

MAP
OF THE
UNITED STATES

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**UNION
PACIFIC
RAILROAD**

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RAILROAD**



Grand Canyon from Grand Canyon Lodge on brink of the lofty North Rim, where the great chasm presents its most exalted aspects.

The Historic Beginning of the Union Pacific

THE Civil War was raging in 1863 . . . the security of the Pacific Coast was in doubt . . . unless quick communication by rail could be established overland across the continent.

Thus out of the need of a nation fighting against disruption, the "Pacific Railroad" came into existence. There was no time for lengthy preliminaries. It was a case of selecting the shortest route to the Pacific Coast and laying track with all possible speed.

The shortest and most obvious route was the Overland Trail westward from Council Bluffs and Omaha, originally followed by great herds of buffalo and other wild animals through their



Typical orange groves near Riverside, in the heart of Southern California. Snow-clad Mt. San Antonio in background



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

instinct for water level routes and easy grades. Later it was used by Indians, then by trappers, emigrants and fortune hunters of '49, the Stage Coach and Pony Express. It was one of the world's finest natural highways; when chosen by the railroad builders it became known as the Overland Route.

President Lincoln actively supported the undertaking, backed by men of prominence and vision. Meeting many delays, often held up by lack of materials . . . harassed by bands of Indians . . . with death and disaster ever menacing them . . . the courageous construction crews carried on.

Finally, in spite of all difficulties, the last rail was laid and on May 10th, 1869, Thomas C. Durant of New York and Leland Stanford of California drove the Golden Spike which completed the Overland Route . . . then and now, the main highway across the continent.

The Greatest Scenic Route Westward

MOST of America's western playgrounds, including fifteen National Parks, are served by Union Pacific which reaches more of the scenic West than any other railroad.

The vast territory served by this railroad includes a great variety of contrasting scenic wonders. The



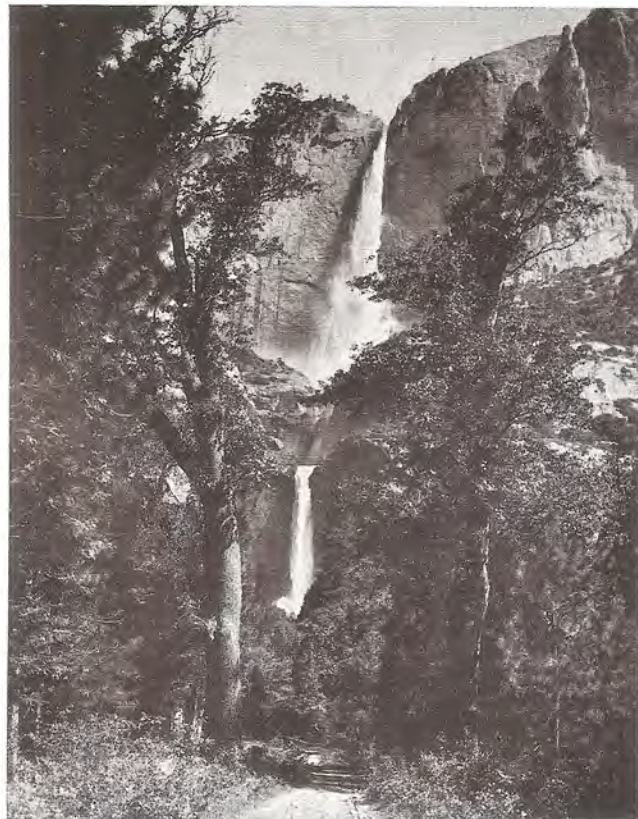
The historic Teton Range, Grand Teton National Park, Wyoming, rises precipitately and cathedral-like from the lakes and plains at its base.

majestic snow-capped Rockies of colorful Colorado "Where the West is nearest" . . . The romantic semi-tropical beauty of Southern California, with its luxuriant orange groves, sun-kissed beaches and smooth motor roads . . . the spectacular geysers and the friendly bears of Yellowstone . . . the virgin loveliness of the Pacific Northwest, approached via Union Pacific by a thrilling ride through the scenic Columbia River Gorge.

