and inhabited by only a minute shrimp. Large islands rise above its blue-gray surface. On its shore, a fascinating twenty minutes' ride by rail (during which extensive salt evaporating beds are passed) from the city, is the pleasure resort of Saltair, with mammoth pavilion, amusement features, vast bathing facilities and everything to make a veritable Coney Island in the midst of the Rockies. Three miles east of the city is the important army post of Ft. Douglas and in the same section is the University of Utah, while around-about are innumerable mountain and cañon attractions of manifold charms.
				lv. MURRAY Out of Salt Lake City, from the magnificent joint station, the train now enters a district where smelters and truck ranches, defined by the favorite Lombardy poplar, vie with each other. Murray is an important smelting and ore-reduction point; so is Midvale, from which a branch railroad extends south into the copper district of Bingham. The opaquish stream on the right, but crossed from now on repeatedly by the railroad, is the River Jordan, connecting the Salt Lake, behind, and Utah Lake, before, as the Jordan of Palestine connects the Sea of Galilee and the Dead Sea. Ahead, the rugged Wasatch Range, about to be climbed, rapidly draws nearer. Far westward shows the Ouray Range, the Lehi is the first-established beet-sugar factory in the West; cost, \$500,000. The train follows up the American Fork River, which dashes down counter, and at the pretty empowered town of American Fork the northern end of beautiful Utah Lake is reached. This lake furnishes excellent wild-fowl shooting and fishing and, on its shore, is an attractive summer resort. With Utah Lake shimmering on the right and the Ouray Range rising hazy beyond, the train continues through a marvelous fruit, vegetable, hay and sugar-beet region to Provo.
				lv. PROVO Population, 8,925. Situated just back from the shores of Utah Lake, and one of the wealthiest of the Mormon towns, it boasts the first woolen mill west of the Missouri River, which uses annually 1,000,000 pounds of wool. The Brigham Young Academy is located here. Far southward may be described Mt. Nebo, the terminating peak of the Wasatch Range. From Provo a branch road runs up entrancing Provo Cañon to Heber and the strange Hot Pots phenomena there. Still ascending the rising and lovely Utah Valley, the train crosses its eastern brink and enters fascinating Spanish Fork Cañon.
				lv. SPRINGVILLE From Springville a branch line extends south 43 miles to the famous Tintic mining district.



16	2	20	4	Stations and Descriptive Notes
AM	PM	Seale's Ltd	4	
2 30	7 07	4 50	10 05	
				lv. CASTILLA Just beyond Springville is passed on the right the intake of the Strawberry Valley irrigation tunnel of the United States reclamation service, which transports water to 50,000 acres of arid land. At Castilla is the resort of Castilla Hot Springs. At Thistle are round-houses and repair shops. A branch road leads off south into the fertile San Pete Valley. The cañon, with its entrancing shades of red, its curious walls of conglomerate mud and pebbles fantastically moulded, continues onward to Detour, at which point the train commences to climb the western slope of the Wasatch Range. Here the Denver & Rio Grande Railroad, at a cost of \$2,500,000, has built a new double track detour line fifteen miles long, reducing the four per cent grade of the old ten-mile line to two per cent. One locomotive can now do the work that formerly required the use of three.
				lv. SOLDIER SUMMIT Having passed through the startling Red Narrows, at Soldier Summit (the crest of the Wasatch divide) on the right may be seen some soldiers' graves enclosed by wooden fences. The route begins to descend. From Colton, here high amidst a wind-swept open, a grazing country, a branch line runs south to the Pleasant Valley coal fields. The helper engines are dropped; and guided now by the Price River, at first small, the train, descending, plunges into Price River Cañon, which forms the exit from the Promised Land of the Mormons. The nine miles twist like a mountain ram's horn; the kaleidoscopic sandstone walls change hue with every rod, and proffer to the bewildered eye a thousand shapes, now weird, now beautiful. It is a cañon of enchantments. At the lower end two maroon and apricot promontories jut abruptly 500 feet into the clear air, on either side of the portals lies Castle Gate station, with large coal mines adjacent and hundreds of coke ovens. On down the Price River, through a country more open, and a brief stop is made at Helper—a model little railroad town built under the supervision of the D. & R. G. Here helper engines are attached to westbound trains for the ascent of the Wasatch Range. The territory being traversed is Price River Valley. From Price a stage road extends north 90 miles to Ft. Duchesne in the Uintah Indian Reservation; another reaches south to Castledale, Emery and Ferron. Against the horizon, left and right, are outlined serrated cliffs. The country between is naturally arid, but big irrigating ditches like those skirting the hillslope on the right are bringing it under water. From Mounds a branch line runs up to the Sunnyside coal district. The train is entering upon the strange Utah Desert, which will maintain practically to Westwater. The gray, bare expanse, with its spectacular arroyos, hummocks, pinnacles and columns, forms a fascinating "bad lands."
				lv. GREEN RIVER Here is a townsite right in the midst of the desert, but already a veritable oasis of verdure, famed for its fruit and garden produce. The train crosses the noble Green River (which, navigable by steamboats, unites below with the Grand to make the Colorado) upon a splendid steel bridge. In the distant south may be described the jagged rim of the Grand Cañon of the Colorado. Beyond is passed Thompson's, or Thompson's Springs, another oasis of green and flowers. South from here, 32 miles, on the Grand River, is Moab, center of a remarkable farming section, and surrounded by scenic marvels. The railroad stations recently noted are shipping points for cattle and sheep.
				lv. CISCO The sage is tracked by innumerable sheep trails, and at Cisco are important shearing pens. The fantastic Utah Desert still prevails, with the snowy crests of the Sierra La Sal Mountains south and the striated Book Cliffs ahead to the north. But at Westwater the Grand River is met, as it hastens out from Ruby Cañon. For 19 miles the train follows this cañon, to which ruddy sandstone gives the name. Wind and water have wrought glowing figurations throughout the defile. The Grand River flows smoothly below, on the right. Midway of the cañon, at mile post 493, painted upon the cañon wall opposite the car windows is a blue line with "Utah" painted on the west of it, "Colorado" on the east. By means of a tunnel, lined with cement, the train issues from the cañon, and crossing the Colorado Desert, whose gray sullenness but covers a thousand orchards yet unborn, rolls into the pretty station of Mack.
				lv. MACK This is the junction point for the Uintah Railway, which runs northwest 62 miles over entrancing Baxter Pass to Dragon and Watson, Utah, and the Uintah Reservation. From Watson a stage line extends to Ft. Duchesne, Vernal and other growing towns. Onward from Mack, and the actual orchards of the desert are in evidence, while vast tracts of sugar beets appear. Still ascending along the Grand River, through a wide alluvial valley flanked by mesas, the train arrives at Grand Junction, in the heart of the Grand Valley fruit belt.
				ar. GRAND JUNCTION Population, 7,754. The Gunnison River, coming from the south, here unites with the Grand; and the Marshall Pass narrow-gauge, the Ouray, Telluride and Durango routes of the

Trains stop only at stations where time shown is preceded by "s" indicating "stop" or "t" indicating "flag." c Stop to discharge passengers from Ogden, Kaysville and Farmington.

b Stop to discharge passengers from East to Grand Junction. d Stops only to discharge passengers.

Figures indicate Altitude Above Sea Level



EASTBOUND

16	2	20	4	Stations and Descriptive Notes	
PM	AM	AM	PM	Miles, P.M.	Ogden
12 30	3 30	1 10	7 20	333	iv. GRAND JUNCTION Denver & Rio Grande branch out from the main line. Grand Junction is a town of the first class, in the midst of a wonderful agricultural and horticultural district. On the Grand Mesa, to the south, graze thousands of cattle and horses. Commercially, also, Grand Junction ranks high, with a large sugar factory of the Western Sugar Company, and a railroad station which cost \$60,000.
s 12 45	3 45	1 25	f 7 35	341	iv. CLIFTON Ten years ago much of this fruit land through the Grand Valley was considered dear at \$10 an acre. Today the values are almost incredible. At Palisade, where the rimrock concentrates the sun's rays
s 12 53	3 53	1 33	f 7 43	345	iv. PALISADE and bars the cold winds, improved orchard tracts sell at \$3,000 an acre. The soil, both the red and the gray, is very strong; hay, grain and sugar beets flourish. De Beque is a big game outfitting
s 1 40	4 33	2 17	f 8 24	366	iv. DE BEQUE point, as well as a shipping point for the White River sportsman's country; south is the famous Plateau orchard district. Immediately on the north is a
s 2 05	4 53	2 42	f 8 49	378	iv. GRAND VALLEY protective mesa formation. Rifle ships many sugar beets and cattle. A stage runs to Meeker, 42 miles north, on the White River. In this, the
s 2 36	f 5 29	3 15	f 9 22	396	iv. RIFLE upper portion of the Valley of the Grand, now being traversed, all kinds of ranching are profitably pursued. At New Castle, a busy coal and sugar beet center, President Roosevelt disem-
2 42	5 36	3 22	9 29	399	iv. IVES barked for a big game hunting trip into the hills. To the left a smoking mountain indicates where a coal bed has been on fire underground for twenty years. Between high hills stained with patches of red the train approaches Glenwood Springs.
s 2 51	5 44	3 30	f 9 37	403	iv. SILT Population, 2,019. One of the best known pleasure resorts and watering places in the West. Here the Roaring Fork River empties into the Grand. To the right is Mt. Sopris. Remarkable hot sulphur springs have been modernized with extensive bathing pavilions and swimming pools, and a modern resort hotel, the "Hotel Colorado." Bathing, fishing, hunting, golf, tennis, polo, excursions into the beautiful country around about, combine to make Glenwood, during the season, a rendezvous for fashion, gaiety and health. Forty-three miles from here is the largest deposit of white marble in the world and the largest single marble mill in operation. A branch line runs southward 40 miles to Aspen.
s 3 05	6 00	3 45	f 9 50	410	iv. NEW CASTLE
s 3 35	f 6 30	4 15	f 10 18	422	iv. GLENWOOD SPRINGS
3 35	6 30	4 15	10 18		