Deserving of special mention are Zion, Grand Canyon and Bryce Canyon National Parks located



The Streamliner City of San Francisco on the famous causeway that carries Overland Route trains across Great Salt Lake, Utah.



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

in southern Utah and northern Arizona. Here is a trio of scenic treasures so unusual . . . so bewildering . . . that nothing on earth compares with them.

All three of these National Parks as well as enchanting Kaibab National Forest with its white-tailed squirrel and its thousands of deer, and colorful Cedar Breaks National Monument may be seen in one six-day motor-bus tour from the gateway at Cedar City, Utah.

Sun Valley, Idaho, America's foremost year 'round sports center, is served exclusively by Union Pacific. Skiing is the major attraction in winter and spring but visitors also enjoy skating, sleighing, swimming in outdoor warm-water pools and other healthful activities. In summer and fall, vacationists may golf, play tennis and badminton, go horse back riding



The rugged slopes of the Sawtooths protect Sun Valley Lodge and Challenger Inn against winter winds.

and swim. Pack trips lead to primitive regions where fish and big game abound.

• • •

These wonderlands are described in the Union Pacific illustrated booklets listed below. Any of these publications will be sent on request, together with information about routes, stopover privileges and side trips. Merely mention the region in which you are interested.

Zion-Bryce Canyon-Grand Canyon National Parks.	California.
Colorado Mountain Playgrounds.	Western Wonderlands.
The Pacific Northwest and Alaska.	Dude Ranches Out West.
Along the Union Pacific.	Escorted Summer Tours.
Boulder Dam Map Folder.	Sun Valley, Idaho.
Yellowstone-Grand Teton National Parks.	



Grand Canyon and Great Fall (309 feet high) of the Yellowstone River, Yellowstone Park's most sublime spectacle.



Boulder Dam across the Colorado River near Las Vegas, Nevada, represents one of man's greatest efforts to control the forces of nature.

Sleep Soundly and Arrive Safely via Union Pacific

SMOOTH ROADBED

THE Union Pacific roadbed is constructed to give the utmost in riding comfort. Resilient Sherman gravel is used for ballast. This exceptionally smooth roadbed, combined with skillful handling of trains, insures pleasurable travel. Even those unused to night train travel may sleep soundly and awaken fully refreshed for the day's work or pleasure.

ELECTRIC SAFETY SIGNALS

Every mile of the Union Pacific Railroad is fully protected by electric safety signals, giving travelers a solid sense of security.

DOUBLE-TRACK

Between Council Bluffs and Salt Lake City, and in several other places, considerably more than a thousand miles in all, the Union Pacific operates on double-track. This is an invaluable aid to efficiency in maintaining fast schedules, and increases the safety of operation.



The new high-speed "Challenger" type locomotives have the power to pull 100 loaded freight cars at a mile a minute. Forty of these Union Pacific rail giants are now in use in both freight and passenger service.



Challenger Type freight locomotives are 100 feet long; capable of pulling a train of 100 loaded cars at mile-a-minute speed; carry 22 tons of coal and 19,000 gallons of water in their tenders. All of this simply means superior freight service for Union Pacific patrons.

Union Pacific's Modern Motive Power

SINCE 1934, Union Pacific has designed and constructed some of the World's most powerful Diesel Electric streamlined locomotives.

In 1936 and '37, 40 massive "Challenger-type" high speed steam locomotives were built and placed in operation to handle rapidly increasing freight business.

This modern equipment assures shippers and passengers the continuation of the exceptional on-time service they have learned to expect from this progressive railroad.

The Union Pacific is constantly planning ahead; developing ways and means to better its service . . . to maintain its leadership in rail transportation.



Interior of modern Union Pacific dining car where passengers are served those famous Overland Route "meals that appeal."

Superlative Dining Car Service

UNION PACIFIC invites particular attention to its excellent cuisine. The food is the best obtainable. It is skillfully prepared and served in a manner tempting to the appetite. The portions are satisfactorily adequate. Union Pacific has become justly famous for "Meals that Appeal."