EASTBOUND



16	2	20	4	Stations and Descriptive Notes	
PM	AM	AM	PM	Miles, P.M.	Ogden
3 47	6 42	4 47	10 30	425	iv. CANON OF THE GRAND RIVER Just out of Glenwood the train is whisked into a tunnel which opens through into the wondrous Canon of the Grand River. This canon, containing three tunnels, is 16 miles long; the immense enclosing walls, 2,500 feet high, are sculptured most richly by giant hands and their strata are oddly fixed and tilted. At one point, the portals, river and track occupy all the narrow space. Within the canon are to be witnessed the workings of the Central Colorado Power Co., capitalized at \$12,000,000. By means of a great bore through the canon wall the current of the river is being diverted, to furnish operating power
f 4 00	6 54	4 39	10 42	432	iv. SHOSHONE through the state. Shoshone station is a canon headquarters. A mile from here, up a side canon, is located the marvelous Hanging Lake. Emerging from the Canon of the Grand the train soon leaves the Grand River and begins to ascend the Eagle, at the junction of the two. Beyond Dotsero
4 18	7 11	4 56	10 59	440	iv. DOTSERO wide expanse of bristling black lava beds will be observed, on the left, contrasting with the flat and willow bottoms. It is the overflow from some now extinct volcano. This is the Valley of the Eagle. Red sandstone outcropping among the hills gives pleasing touches of
f 4 32	f 7 25	5 09	11 12	446	iv. GYPSUM color. Gypsum is christened because of the gypsum deposits near. Other stations
s 4 49	8 7 43	5 27	11 30	453	iv. EAGLE are supply and outfitting points for ranchers, prospectors, herders and sportsmen. The
s 6 00	8 55	6 35	12 45	481	iv. MINTURN Eagle River is a good trout stream. At Minturn is seen on the hilltop at the left
6 30	9 23	7 03	1 17	483	iv. EAGLE RIVER CANON of the track the Lioness. celebrated canon—the Canon of the Eagle. This canon not only is impressive with the grandeur of nature, but presents also the most curious sight of mines being worked all up and down the face of well-high perpendicular walls, 2,000 feet high on either hand. The wire tramways, and the stays for the sheds and cabins, cross and recross like spider webs. Midway of the canon may be seen the town of Gilman, perched precariously on the canon rim, at the left. Through the canon the railroad has a track upon both sides of the river. Exit from the canon is made at Red Cliff, county-seat
s 6 40	f 9 32	7 13	f 1 27	459	iv. RED CLIFF of Eagle County and supply quarters for the Battle Mountain and other busy mining districts. From here the Mount of the Holy Cross is most conveniently reached; and just beyond the town commences picturesque Red Cliff Cañon, penetrated by the railroad.



Train via MARSHALL PASS and BLACK CAÑON (MAIN LINE NARROW GAUGE)

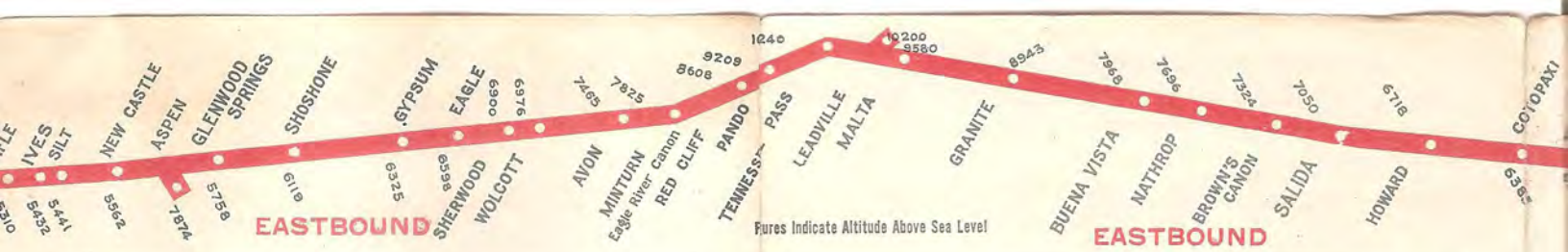
316	Miles, P.M.	Ogden	Stations and Descriptive Notes	
AM 8 30	333		iv. GRAND JUNCTION Eastbound overland passengers have the privilege on a through ticket of branching off at Grand Junction and continuing on to Salida by the famous narrow gauge route through the Black Cañon of the Gunnison and over Marshall Pass. The one transportation gives choice of either route. From Salida on to Denver the main line standard gauge becomes the route again. Passengers for the narrow gauge proceed out of Grand Junction	
f 8 47	340		iv. UNAWEEP as far as Montrose by standard gauge. Crossing the Grand River by an iron bridge, the train	
s 9 01	345		iv. WHITEWATER follows up the alluvial bottoms of the Lower Gunnison. The Grand Mesa is on the left.	
f 9 10	349		iv. KAHNAH Speedily the track becomes hedged more closely by rugged bouldered slopes and sheer walls of rich, rosy pink. This is the Cañon of the Lower Gunnison.	
f 9 23	354		iv. DEER RUN The river holds the right—its bottoms cultivated to sugar beets and orchards, with high, saggy hills towering over its fatter bank. A number of tunnels are encountered, the one traversed just before Bridgeport is reached being 2,256 feet in length and among the longest of the road. At Roubideau the country opens out; the Grand Mesa shows beautifully on the left away in the north lift the snowy Elk Mountains. Vast acreages of sugar beets are spread about, and orchard tracts are much in evidence. Up this, the Valley of the Gunnison, speeds the train, changes the Gunnison River for the Uncompahgre, at the juncture of the two, and, crossing the Uncompahgre, arrives in Delta.	
f 9 37	359		iv. BRIDGEPORT to sugar beets and orchards, with high, saggy hills towering over its fatter bank. A number of tunnels are encountered, the one traversed just before Bridgeport is reached being 2,256 feet in length and among the longest of the road. At Roubideau the country opens out; the Grand Mesa shows beautifully on the left away in the north lift the snowy Elk Mountains. Vast acreages of sugar beets are spread about, and orchard tracts are much in evidence. Up this, the Valley of the Gunnison, speeds the train, changes the Gunnison River for the Uncompahgre, at the juncture of the two, and, crossing the Uncompahgre, arrives in Delta.	
f 9 55	366		iv. DOMINGUEZ number of tunnels are encountered, the one traversed just before Bridgeport is reached being 2,256 feet in length and among the longest of the road. At Roubideau the country opens out; the Grand Mesa shows beautifully on the left away in the north lift the snowy Elk Mountains. Vast acreages of sugar beets are spread about, and orchard tracts are much in evidence. Up this, the Valley of the Gunnison, speeds the train, changes the Gunnison River for the Uncompahgre, at the juncture of the two, and, crossing the Uncompahgre, arrives in Delta.	
f 10 14	372		iv. ESCALANTE road. At Roubideau the country opens out; the Grand Mesa shows beautifully on the left away in the north lift the snowy Elk Mountains. Vast acreages of sugar beets are spread about, and orchard tracts are much in evidence. Up this, the Valley of the Gunnison, speeds the train, changes the Gunnison River for the Uncompahgre, at the juncture of the two, and, crossing the Uncompahgre, arrives in Delta.	
f 10 26	377		iv. STRATTON Grand Mesa shows beautifully on the left away in the north lift the snowy Elk Mountains. Vast acreages of sugar beets are spread about, and orchard tracts are much in evidence. Up this, the Valley of the Gunnison, speeds the train, changes the Gunnison River for the Uncompahgre, at the juncture of the two, and, crossing the Uncompahgre, arrives in Delta.	
f 10 34	378		iv. ROUBIDEAU the Valley of the Gunnison, speeds the train, changes the Gunnison River for the Uncompahgre, at the juncture of the two, and, crossing the Uncompahgre, arrives in Delta.	
s 10 56	384		iv. DELTA Population, 2,338. This is a thriving fruit and sugar beet depot, and has large live stock interests. Big game hunting is found around about. A branch of the railroad slants off eastward and northward, up the north fork of the Gunnison to the coal fields and orchard country of Hotchkiss, Paonia, Somerset: 43 miles.	

Trains stop only at stations where time shown is preceded by "s" indicating "stop" or "r" indicating "flag."



316	Miles, P.M.	Ogden	Stations and Descriptive Notes	
AM 9 11 26	395		iv. OLATHE Now up the fertile Uncompahgre Valley proceeds the train. The Grand Mesa lines the north; south and east lift lazy snow peaks. Closer at hand are peaceful fruit lands and beet fields, supplanting the sage. The course followed is that of the dashing Uncompahgre.	
PM 12 01	405		iv. MONTROSE Population, 3,254. Here connection is made with branch line for the mining region of Ouray, Silverton, Telluride and Durango, south. The town is located in one of the most prolific sections of the Western Slope. Hay, grains, fruits and garban truck are produced in immense quantity and superior quality. At Montrose passengers enter upon the narrow gauge portion of their trip. Leaving the Uncompahgre Valley, the train, over narrow gauge track, heads east for the undulating ascent of Squaw Hill. The prodigious valley works of the Gunnison Tunnel, put through by the Government Reclamation Service for irrigating purposes, are passed; and amidst scrub oak, sage and bushes the train climbs. Backward a sublime view of the Uncompahgre Range, and Utah far in the distance, constantly unfolds. At the top, Cerro Summit, the helper engine is dismissed, and the train rolls rapidly down the other side, to Cimarron and the Black Cañon of the Gunnison.	
s 1 35	422		iv. CERRO SUMMIT	
f 2 40	436		iv. BLACK CAÑON OF THE GUNNISON At Cimarron, during the summer, is attached an open-top observation car. The cañon entrance is but a few rods beyond the station, and immediately the train has plunged into the mysterious depths, through the short side cañon of the Cimarron. For 16 miles the track is encompassed by the mighty walls of the cañon proper, between which foams and rushes the impetuous river. The prevailing color tones are not black, but gray and brown. The walls rise 2,000 feet and are characterized by masses of slide rock. Two well known features are Curecanti Needle, an isolated needle spire on the right, about midway of the cañon length, and Chipeta Falls, named after the wife of Chief Ouray of the Utes, bursting out from the rock, high up, further on at the left.	
s 3 05	443		iv. SAPINERO Exit from the Black Cañon is made at Sapinero. From Sapinero a branch line runs south up the Lake	

A. M. time in light type. P. M. time in black type.



EASTBOUND

Figures Indicate Altitude Above Sea Level

EASTBOUND

16	2	20	4	Mile, Fin Origin	Stations and Descriptive Notes
PM 7 05	AM 9 07	AM 1 38	AM 1 53	493	Numerous prospect holes and mine dumps are evident in the mountain rock formation. The train is now climbing more sharply, and is headed for Tennessee Pass. About at mile post 292, between Red Cliff and Pando, through a gulch rift on the right may be described the spectacle of the Mount of the Holy Cross. On the left, far below the track, meanders the curious Snake River. Through this narrow vale long ago marched Fremont and his party. Many charcoal ovens are to be noted, on both sides of the track.
7 50	8 10 35	8 20	8 25	501	IV. PANDO The product is used in smelters. Purging and tugging, the engine sturdily hauls the train upward, until through a tunnel a half mile long at the crest of Tennessee Pass, 10,240 feet aloft, the Pacific Slope is changed for the Atlantic. This is the top of the Continental Divide. Down the Atlantic side of the Rockies the train rushes. The smoke of Leadville may be seen ahead to the left; and at Leadville Junction connection is made for that city, only five miles north.
8 47	8 10 57	8 43	8 25	511	IV. MALTA North and to the west lies the Mosquito Range. Immediately on the north is Mt. Massive, 14,424 feet, highest peak in the state. The little stream is the beginning of the great Arkansas River, which will be followed 150 miles to Pueblo.
8 15	8 11 20	8 09	8 04	517	ar. LEADVILLE Population, 7,508. One of the greatest modern cities of mining camps, combined with a modern city, the highest in the world. It is situated in a most productive gold and silver district, and exhibits mining by all known methods. The value of the precious metals produced since 1877 is \$350,000,000; the annual output is now in excess of \$15,000,000. Mountains wall in the city. A boulevard extends five miles to the resorts of Soda Springs and Evergreen Lakes, affording a delightful drive. From Leadville the Denver & Rio Grande Blue River branch reaches on over picturesque Fremont Pass (the highest pass crossed by a traction road) to the gold region of Dillon.
9 20	11 21	9 03	3 22	525	The course is now down the Valley of the Upper Arkansas amidst hay and cattle ranches and sparsely verdured hills. Ahead on the right are Mts. Harvard, Princeton and Yale of the Collegiate Range. Near Granite may be seen old placer workings in the former bed of the river;
					IV. GRANITE and at this station stage connection is made for the noted resort of Twin Lakes, 10 miles. Opposite the three mountains—Harvard, Princeton and Yale—the train halts at Buena Vista.

16	2	20	4	Mile, Fin Origin	Stations and Descriptive Notes
9 52	11 53	9 42	3 54	542	IV. BUENA VISTA Population, 1,041. Cottonwood Lake and several groups of hot springs make this a favorite summer resort. Hunting and fishing are excellent. The State Reformatory is to be seen, on the left.
10 06	12 07	9 56	4 07	549	IV. NATHROP as the train leaves. And continuing on down the broadening valley, by way of
10 27	12 28	10 17	4 23	580	IV. BROWN CANON wild and pretty Brown Canon, the traveler is brought into Salida.
10 40	12 40	10 30	4 40	567	ar. SALIDA Population, 4,425. An important division and junction point of the Denver & Rio Grande. Here passengers on the narrow gauge through the Black Cañon of the Gunnison and over Marshall Pass rejoin the main line standard gauge. From Salida the Denver & Rio Grande reaches also, southward, Creede, Durango, Silverton and Santa Fe. Salida has large railroad, mining and smelting interests, and thriving cattle ranches adjacent to it. The site commands an inspiring view of the jumbled Saugre de Cristo Mountains, close at hand, with Mt. Shavano and Ouray, between which lies Marshall Pass, to the southwest, and the Collegiate Range to the northwest. Out of Salida the route follows the short remaining portion
11 15	1 13	10 58	5 14	579	IV. HOWARD of the Valley of the Upper Arkansas. The Wellsville Hot Springs are passed, at the right, just after Cleora. And now the Grand Cañon of the Arkansas is close
11 52	1 50	11 36	5 51	598	IV. TEXAS CREEK ahead. It begins virtually at Texas Creek. Here during the summer season is attached to the trains an open-top observation car. From Texas Creek a branch railroad runs southward to Westcliffe in the Wet Mountains.
12 01	1 58	11 44	5 59	602	IV. GRAND CANON OF THE ARKANSAS The Grand Cañon, through which the Arkansas pours to the lower, is ten miles long, and the railroad, by a marvel of engineering enterprise and dint of much blasting and bal-
12 17	2 15	12 01	6 16	611	IV. PARKDALE lasting, has made of it a thoroughfare renowned the world over. Clinging close to every twist and turn the train proceeds. There is scarce space betwixt wall and river for the single track. The
12 33	2 31	12 17	6 32	617	IV. ROYAL GORGE narrowest portion of the passage is the wondrous Royal Gorge. The red granite and gneiss walls, spangling with mica, tower aloft on either hand 2,627 feet; the sky is a thread, almost obliterated by the jagged ramparts, and the stars may be seen at mid-day. At one point, the Hanging Bridge, the width is but ten yards, and the roadbed has been built out over the water. The river boils madly through; the engine sways now to the right, now to the left, dragging the train; the vista ahead, momentarily blocked, opens again; a way is always found. And ever there is the ruddy granite, in walls and in huge broken masses, and the green stream foaming against its boulders, and glimpses of side cañons, wooded and mysterious. Bands of mountain sheep are seen almost daily on the high cliffs. Emerging from the Grand Cañon the train skirts the State Penitentiary on the left; on the right is a hot spring resort; and presently Cañon City is reached. Here the open-top observation car is detached.
12 45	2 45	12 30	6 45	622	ar. CANON CITY Population, 5,162. An orchard city, guarding the mouth of the Grand Cañon of the Arkansas. Well-ordered fruit trees, berry plants and truck gardens are everywhere. Strawberries combine to make Cañon City a large and famed producer. The town is one of beautiful streets and homes, has an important coal output, and possesses iron and soda springs, hot and cold. The Sky Line drive is a noted scenic trip, as is the road to the rim of the Royal Gorge, whence one may gaze down to the bottom of the abyss, 2,627 feet nearly half a mile! Still following the guidance of the sparkling Arkansas hurrying for the lower country and the plains, open before, the train rolls into the heart of Colorado's richest oil section.
1 05	3 06	12 52	7 06	630	IV. FLORENCE Population, 2,712. Derricks project into the air on every side. The oil is of the best quality. Florence has a large oil refinery, also cyanide plants for the reduction of Cripple Creek ores. Around about are magnificent farms and orchards. The Florence & Cripple Creek Railroad runs to the Cripple Creek and Victor mining camps, 45 miles north. Northward looms Pikes Peak, a hoary sentinel. Swiftly descending amidst gravelly hills,
1 18	3 20	1 04	7 18	636	IV. PORTLAND through the Portland cement region, with busy plants at Portland and Concrete, the train swings into the north and, after passing several small stations and crossing the faithful
1 25	3 31	1 11	7 26	639	IV. BEAVER Arkansas by means of a double-track iron bridge, pulls up, puffing, at Pueblo on the plains.
2 15	4 10	2 00	8 15	663	ar. PUEBLO Population, 44,395. Situated at the foot of the Rocky Mountains; is justly called the Pittsburgh of the West, and is the second city in the state. It is the center of the smelting and steel industries of the West, and has large agricultural and stock raising interests. There are all metropolitan adjuncts of paving, electric cars and electric lighting, combined with first class hotels. The State Asylum for Insane is seen on the left; just before the large Union Station is entered. From Pueblo the route ascends the fertile valley of the Fontaine Qui Bouille.
3 24	5 08	3 14	9 16	689	IV. BUTTES The plains are on the right; on the left the greenhorn rampart range forms a hazy dreamland, while ahead rise Pikes Peak and Cheyenne Mountain, with Colorado Springs and Manitou at their feet.
4 00	5 40	3 50	9 45	707	ar. COLORADO SPRINGS Population, 29,078. An ideal home city, and one of great private wealth; with broad streets and magnificent residences, and Pikes Peak and Cheyenne Mountain looming close on the west. Here are located Colorado College, the State Institution for Deaf and Blind, and the Drexel Home