Attractive dining cars, air-conditioned and completely modern are carried on the Union Pacific fleet of famous trains. The linen is of snowy whiteness; the silver glistens richly. Refinement and



The Great White Throne, a majestic and colorful rock temple in Zion National Park. Reached by regular motor-buses from Cedar City, Utah.



Attractively decorated "coffee shop" style dining car on The Challenger and many other Union Pacific trains serving low cost meals.

deft, personalized service have always been a keynote on Union Pacific dining cars.

On some Union Pacific trains, such as the famous Challengers . . . the fast, Coach-Pullman Tourist Car trains that have revolutionized rail transportation . . . low cost meals are featured in new and strikingly attractive "Coffee-Shop" dining cars. While all Union Pacific dining car meals are moderately priced, "Coffee-Shop" meals are almost unbelievably low in cost: breakfast 25¢, luncheon 30¢ and dinner, 35¢. These are delightful, wholesome meals, and portions are generous.



In Bryce Canyon National Park is an immense amphitheatre, 2 miles wide, 3 miles long and 1,000 feet deep, a miracle of erosion and a symphony of color.



In the standard Pullman sleepers, if desired, compartments and drawing-rooms may be arranged to form private two or three-room suites.

Union Pacific Equipment

PULLMAN CAR LUXURY

REGULARLY assigned passenger equipment on all through trains of the Union Pacific is, of course, air-conditioned. This includes observation, club and lounge cars, dining cars, sleeping cars, chair cars and coaches.

Pullman cars in Union Pacific service afford passengers an atmosphere of quiet refinement, evidenced in the luxury of the interior furnishings . . . richly colored deep-pile carpeting and shaded overhead lamps. High headboards between sections



Mount Rainier, Washington (14,408 feet), a colossal, glacier-mantled peak, supreme among the towering giants of the Pacific Northwest.

UNION PACIFIC RAILROAD



The Streamliner City of Denver carries every known modern train convenience, including this spacious and restful observation car.

provide a sense of privacy. Comfortable mattresses, crisp, immaculate linens and convenient reading lamps meet with the approval of overnight travelers.

On the later Streamliners inaugurated by Union Pacific, "Roomette" cars, closed-section cars and cars having "upstairs" and "down stairs" bedrooms are featured. Large, well lighted dressing rooms have plenty of mirrors and ample shelf room for toilet articles. Private compartments and drawing rooms are attractively decorated and a pleasant seclusion is assured.

The Observation and Club Cars express real travel luxury. Big easy chairs, lounges, radio, the



The Registered Nurse-Stewardess is at the service of all patrons, without charge, on many Union Pacific trains.

DELICIOUS MEALS



Comfortable reclining seat coach of the type carried on The Challenger and several other Union Pacific trains.

latest magazines, writing desk, fountain service and other conveniences make the journey a genuine pleasure.

PULLMAN TOURIST SLEEPING CARS

For those who wish to travel comfortably but economically, Pullman Tourist Sleeping Cars, available on some trains, are ideal. This service assures travelers practically the same degree of comfort as the newer type Standard Sleeping Cars at a considerable reduction in rail and berth cost.



Pullman Tourist Sleeping Cars, roomy, comfortable and economical, are provided on many Union Pacific trains.



Barber and valet service . . . and bath facilities . . . are available on many Union Pacific transcontinental trains.

MODERN UNION PACIFIC COACHES

Coach travel on Union Pacific trains is now looked upon as a marvel of perfection by the world of transportation. Passengers are amazed at the genuine comfort to be found in these modern, specially constructed coaches. Deeply upholstered reclining seats are spacious and restful. Car interiors are cheery and colorful. There are many recent improvements, such as free day and night porter service, free pillows, large roomy dressing rooms, and soft, blue night lights that are conducive to a good night's sleep.

The Challengers, as do nearly all transcontinental Union Pacific trains, provide Registered Nurse-Stewardess service, another Union Pacific innovation. Elderly persons and mothers traveling with small children particularly welcome this free service. The Challengers also feature one or more coaches for the exclusive occupancy of women and children, another service that has added much to the popularity of these famous trains.