EASTBOUND

316	Mile, Fin Origin	Stations and Descriptive Notes
		Fork Cañon 36 miles to Lake City and entrancing Lake San Cristoval. Still ascending the tumultuous Gunnison, through a broken, sagy country which gives place soon to hay ranches and a succession of attractive anglers' resorts (the Gunnison is a celebrated trout stream), the train pulls into Gunnison station—it and the river commemorating the name of the captain of army engineers killed hereabouts by the Indians in 1853.
4 20	4 25	ar. GUNNISON Population, 1,026. This is the commercial center of the Gunnison Valley, and is the depot for important coal and mineral interests, which lie northward and are tapped by a branch line of the Denver & Rio Grande running 27 miles to Crested Butte in the picturesque Elk Mountains. At Gunnison the Taylor and East rivers join to form the Gunnison; the town is a favorite anglers' headquarters.
4 52	4 59	Into the Tomichi country continues the train, exchanging the Gunnison River for placid Tomichi Creek. Pleasant lush meadow lands border the course. The stream affords fine fishing, the sagy hills good shooting. The stations are sportsmen's outfitting places. Ten miles by stage from Doyle is the Waunita hot springs resort. At Sargent is begun the long ascent of renowned Marshall Pass.
5 45	5 16	ar. MARSHALL PASS Amidst magnificent reaches of heavy timber interspersed with pasture-like parks, by means of curve upon curve the train climbs the almost unclimbable grade between Mt. Shavano and the dead crater of old Ouray, until over two miles in the air the crest is reached. This is the top of the Continental Divide, separating the Pacific and the Atlantic slopes. From an observatory station here an inspiring view of the jumbled Rockies is proffered. Down from the pass, with brakes partly set, rolls the train to
8 03	8 03	IV. MEARS JUNCTION Mears Junction, at the foot; and thence past the Poncha Hot Springs, beyond which is disclosed, presently, a bird's-eye view of the Arkansas Valley below. Crossing the Arkansas River upon a splendid iron bridge, it halts at Salida, where the standard gauge main line is to be resumed.
8 45	542	ar. SALIDA

Trains stop only at stations where time shown is preceded by "a" indicating "stop" or "p" indicating "flag."

A. M. time in light type. P. M. time in black type.

CALIFORNIA CONNECTIONS

SANTA FE COAST LINES

San Francisco, Los Angeles and San Diego

4	16	22-9	STATIONS			15	7	8
11 55	4 00	9 00	lv	San Francisco	ar	9 40	6 00	8 00
11 55	4 00	9 20	lv	Oakland	ar	9 35	5 32	7 10
3 12	6 36	12 01	lv	Stockton	ar	6 45	2 45	4 15
5 08	8 02	1 45	ar	Merced	lv	5 15	12 55	2 05
12 30		7 00	ar	El Portal	lv		7 20	8 00
7 00	9 15	3 00	ar	Fresno	lv	3 58	11 07	12 05
10 05	11 50	6 00	ar	Bakersfield	lv	1 40	8 15	8 20
	3 17	6 35	ar	Pasadena	lv	5 25	9 30	
7 50	8 45	7 10	ar	Los Angeles	lv	5 00	9 00	8 30
11 59	9 10	9 10	lv	Los Angeles	ar	4 50	6 30	7 15
5 30	12 50	12 10	ar	San Diego	lv	12 50	3 00	2 00

SOUTHERN PACIFIC—COAST LINE

San Francisco and Los Angeles

102	78	76	22	STATIONS			75	101	21	77
	6 40	6 40	6 40	lv	San Francisco	ar	11 10	2 50		
					(Market St. Ferry)					
	7 11	7 11	7 13	lv	Oakland	ar	10 30	2 12		
5 00	8 00	8 00	8 05	lv	San Francisco	ar	9 45	1 00	10 55	9 50
					(3rd & Townsend Depot)					
6 20	9 14	9 20	9 20	lv	San Jose	ar	8 28	11 40	9 38	8 36
8 01	11 01	10 57	11 11	ar	Del Monte Jct.	lv	6 44	9 40	7 38	6 50
	11 53		11 53	ar	Monterey	lv	5 05	8 20	6 38	6 02
11 04	1 35		2 04	ar	Paso Robles	lv		6 49	4 20	4 09
12 32	2 58		3 36	ar	San Luis Obispo	lv	2 50	5 32	3 00	2 46
4 25	6 25		7 25	ar	Santa Barbara	lv	11 20	1 35	11 20	11 20
7 45	9 45		10 55	ar	Los Angeles	lv	8 00	10 15	7 25	8 00

SOUTHERN PACIFIC—SAN JOAQUIN VALLEY LINE

San Francisco and Los Angeles

26	50	8	STATIONS			25	49	7
6 00	4 40	10 40	lv	San Francisco	ar	8 50	1 10	7 50
8 20	7 00	1 40	ar	Tracy	lv	6 15	9 30	4 30
	7 22	2 12	lv	Lathrop	ar		9 00	4 00
	5 05	10 15	lv	Sacramento	ar		11 20	6 20
	6 45	12 05	lv	Stockton	ar		9 35	4 30
	7 05	12 25	ar	Lathrop	lv		9 10	4 10
	8 39	4 20	ar	Merced	lv		6 50	1 50
	11 35	11 35	ar	El Portal	lv			7 25
11 15	9 55	6 15	ar	Fresno	lv	3 05	5 15	12 01
2 10	1 10	10 10	ar	Bakersfield	lv	12 10	2 10	6 40
8 45	7 55	7 20	ar	Los Angeles	lv	6 00	7 30	10 00

SOUTHERN PACIFIC—SHASTA ROUTE

San Francisco and Northwest

14	16	12	STATIONS			13	15	11
1 00	8 20	11 00	lv	San Francisco	ar	7 30	12 50	6 50
4 10	11 40	1 50	lv	Davis	ar	3 45	9 42	3 40
3 25		1 15	lv	Sacramento	ar	9 00		4 15
3 55			ar	Davis	lv	8 30		3 45
	12 25		lv	Sacramento	ar		9 05	
	2 10		ar	Marysville	lv		7 25	
8 30	4 40		lv	Tehama	ar	12 01	4 40	
7 30	4 30	1 50	lv	Ashland	ar	11 55	5 10	4 00
10 15	7 20	1 50	ar	Portland	lv	8 15	1 30	3 50
4 40	1 35	6 40	ar	Tacoma	lv	12 00	12 00	10 50
6 15	3 15	8 10	ar	Seattle	lv	10 45	10 45	9 30

CONNECTIONS SALT LAKE CITY AND OGDEN

SOUTHERN PACIFIC

OREGON SHORT LINE

19	5	Ogden and San Francisco		6	20	1	9	Butte, Helena and Northwest		2	14		
Pacific Time													
6 30	4 40	lv	Ogden	ar	5 20	11 55	1 10	3 25	lv	Ogden	ar	10 15	3 20
4 04	2 15	lv	Battle Mtn.	ar	5 00	3 20	6 00	7 10	ar	Pocatello	lv	4 50	11 25
9 05	7 30	lv	Hazes, Nev.	lv	10 35	10 40	4 55	8 30	ar	Butte	lv	5 05	
10 40	9 05	lv	Sparks, Nev.	lv	8 40	9 15		10 45	ar	Belena G.N.	lv	12 40	
10 55	9 20	lv	Reno, Nev.	lv	8 25	9 05	8 20	5 40	ar	Huntington	lv	4 55	1 45
12 25	11 05	lv	Truckee	lv	6 50	7 45	Mountain Time						
3 50	2 45	lv	Colfax	ar	1 40	3 57							
3 50	00	ar	Sacramento	lv	10 55	4 45	7 35	4 50	lv	Huntington	ar	12 45	10 35
8 50	08	ar	Oakland 16	lv	7 37	10 54	12 15	7 00	ar	Portland	lv	3 40	12 30
9 30	50	ar	S. Francisco	lv	7 00	10 20	6 40	4 40	ar	Tacoma	lv	12 00	12 45
							8 10	6 15	ar	Seattle	lv	10 45	11 15

SAN PEDRO, LOS ANGELES & SALT LAKE R. R.

19	21	7	Salt Lake City, Los Angeles, Pasadena Mountain Time			8	2	20
8 45	1 00	5 00	lv	Salt Lake City	ar	2 15	6 00	11 45
10 25			lv	Provo	ar		3 05	
8 10	11 00	2 30	ar	Caliente	lv	5 30	3 35	2 05
11 20	1 55	5 10	ar	Las Vegas	lv	12 01	8 50	8 30
11 30	2 05	5 20	lv	Las Vegas	ar	11 51	8 30	8 20
9 15	11 35	1 45	ar	San Bernardino	lv	3 45	10 45	11 35
10 10	12 30	2 40	ar	Riverside	lv	3 00	9 45	10 45
11 02	1 25		ar	Pomona	lv	2 18	9 00	9 53
11 59	2 30	4 30	ar	Los Angeles	lv	1 25	8 00	9 00
3 10	5 10	ar	Pasadena	lv	12 25	6 30	8 00	

†Daily except Sunday. x Monday and Friday only. y Monday, Wednesday and Friday. n Butte connection arrives Ogden 6:55 a. m.

CONNECTIONS DENVER AND PUEBLO

MISSOURI PACIFIC

20	4	Denver, Kansas City, St. Louis, Omaha, St. Joseph			3	19
10 00	3 30	lv	Denver	ar	11 55	6 20
12 45	8 10	lv	Colo. Springs	ar	9 15	3 50
2 00	7 25	ar	Pueblo [U. D.]	lv	8 00	2 30
2 15	7 45	lv	Pueblo [U. D.]	ar	7 40	2 15
7 30	1 00	ar	Wichita	lv	3 20	10 00
10 45	6 40	ar	Hoisington	lv	7 50	5 25
Central Time						
5 03	3 03	lv	Osage City	lv	1 42	1 06
8 25	7 30	ar	Kansas City	lv	9 00	9 40
8 35	9 00	lv	Kansas City	ar	7 35	9 30
4 15	7 30	ar	St. Louis	lv	9 05	2 00
10 35	8 45	lv	Kansas City	ar	8 35	7 10
12 20	10 35	ar	Atchison	lv	6 45	5 15
7 15	5 00	ar	Omaha	lv	2 00	11 15
8 40	2 35	ar	St. Joseph	lv	2 40	

BURLINGTON ROUTE

10	6	2	Denver, Omaha, Chicago			3	9	1
9 15	4 00	9 45	lv	Denver	ar	7 20	2 30	9 00
3 40	10 05	4 35	ar	McCook	lv	11 45	7 27	2 10
11 10	5 20	1 20	ar	Lincoln	lv	6 10	2 00	8 50
1 10	7 00	3 30	ar	Omaha	lv	4 30	12 15	7 10
10 25	4 45	2 50	ar	Galesburg	lv	3 53	1 58	9 23
12 20	6 50	6 25	ar	Peoria	lv	7 20	7 00	7 20
2 30	9 00	7 00	ar	Chicago	lv	11 00	10 05	5 30
14 16 Denver, Kansas City, St. Louis								
	2 00	9 00	lv	Denver	ar	7 35	3 30	
	9 30	6 10	ar	St. Joseph	lv	11 59	11 42	
	11 45	8 40	ar	Kansas City	lv	9 50	9 34	
	3 30	3 45	ar	Hannibal	lv	12 05	5 40	
	6 40	7 19	ar	St. Louis	lv	9 01	2 15	

ROCK ISLAND LINES

6	8	Denver, Omaha, Chicago			7	5
10 00	9 35	lv	Denver	ar	2 30	7 15
10 00	9 45	lv	Colorado Springs	ar	2 10	7 15
8 20	8 25	lv	Pueblo	ar	3 35	9 25
12 45	12 20	lv	Limcon	ar	11 25	4 15
2 00	11 20	ar	Lincoln	lv	12 50	3 21
4 00	1 04	ar	Omaha	lv	11 16	1 40
4 35	1 35	ar	Council Bluffs	lv	10 45	1 10
9 00	5 20	ar	Des Moines	lv	6 50	8 37
2 20	10 20	ar	Davenport	lv	2 15	3 15
7 25	2 50	ar	Chicago	lv	10 00	10 30

28	40	Denver, Kansas City, St. Louis			39	27
7 00	2 00	lv	Denver	ar	12 15	7 45
7 00	2 10	lv	Colorado Springs	ar	11 55	7 45
		lv	Pueblo	ar	3 35	9 25
9 45	4 35	lv	Limcon	ar	9 15	4 45
2 00	7 35	ar	Topeka	lv	8 25	1 30
6 55	11 15	ar	St. Joseph	lv	4 30	8 10
3 50	9 25	ar	Kansas City	lv	6 30	11 35
7 55	8 45	ar	St. Louis	lv	8 02	10 30

UNION PACIFIC

14	16	12	Denver, Omaha, Chicago			13	15	11
9 00	10 00	3 30	lv	Denver	ar	3 00	7 30	9 30
8 55	7 55	11 30	lv	North Platte	ar	6 15	11 20	1 20
9 25	11 50	3 15	lv	Grand Island	ar	5 54	8 25	11 00
12 55	4 00	7 00	ar	Omaha	lv	12 30	4 20	7 35
2 00	7 34	8 45	ar	Chicago [C. & N. W.]	lv	10 30	10 45	6 05
2 00	8 10	9 10	ar	Chicago [C. M. & St. P.]	lv	10 45	9 50	6 05
	9 05		ar	Chicago [C. G.				

Denver & Rio Grande-Western Pacific Missouri Pacific-St. Louis, Iron Mountain & Southern

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Percy Van Tassel District Passenger Agent

BOISE, IDAHO, Idaho National Bank Building
E. R. Place Gen'l Agent Passenger Dept.

BUTTE, MONT., 56 E. Broadway
A. B. Ayers Trav. Frt. and Passenger Agent

CHATTANOOGA, TENN., 420 James Building
E. R. Jennings District Passenger Agent

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W. H. Donny City Passenger Agent
H. C. Halverson Traveling Passenger Agent
W. H. Glover Traveling Passenger Agent
J. J. McQueen Traveling Passenger Agent

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J. A. Steltenkamp Gen'l Agent Pass'r Dept.
Hugh B. Stearns City Passenger Agent
Lee B. Scheuer Traveling Passenger Agent

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A. McFarland City Ticket Agent

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C. E. Specht Traveling Passenger Agent

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E. C. Preston Traveling Passenger Agent

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624-5 Midland Building
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H. K. Campbell City Passenger Agent

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R. H. MacDonald City Passenger Agent
Eugene Lovensberg Traveling Passenger Agent
C. A. Parker Traveling Passenger Agent

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S. E. Lowe, Jr. City Passenger Agent

Railway Exchange Building
John L. Holl Traveling Passenger Agent

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E. L. Gamble Agent

TACOMA, WASH., 131 Perkins Building
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Corner Douglas and Wichita Streets
C. K. Bothwell General Agent Pass'r Dept.

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C. M. LEVEY, General Manager for Receivers, San Francisco, Cal.

B. K. SMITH
Asst. Gen. Pass'r Agent
San Francisco, Cal.

E. L. LOMAX
Passenger Traffic Manager
San Francisco, Cal.

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Passenger Traffic Manager, Denver, Colo.

SANTA FE

6 Daily	12 Daily	Denver, Kansas City, Chicago	9-11 Daily	5 2 1/2 Daily
7 45	9 00	lv. Denver	5 50	10 00
10 30	11 45	lv. Colo Springs	3 10	7 00
11 50	1 25	lv. Pueblo	1 20	5 20
1 40	3 20	lv. La Junta	11 15	3 20
6 40	8 55	lv. Dodge City	6 10	8 55
11 35	1 00	lv. Hutchinson	3 30	5 55
12 35	2 00	lv. Newton	2 30	4 00
3 05	4 05	lv. Emporia	12 45	1 30
4 55	5 55	lv. Topeka	11 10	
7 09	9 05	lv. Atchison	8 10	
7 45	9 55	lv. St. Joseph	7 15	
5 40	6 43	lv. Lawrence	10 22	
7 00	7 50	lv. Kansas City	9 45	9 10
8 00	8 30	lv. Kansas City	9 20	7 30
9 15	9 00	lv. Chicago	9 50	6 00

DENVER & RIO GRANDE WESTERN PACIFIC

Dining Car Meals

Food --- Cooking --- Service
Best Anywhere

PURE WATER, PURE FOOD AND
CLEANLINESS PARAMOUNT



What to See in Colorado Springs and Manitou

COLORADO SPRINGS—Population, 29,078. An ideal residence city, superbly located close to the foot of Pikes Peak. Famous as a health and pleasure resort. "The City of Sunshine"; 310 days of sunshine a year; cool summers; mild winters. Largest city in the Pikes Peak region, where the greatest variety of scenic beauty and grandeur is more easily accessible than within any other equal area on the continent. Ample accommodations for 10,000 visitors any one day. D. & R. G. suburban service connects on the west, Colorado City, the first territorial capital, and Manitou, famous for its springs. From any one of the three cities the many scenic attractions of the region are easily accessible. The most noted of the points of interest are:

PIKES PEAK—Altitude 14,100 feet above sea level. Summit is reached by Cog Road, nine miles in length from Manitou. A unique trip. Magnificent view. Round trip, four hours.

MANITOU—"The Saratoga of the West." Mineral springs possessing great medicinal properties. The center of many of the scenic attractions of the region. Ample hotel accommodations. A delightful summer resort. Five miles west of Colorado Springs; connected by Denver & Rio Grande, also 15-minute service trolley and boulevards.

GARDEN OF THE GODS—Three miles northwest of Colorado Springs, and a part of its park system. Marvelous and fantastic rock formations of great geological interest, including the Gateway, Cathedral Spires, Three Gorges, Siamese Twins, Balanced Rock and Mushroom Park, all of which are usually included in the Garden of the Gods drive. Reached by carriage or automobile; round trip three and one-half hours.

WILLIAMS CANON AND CAVE OF THE WINDS—Mouth of cañon one mile north of Soda Springs, Manitou. Castellated limestone walls. Temple drive leads to Cave of the Winds, an underground journey of nearly one mile, brilliantly illuminated by electricity. A geological miracle; beautiful stalactites and stalagmites. Round trip from Manitou, two hours.

UTE PASS AND RAINBOW FALLS—Road follows historic Indian trail from Soda Springs and leads to Cascade. Green Mountain Falls and Manitou Park, beautiful summer resorts. Rainbow Falls is one mile above Manitou. Round trip, one hour by carriage.

MOUNT MANITOU—Scenic incline one and one-fourth miles long, making ascent of 2,000 feet. Lower terminus near Iron Springs, Manitou. Wonderful panoramic view afforded. Delightful park on summit of mountain. Round trip, one hour.

CRYSTAL PARK—Reached by private mountain auto road with luxurious Packard autos leaving Colorado Springs and Manitou. Magnificent panoramic view of entire Pikes Peak Region, embracing a thirty-mile auto ride, and overcoming nearly 5,000 feet elevation. Pronounced the most wonderful mountain auto trip in the world. Round trip three and one-half hours.