No matter which type of accommodation you prefer . . . Standard Pullman, Pullman Tourist Sleeping Cars, or Coaches, Union Pacific offers you the last word in modern rail transportation and unexcelled service.

Union Pacific Passenger Traffic offices are located at the addresses given below:

- ABERDEEN, WASH. 3 Union Passenger Station, K and River Streets
- ASTORIA, ORE. Foot of Eleventh Street
- ATLANTA, GA. 1232 Healey Building
- BEND, ORE. 116 Oregon Street
- BOISE, IDAHO. Idaho Bldg., 212 N. 8th Street
- BOSTON, MASS. 207 Old South Bldg., 294 Washington Street
- BUTTE, MONT. 229 Rialto Bldg., 4 S. Main Street
- CHEYENNE, WYO. Union Pacific Station
- CHICAGO, ILL. City Ticket Office, 1 S. LaSalle Street
- CINCINNATI, OHIO. 705 Dixie Terminal Building
- CLEVELAND, OHIO. 1006 (Tenth floor) Terminal Tower Building
- COUNCIL BLUFFS, IA. Union Pacific Transfer Depot
- DALLAS, TEXAS. 1029 Kirby Bldg., Main and Akard Streets
- DENVER, COLO. City Ticket Office, 535 Seventeenth Street
- DES MOINES, IA. 407 Equitable Bldg., 6th and Locust Streets
- DETROIT, MICH. 508 Transportation Bldg., 131 Lafayette Blvd., West
- EAST LOS ANGELES, CALIF. 5454 Ferguson Drive
- EUGENE, ORE. 1691 Olive Street
- FRESNO, CALIF. 207-S Rowell Bldg., Tulare Street and Van Ness Avenue
- GLENDALE, CALIF. 206 North Brand Boulevard
- HOLLYWOOD, CALIF. City Ticket Office, 6702 Hollywood Boulevard
- KANSAS CITY, MO. City Ticket Office, 208 East Eleventh Street
- LEWISTON, IDAHO. Room 7, Union Depot
- LINCOLN, NEB. City Ticket Office, 130 S. 13th Street
- LONG BEACH, CALIF. City Ticket Office, 220 Pine Avenue
- LOS ANGELES, CALIF. City Ticket Offices, Union Pacific Bldg.
- MILWAUKEE, WIS. 814 Warner Bldg., 212 W. Wisconsin Avenue
- MINNEAPOLIS, MINN. 890 Northwestern Bank Bldg., 620 Marquette Avenue
- NEW ORLEANS, LA. 1007 Carondelet Bldg., 226 Carondelet Street
- NEW YORK, N. Y. Room 511, 521 Fifth Avenue
- OAKLAND, CALIF. 215 Central Bank Bldg., 436 14th Street
- OGDEN, UTAH. Ben Lomond Hotel Bldg., 25th and Washington Streets
- OMAHA, NEB. City Ticket Office, 301 S. 16th Street
- PASADENA, CALIF. Union Pacific Station, 205 West Colorado Street
- PHILADELPHIA, PA. 904 Girard Trust Bldg., Broad St. and S. Penn Sq.
- PITTSBURGH, PA. 216 Oliver Bldg., Smithfield Street and Sixth Avenue
- POMONA, CALIF. Union Pacific Passenger Station
- PORTLAND, ORE. City Ticket Office, 701 S. W. Washington Street
- REDLANDS, CALIF. 4 Orange Street, Fisher Bldg.
- RENO, NEV. 200 Lyon Bldg., Second and Center Streets
- RIVERSIDE, CALIF. Union Pacific Passenger Station, 7th and Vine Streets
- SACRAMENTO, CALIF. 217 Forum Bldg., 1107 Ninth Street
- ST. JOSEPH, MO. City Ticket Office, 517 Francis Street
- ST. LOUIS, MO. 203 Carleton Bldg., 308 North 6th Street
- SALT LAKE CITY, UTAH. Hotel Utah, Main and South Temple Streets
- SAN DIEGO, CALIF. City Ticket Office, 345 Plaza Street
- SAN FRANCISCO, CALIF. City Ticket Office, 355 Geary Street, Hotel Stewart
- SAN JOSE, CALIF. 206 First National Bank Bldg.
- SAN PEDRO, CALIF. 808 South Pacific Ave.
- SANTA ANA, CALIF. 305 North Main Street
- SANTA MONICA, CALIF. 309 Santa Monica Boulevard
- SEATTLE, WASH. 204 Union Station, 4th Ave. and Jackson Street
- SPOKANE, WASH. Union Station
- TACOMA, WASH. City Ticket Office, 114 S. Ninth St.
- THE DALLES, ORE. Union Pacific Freight Office
- TORONTO, ONTARIO. 201 Canadian Pacific Bldg., 69 Yonge Street
- TULSA, OKLA. 320 Kennedy Bldg., 321 S. Boston Street
- WALLA WALLA, WASH. Baker Bldg., Main and Second Streets
- WASHINGTON, D. C. 300 National Press Bldg.
- YAKIMA, WASH. Union Pacific Bldg., 104 West Yakima Avenue