STRATTON PARK—Located four and a half miles southwest of Colorado Springs, at the entrance of North and South Cheyenne Cañons. A beautiful pleasure ground. Reached by trolley ride of twenty minutes.

BROADMOOR—Four miles southwest of Colorado Springs. The fashionable suburb of the Pikes Peak region, with a number of costly mansions. Home of the Cheyenne Mountain Country Club. Reached by trolley ride of twenty minutes.

COLORADO SPRINGS GOLF CLUB—Located in the northwestern section of the city; contains one of the finest golf courses in the West. Reached by trolley.

SOUTH CHEYENNE CANON—Entrance five miles southwest of Colorado Springs, Granite walls, one thousand feet in height, line the narrow cañon. Pillars of Hercules and Seven Falls most noted of scenic features. By carriage from Stratton Park, round trip, one hour.

NORTH CHEYENNE CANON AND HIGH DRIVE—Entrance five miles southwest of Colorado Springs, and a part of its park system. Wonderful rock formations and numerous falls, including Silver Cascades and Helen Hunt Falls. Favorite picnic grounds. At end of cañon road winds over ridge, affording magnificent panoramas of mountain and plain, down through Bear Creek Cañon, to Colorado City. Time of drive, from Colorado Springs, five hours.

PALMER PARK—Four miles northeast of Colorado Springs. Reached by the Paseo and the Palmer Boulevard, by carriage or auto. Six hundred acres of rugged bluffs and curious sandstone formations. A fine magnetic vistas of Pikes Peak and the Rampart Range. Many beautiful trails. Round trip, five hours, by carriage; two hours by auto.

MONUMENT VALLEY PARK—Extends for two miles along Monument Creek north from Denver & Rio Grande station. An elaborate park, beautified by General Palmer at a cost of \$750,000, and given to the City of Colorado Springs.

PUBLIC INSTITUTIONS—Colorado College, in heart of residence section, Colorado School for Deaf and Blind, on East Kiowa Street, overlooking city. Union Printers Home, maintained by International Typographical Union, one mile east of city. Myron Stratton Home, four miles southwest. All reached by trolley line. Drive to National Sanatorium of Modern Woodmen of America, ten miles north of city, leads through Monument Park, containing weird rock formations.

THE CRIPPLE CREEK TRIP—From Colorado Springs to Cripple Creek is one of the grandest trips to be made anywhere on the globe. This famous railway, 50 miles in length, is a skillful engineering accomplishment. Rims precipitous cañons, crosses deep gorges, and swings from mountain top to mountain top. An all-day trip, allowing ample time for inspection of the wonderful Cripple Creek gold district, which has produced \$310,000,000 since its discovery in 1891.

Suggestions for one-day trips in the Pikes Peak region:

1. Garden of the Gods, Glen Eyrrie, Manitou, Williams Cañon, Cave of the Winds.
2. Pikes Peak Cog Road in morning; Garden of Gods and Glen Eyrrie, or Manitou and its mineral springs, or Williams Cañon and Cave of the Winds, or Incline Railway, in afternoon.
3. The Cripple Creek Trip.
4. Stratton Park, Broadmoor, South Cheyenne Cañon, North Cheyenne Cañon and High Drive.
5. Palmer Park, with M. W. A. Sanatorium drive, or Garden of the Gods, Glen Eyrrie trip.
6. Crystal Park in the morning; Garden of the Gods, Glen Eyrrie, Williams Cañon and Cave of the Winds in the afternoon.
7. Manitou, Williams Cañon, Cave of the Winds, Ute Pass.
8. Mountain Trails. Free Trail Map Folder may be secured from Chamber of Commerce and choice made of one hundred picturesque trails.
9. Auto Drives. Fifty roads radiating from Colorado Springs are logged in book published by Chamber of Commerce for free distribution.

You can visit the Pikes Peak region with comfort and pleasure any month in the year. This is an all-year resort, mild winters are as characteristic as cool summers. Horseback riding, mountain climbing, automobile and many other sports are in vogue with scarcely a break the year through.



Manitou

What to See in Denver



Welcome Arch

LOCATION—Denver is situated 12 miles east of the foothills of the Rocky Mountains, near the north central part of the state, at the junction of the South Platte River and Cherry Creek. Altitude, one mile above sea level. From any elevation in the city a view of the Snowy Range can be had for a distance of two hundred miles north and south. The population is 213,381.

WELCOME ARCH—Foot of Seventeenth Street in front of Union Station. Erected by private subscription. Weight, 70 tons. The arch is 86 feet wide and 65 feet from the street to the highest point. Driveway is 34 feet wide and side wings for pedestrians are each 11 feet wide and 26 feet high. Constructed of combination of metals, bronze plated with veldi antique finish.

AUDITORIUM—Fourteenth Street between Champa and Curtis streets. Cost \$700,000. Built by the city. Absolutely fire-proof. The building is 286 feet long by 200 feet wide and has a seating capacity of 12,000. Constructed so as to be converted into a mammoth convention hall, or divided so that one-half can be used as a theatre, with seating capacity of 3,145.

STATE CAPITOL—Capitol Hill between Colfax and Fourteenth avenues, overlooking Broadway and the new Civic Center. Built of Colorado granite and finished on the inside with Colorado onyx and bronze. The great dome is gilded and artistically lighted at night. Cost, \$2,800,000, exclusive of site. Grounds cover three squares. In the basement is a magnificent collection of mineral specimens from Colorado mines; a wonderful anthropological collection containing a complete assortment of utensils, wearing apparel, weapons, etc., of the ancient Cliff Dwellers; War Relic Museum and exhibit of horticultural products grown in Colorado. On Fourteenth Avenue and Sherman Street, across from the Capitol, a new state museum is being built to house these exhibits. The cost of the building will be \$250,000.

UNITED STATES MINT—West Colfax Avenue and Delaware Street. Opened February 1, 1906. Gold coined from date of opening to January 1, 1910, \$96,253,250.00. Silver, \$11,406,900.00. Mexican pesos, \$3,099,645. Newest and most modern of the government money factories. Open to visitors from 10 to 12 a.m. and 1 to 3 p.m. daily except Sunday.

PUBLIC LIBRARY—West Colfax Avenue between Acoma and Bannock streets. Contains 175,000 volumes and has a capacity for 300,000 volumes. Corinthian style of architecture.

COURT HOUSE—Occupies entire square bounded by Fifteenth, Sixteenth and Tremont streets and Court Place.

CHAMBER OF COMMERCE—One of the handsome structures of the city. Located on Champa Street between Seventeenth and Eighteenth streets. Complete exhibit of agricultural, horticultural and mineral products of Colorado, showing the progress and possibilities of this wonderful state. Maintains Publicity and Information Bureaus. General headquarters for the commercial organizations of the city. The Real Estate Exchange, Colorado Electric Club and Manufacturers' Association have commodious rooms in this building.

PUBLIC BATH HOUSE—Twentieth and Curtis streets. Built by the city. Equipped with fine swimming pool.

CITY PARK—Contains \$20 acres beautifully improved. Has two lakes, the largest containing 19 acres; the most extensive zoo in the Inter-Mountain West; fine aviary, children's playground. A unique attraction is an electric fountain in the center of the large lake, which displays its beautiful prismatic colors every evening in summer. The flower beds are a revelation; the wonderful sunshine of Colorado imparts to the flowers a richness of hue that is the marvel of visitors. Reached from business district by cars which travel along Fifteenth, Sixteenth, Seventeenth and Curtis streets.

WASHINGTON PARK—With its splendid bathing beach and rolling lawns, is one of the beautiful sight places of the city. Reached from the business district by cars going south on Fifteenth Street, carrying "Washington Park" signs.

COLORADO MUSEUM OF NATURAL HISTORY—Located in City Park, overlooking the large lake. Contains some of the finest collections of minerals, animals, birds, and works of art in the world. In the mineral department is an exhibit of leaf, wire and crystalline gold that is actually worth \$50,000, but the value as a museum attraction is several times that sum. It is known as the John F. Campion collection. A panoramic view of the park is afforded from the front steps of this building.

CHEESMAN PARK—A beautiful "breathing spot" covered with a magnificent lawn, in the center of which, on an elevation, is the Cheesman Memorial, built of Colorado white marble.

STREET LIGHTING—The four main thoroughfares, Fifteenth, Sixteenth, Seventeenth and Eighteenth streets, are artistically lighted by electricity. The plan is different on each street. Seventeenth Street, which runs from Welcome Arch to Broadway, is known as "The National Thoroughfare" because of the thousands of tourists who pass along this street every year.

STOCKYARDS—Covers forty acres. Annual Stock Show is held in the Stadium located at the yards. This building has one of the largest show rings in the world. Two large packing houses are also located at the stockyards.

AMUSEMENT PARKS—The summer amusement parks are attractive and has its special features.

Lakeside, Denver's "White City"—Has a large number of attractions, also a summer theatre, Berkeley-Farm.

Elitch's Gardens—In addition to there is a high-class summer theatre.

ELECTRIC LINES—Denver Interurban railway, a forerunner of the rounding country.

CITY HALL—Contains also the Police Department.

OVERLY Association Denver

What to See in Salt Lake City

TEMPLE SQUARE—A 10-acre block, walled and beautifully parked, at Main and South Temple streets; contains Mormon Temple, Tabernacle, Assembly Hall and Bureau of Information for visitors.

THE TEMPLE—A massive granite structure, where the sacred ritualistic ceremonies of the Mormon Church are performed. Visitors are not admitted. Cost \$4,000,000.00 and took 40 years to build. The granite was quarried in Little Cottonwood Cañon and hauled 20 miles by ox team. The building is 186x399 feet. Walls are 16 feet thick at the base. The Temple is surrounded by six spires, on the highest of which stands a statue of the Angel Moroni, who is supposed to have revealed the plates of the Book of Mormon to the Prophet Joseph Smith.

THE TABERNACLE—Noted for its peculiar architecture and remarkable acoustics. It is 250x150 feet and covered by a self-supporting dome roof, resembling the shell of a turtle. Seating capacity, 10,000.

THE TABERNACLE ORGAN—One of the largest pipe-organs in the world; has 108 stops and accessories; contains 5,500 pipes, ranging in length from two inches to 32 feet, and capable of 400 tonal variations. Every tone, or shade of tones, is possible on this organ. The pipes can be made to respond 726 times a minute. Free organ recitals are given in the tabernacle at noon every day from the middle of April to about the first of October.

SALT LAKE COMMERCIAL CLUB—Situated in Exchange Place. One of the finest buildings in the United States owned and occupied exclusively by a commercial organization. Headquarters of the Commercial Club Publicity Bureau, dealing in information about Utah's resources and opportunities.

EAGLE GATE—Spanning State Street at South Temple. Formerly the gateway to the private grounds of Brigham Young and leads to City Creek Cañon and the new state capitol.

NEW STATE CAPITOL—On an eminence at the head of State Street, overlooking the city. Built of Utah granite and marble at a cost of \$2,500,000. To be completed in 1915.

BEEHIVE HOUSE—Official residence of the President of the Mormon Church. Adjoins Eagle Gate on South Temple Street.

LION HOUSE—Adjoins Beehive House. Formerly homes of wives of Brigham Young; now used by the Latter-day Saints University.

EXECUTIVE BUILDING—Of the Mormon church, now building just west of Lion House. Deseret Gymnasium, Presiding Bishop's Building and Latter-day Saints University, all Mormon institutions, are situated in the same square, to west and north.

AMELIA PALACE—Corner of State and South Temple Streets, built for the favorite wife of Brigham Young, now a private residence.

BRIGHAM YOUNG MONUMENT—Main Street, at South Temple. Erected by Mormon associations in honor of Brigham Young and the Pioneers of 1847.

TOMB OF BRIGHAM YOUNG—In the private burial ground of Brigham Young, on First Avenue, a few steps from Eagle Gate. No longer used as a cemetery.

SALT LAKE THEATRE—At the corner of State and First South streets. Built by Brigham Young in 1862; is the fifth oldest standing theatre in the United States and is still used as a theatre, playing high-class road attractions. Other theatres: Orpheum, Empress, Pantages (vaudeville), Garrick, American and Rex.

FREE EXHIBIT OF UTAH'S MINING, INDUSTRIAL AND AGRICULTURAL RESOURCES—Ground floor Vermont Building, opposite Temple Square gate. Deseret Museum occupies second floor of same building.

CITY AND COUNTY BUILDING—Beautiful gray-stone structure occupying ten acres square on State street, at Fourth South.

SALT LAKE BEACH—Located 15 miles west of the city on the shores of Great Salt Lake; famous the world over for the salt water bathing. The waters of the lake are saturated with salt and are so heavy that it is impossible for bathers to sink. Dancing, boating, amusements, and picnics are also features of the resort. Regular resort season from May 30th to September 1st. Special tourist trains operated during the whole year. The resort is reached by a steam railroad. Depot less than a block from the new Denver & Rio Grand-Western Pacific station.

WANDAMERE—Located in the suburbs, five miles southeast of the city. Temperance resort, owned by the Mormon Church. Boating, dancing, picnicking, etc. Reached by street cars. Closed on Sunday.

MAJESTIC PARK—Five minutes trolley ride from the center of the city. Famous saucer bicycle track, dancing pavilion, etc.

LAGOON—Located 17 miles north of the city, in the farming country. Bathing, dancing, picnicking, etc. Reached by an electric car to Ogden. Depot corner Third West and South Temple.

LIBERTY PARK—Within the city limits. Containing 200 acres. Reached by street car.

FORT DOUGLAS—U. S. Military Post, three miles east of the city. Reached by street car.

WARM SPRINGS—Located 10 miles east of the city. Reached by street car. Hot sulphur baths.

THE SEEING SALT—Reached by street car and automobile. Opposite Temple Square gate.

CITY



EASTBOUND

16	2	20	4	Stations and Descriptive Notes
Secs.	Secs.	Secs.	Mts. M. (feet)	



for disabled printers. Adjoining Colorado Springs is Colorado City, first territorial capital. Denver & Rio Grande suburban service extends to Manitou, five miles. From Colorado Springs a side trip of 40 miles, through marvelous scenery, may be taken to the celebrated mining camps of Cripple Creek and Victor.

MANITOU Population, 1,357. The Saratoga of the West, at the entrance to the Garden of the Gods, with its mineral springs, its other wonders, such as Cheyenne Cañon, the Cave of the Winds, etc., and its hotels and cottages, is one of the resort places of the world. Here the ascent of Pikes Peak, 14,100 feet, is made by cog road.

AM	Out	PM	AM	
4 17	5 58	4 07	712	lv. PIKEVIEW The course is upward, with destination the crest of a divide which separates the Arkansas and the Platte. Woodmen is the site of the new Woodmen's National Sanatorium. At Husted are stored the engines for helping heavy trains over this grade. The scenery is becoming more rugged, with white and red sandstone weather sculptures apparent. Among the foothills is Monument Park. Just before Palmer Lake is reached a glimpse is given, on the left, of Glen Park, Colorado's summer Chautauqua, and the resort of Pine Crest, their Swiss chalet cottages nestling among the trees.
4 28	6 07	4 17	718	lv. WOODMEN
4 38	6 16	4 26	720	lv. HUSTED
4 54	6 29	4 40	726	lv. MONUMENT
5 10	6 45	4 53	731	lv. PALMER LAKE This is the crest of the divide between the waters of the Arkansas and of the Platte. Hotel, lake and cottages and elevation make it a pleasant summer resort. Now descending, through a rough country, the train passes a white cliff towering on the left—Casa Blanca.
5 20	6 53	5 02	735	lv. GREENLAND From Larkspur is attained by stage the resort of Perry Park, four miles toward the mountains. Castle Rock, named because of the striking outcrop of rhyolite on the right, has large quarry interests. Ahead is afforded a grand view of the snowy range clear to Longs Peak, and of the Valley of the South Platte.
5 30	6 59	5 09	739	lv. LARKSPUR
5 58	7 16	5 28	750	lv. CASTLE ROCK Located in the midst of a rich stock raising and dairying section. The Government lookout post on "Devil's Head" Mountain, a rugged peak with rocks towering high up from the plains, may be plainly seen twenty miles west from this point.
6 12	7 28	5 43	758	lv. SEDALIA
6 19	7 34	5 50	761	lv. LOUVIERS A quarter of a mile toward the west, from Louviers are the works of the Dupont Powder Co., where high explosives are manufactured. This is the Plum Creek Valley; but the train is about descending the broader Valley of the South Platte, between the irrigated plains and the tilted foothills.
6 38	7 53	6 08	772	lv. LITTLETON The county-seat of Arapahoe County, this, and well-nigh a suburb of Denver; but in itself a center of extensive dairying and agricultural industries. Denver is now visible, in the near distance. The important military post of Fort Logan, a mile from the track toward the foothills, is passed; and Overland Park (on the left), celebrated racing and fair grounds.
6 50	8 08	6 24	780	lv. BURNHAM At Burnham are located the Denver & Rio Grande general round-house, shops, coach-yard, commissary department, etc. And immediately the train has arrived at the end of its long run—the Union Station of Denver.
7 00	8 15	6 30	782	ar. DENVER Population, 213,381. Colorado's mile-high capital, the "Queen City of the Plains," a world-famous convention and tourist center, is located close to the eastern foothills of the barrier Rockies, and with its 89 square miles occupies also Denver County. It boasts a clear, bracing air and 329 days of sunshine a year, miles of wide, clean, asphalt streets, lawns superbly kept, great mining, banking and real estate interests, and a people notably progressive. A thorough electric car system covers the city. Electric lighting for utility and display is elaborate. There are no wooden structures. Among points of interest are the Capitol Building (whence 200 miles of snowy range may be viewed), the fine Courthouse, the U. S. Mint, the Public Library, City Park and Cheesman Park, the smelters, Denver University, the beautiful homes of Capitol Hill. A score of railroads focus at Denver; and from the great Union Station the incoming visitor enters the city under a uniquely hospitable Welcome Arch.



Trains stop only at stations where time shown is preceded by "s" indicating "stop" or "flag."