DEPARTMENT OF TOURS
(UNION PACIFIC RAILROAD—C. & N. W. RY.)
148 S. Clark Street, Chicago, Ill.

A. J. SEITZ,
Asst. Traffic Manager
SALT LAKE CITY, UTAH

J. C. CUMMING
General Passenger Agent
PORTLAND, ORE.

R. E. DRUMMY,
General Passenger Agent
LOS ANGELES, CALIF.

W. S. BASINGER,
Passenger Traffic Manager
OMAHA, NEB.

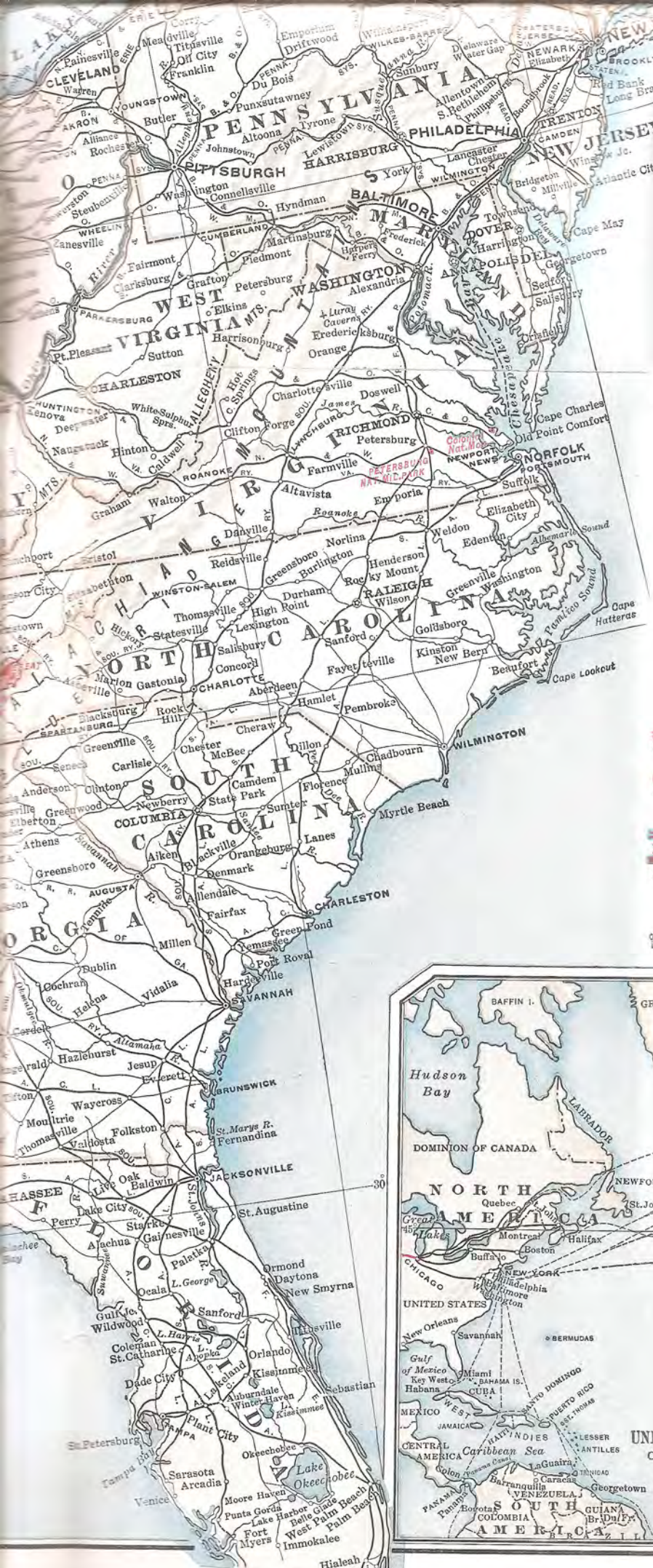
C. J. COLLINS,
Asst. Passenger Traffic Mgr.
OMAHA, NEB.



GEOGRAPHICALLY CORRECT MAP
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UNION PACIFIC
RAILROAD


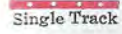
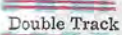
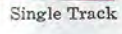
EXPLANATION

Double Track

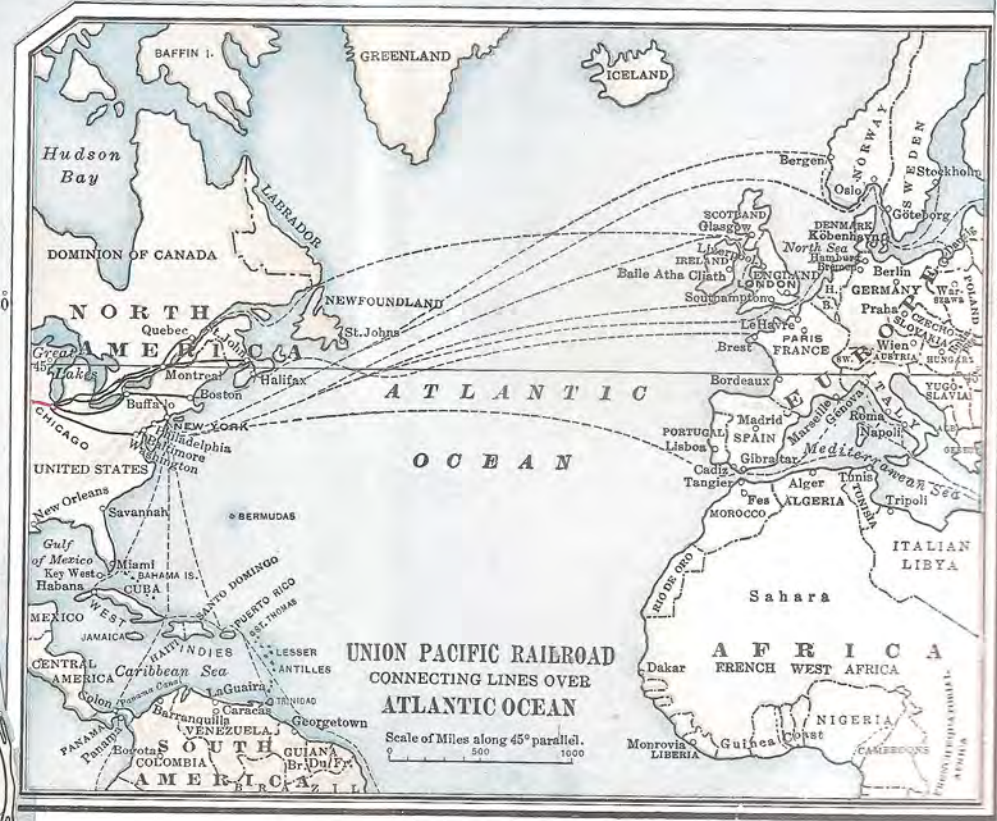


GEOGRAPHICALLY CORRECT MAP
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**UNION PACIFIC
RAILROAD**

EXPLANATION

-  Double Track
 -  Single Track
- UNION PACIFIC RAILROAD**
-  Double Track
 -  Single Track
- Connections over which Through Trains and Through Sleeping Cars are operated.