"The Scenic Limited"

NEW ALL-STEEL DAYLIGHT OBSERVATION TRAIN BETWEEN SAINT LOUIS AND SAN FRANCISCO BY WAY OF

Missouri Pacific-Denver & Rio Grande-Western Pacific UNION DEPOTS ALL THE WAY

Figures Indicate Altitude Above Sea Level

LOCAL TIME TABLES

Crested Butte and Denver

15 & 315	Mis.	STATIONS	316 & 16
* 7 45	0	lv. Denver	* 7 00
10 30	75	lv. Colo. Springs	4 00
12 10	119	lv. Pueblo	2 15
6 30	215	lv. Salida	8 45
10 45	289	ar. Gunnison	4 25
11 00	289	lv. Gunnison	10 30
11 40	239	lv. Almont	9 00
1 25	316	ar. Crest'd Butte	8 05
c 7 15	289	lv. Gunnison	12 25
9 05	305	ar. Baldwin	c 9 10
d 10 16	277	lv. Parlin	2 00
12 01	299	ar. Pitkin	d 12 30

Lake City and Denver

15 & 315	Mis.	STATIONS	316 & 16
* 7 45	0	lv. Denver	* 7 00
10 30	75	lv. Colo. Springs	4 00
12 10	119	lv. Pueblo	2 15
6 30	215	lv. Salida	8 45
11 54	314	ar. Sapinero	5 05
7 05	314	lv. Sapinero	11 54
6 05	314	ar. Lake City	8 40

Ouray and Denver

15 & 315	Mis.	STATIONS	316 & 16
* 7 45	0	lv. Denver	* 7 00
10 30	75	lv. Colo. Springs	4 00
12 10	119	lv. Pueblo	2 15
6 30	215	lv. Salida	8 45
2 30	352	ar. Montrose	12 20
2 55	352	lv. Montrose	12 01
4 20	377	lv. Ridgway	10 40
5 10	387	ar. Ouray	9 50

Ridgway, Telluride and Durango

15 & 7	Mis.	STATIONS	8 & 16
* 7 45	0	lv. Denver	* 7 00
10 30	75	lv. Colo. Springs	4 00
12 10	119	lv. Pueblo	2 15
4 20	377	lv. Ridgway	10 30
6 08	403	ar. Placerville	8 41
6 50	415	ar. Vance Jct.	8 00
7 20	422	ar. Tellur de	7 30
7 00	422	lv. Telluride	5 55
7 35	415	lv. Vance Jct.	5 20
8 15	422	ar. Ophir	4 52
9 52	443	ar. Rico	3 15
10 00	443	lv. Rico	3 10
12 10	479	ar. Dolores	1 00
12 30	479	lv. Dolores	12 40
1 47	500	ar. Mancos	11 25
3 29	523	ar. Hesperus	10 01
4 25	539	ar. Durango	8 50

Provo Canon Branch

512 & 308	Mis.	STATIONS	307 & 511
* 7 50	0	lv. Salt Lake City	* 6 45
8 40	26	lv. Lehi	5 38
8 45	33	lv. American Fork	5 30
9 15	45	ar. Provo	5 05
10 00	45	lv. Provo	4 30
12 20	71	ar. Heber	2 35

Park City and Salt Lake

102	Mis.	STATIONS	101
* 8 20	0	lv. Salt Lake	4 30
10 30	35	ar. Park City	2 30

San Pete Valley Branch

15 & 16	Mis.	STATIONS	16 & 15
* 7 45	0	lv. Mantl	2 45
8 20	11	ar. Ephraim	2 20
8 50	18	ar. Chester	1 57
9 05	21	ar. Moroni	1 25
9 45	30	ar. Fountain Green	12 50
10 22	39	ar. Nebo Junction	12 05
10 45	45	ar. Nephi	11 30

Mixed Trains leave Price daily ex -un. for Mohrland and Hiawatha at 11 a.m. and 3:30 p.m. Returning arrives Price 10 a.m. and 8:15 p.m.

Alamosa, Creede, Santa Fe, Pagosa Springs, Durango, Silverton and Farmington

15 & 115	Mis.	STATIONS	116 & 16
* 7 45	0	lv. Denver	* 7 00
10 30	75	lv. Colo. Springs	4 00
11 45	119	lv. Pueblo	2 35
12 10	119	lv. Pueblo	2 27
8 00	175	lv. Walsenburg	12 27
8 30	252	ar. Alamosa	8 30
8 10	262	lv. Alamosa	7 20
8 00	263	lv. Monte Vista	6 42
8 40	283	lv. Del Norte	6 42
9 55	312	lv. Wagon W Gap	4 40
10 20	321	ar. Creede	4 00
7 00	252	lv. Alamosa	8 00
8 10	280	ar. Antonito	6 50
d 7 20	8 15	280	ar. Antonito
10 16	10 00	315	lv. Tres Piedras
11 50	10 30	316	lv. Taos Jct'n
12 30	353	ar. La Madera	N
10 15	11 25	345	lv. Barranca
10 55	272	lv. Espanola	11 54
10 45	4 25	406	ar. Santa Fe
8 10	280	lv. Antonito	6 50
11 50	344	ar. Chama	2 55
12 15	344	lv. Chama	12 02
2 32	390	ar. Pagosa Jct.	12 02
2 35	390	lv. Pagosa Jct.	11 55
5 30	421	ar. Pagosa Spgs.	11 55
5 32	430	lv. Pagosa Jct.	12 02
5 45	452	ar. Durango	12 02
6 00	452	lv. Durango	12 02
8 45	496	ar. Silverton	6 00
9 05	482	lv. Durango	4 50
11 15	482	lv. Aztec	4 25
12 15	496	ar. Farmington	1 30

Pleasant Valley Branch

4 & 652	Mis.	STATIONS	651 & 5
6 55	0	lv. Ogden	5 00
8 10	0	lv. Salt Lake City	4 45
10 30	45	lv. Provo	13 19
10 50	62	lv. Thistle	10 50
2 50	59	lv. Colton	9 20
4 00	114	ar. Scofield	9 20
4 20	120	ar. Clear Creek	7 45

Tintic Branch

482	Mis.	STATIONS	409	481
4 35	0	lv. Salt Lake City	10 20	4 45
6 04	45	lv. Provo	8 30	5 05
6 26	50	lv. Springville	8 10	4 40
6 36	53	ar. Spanish Fork	8 04	4 35
6 55	60	ar. Payson	7 20	4 10
7 44	72	ar. Gosport	6 44	3 55
8 45	85	ar. Eureka	6 30	3 10
9 02	91	ar. Mammoth	6 15	2 55
9 15	93	ar. Silver City	6 05	2 40

Marysvale and Thistle

540	Mis.	STATIONS	511	541
* 7 50	0	lv. Salt Lake City	* 6 45	5 00
8 10	11	lv. Midvale	6 15	4 45
8 40	28	lv. Lehi	5 38	4 30
8 46	32	lv. American Fork	5 30	4 25
9 15	45	lv. Provo	5 05	4 10
9 27	50	lv. Springville	4 50	4 05
10 05	64	ar. Thistle	4 25	3 40
10 20	66	lv. Thistle	4 20	3 35
11 42	98	ar. Fairview	3 55	3 10
12 01	103	ar. Mt. Pleasant	3 15	2 45
12 15	110	ar. Spring City	3 15	2 45
12 45	127	ar. Ephraim	1 30	1 15
1 10	139	ar. Gunnison	1 15	12 05
2 30	153	ar. Salina	11 28	10 22
2 52	170	ar. Richfield	10 22	9 59
3 25	178	ar. Blismore	9 59	8 50
6 00	199	ar. Marysvale	8 50	8 50

Bingham and Salt Lake

206	Mis.	STATIONS	203	205
* 2 35	0	lv. Salt Lake City	* 10 40	4 15
2 55	8 20	lv. Midvale	10 17	4 05
2 57	8 22	lv. Midvale	10 15	4 05
3 40	9 05	ar. Bingham	9 30	4 05

Sunnyside Branch

188	Mis.	STATIONS	189
* 10 05	0	lv. Mounds	2 25
11 30	17	ar. Sunnyside	1 00

A. M. time in light type. P. M. time in black type.
 * Daily. † Daily except Sunday.
 c Tuesday, Thursday and Saturday. d Monday, Wednesday and Friday.
 N Runs to La Madera only, arriving 12.40 p. m., leaving immediately.

BOYCE RAILWAY DEPOT FOUNDATION



The Boyce Railway Depot Foundation (BRDF) was chartered on January 20th, 2017. It is organized as a non-profit Virginia corporation for preservation of the historic Norfolk & Western Railway's 1913 train station building and pump house at Boyce, Virginia.

The chief focus during 2017 will be developing a membership base. Those who welcome leadership roles can be nominated by members to the Board of Directors. Officer positions will be filled from the Directors. There are incorporating Officers who will be replaced by the new Board of Directors after the first membership meeting at the depot planned for Sunday afternoon, October 1, 2017.

Those who join prior to December 31, 2017, will be designated Founding Charter Members. Annual membership dues are \$10, payable to the **BOYCE RAILWAY DEPOT FOUNDATION**. These funds will be devoted towards completing the Internal Revenue Service's required submission for compliance with Internal Revenue Code 501(C)(3) provisions.

Members and volunteers will initially support grounds-keeping and exterior building maintenance. The longer term vision is for the BRDF to lease the building and grounds, then arrange space rentals for special events and meetings as income sources for preservation efforts.

Come join us! Please write to:

BOYCE RAILWAY DEPOT FOUNDATION
brdf@railwaymailservicelibrary.org
117 EAST MAIN STREET
BOYCE VA 22620-9639



BOYCE RAILWAY DEPOT FOUNDATION

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117 EAST MAIN STREET

BOYCE VA 22620-9639

MEMBERSHIP APPLICATION

Your membership in the Boyce Railway Depot Foundation will support preservation and community use of the historic 1913 Norfolk & Western Railway station. Annual dues are \$10 and a life membership is \$250. Please provide the information below for the membership roster:

First, Middle Initial, Last Name: _____

Mailing Address: _____

City, State, Postal Code, Country: _____

Telephone Number: _____

eMail Address: _____

Donations are also invited. The Railway Mail Service Library Foundation is a 501(c)(3) public charity and donations or contributions are tax deductible as provided for and to the extent provided by law. Please check this box if your employer will match your donation:

If the employer requires an invoice, please provide contact information.

Thank you very much for your interest. If you have questions, please call or write.

Sincerely yours,

Frank R. Scheer
Organizing Secretary