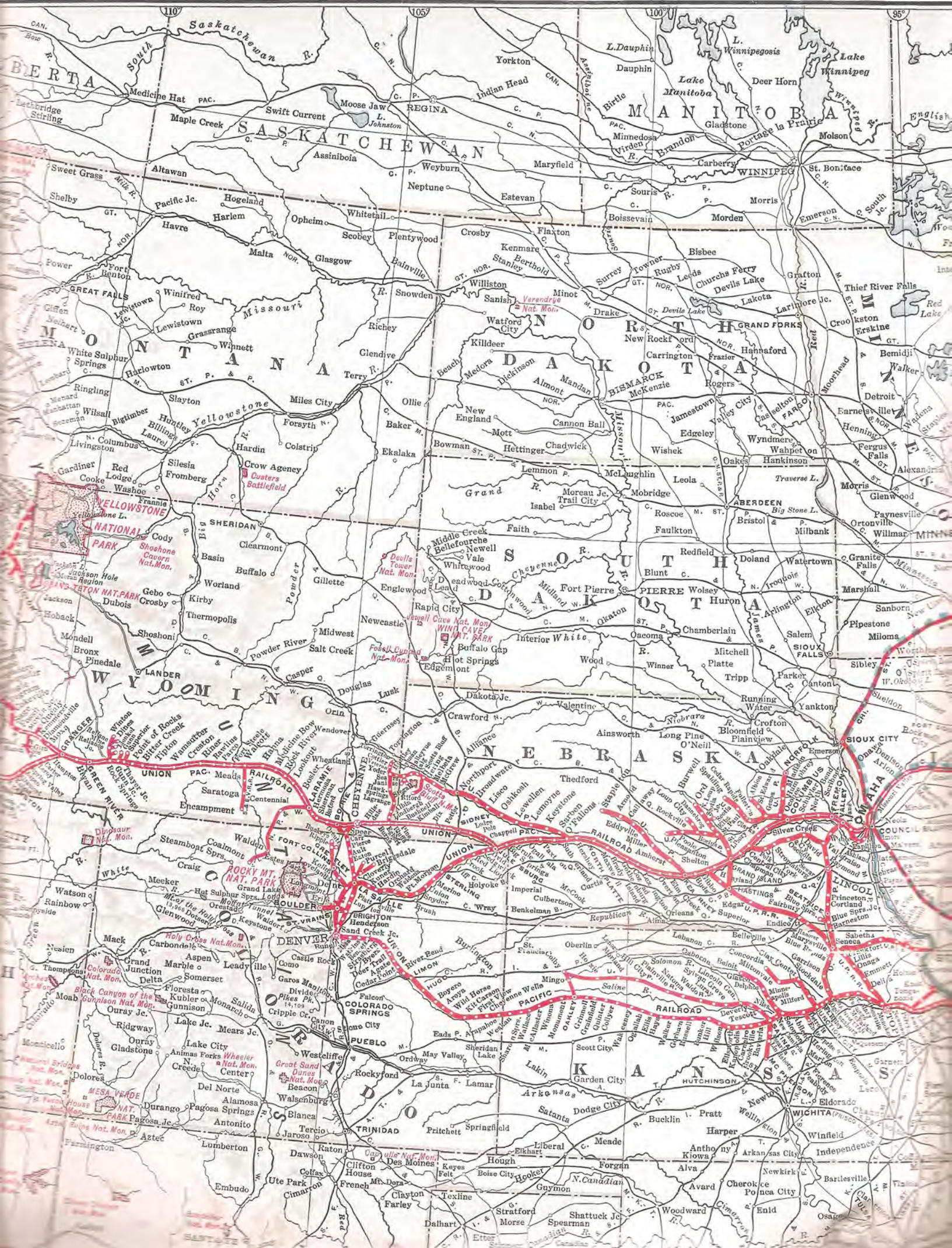
SCALE OF MILES

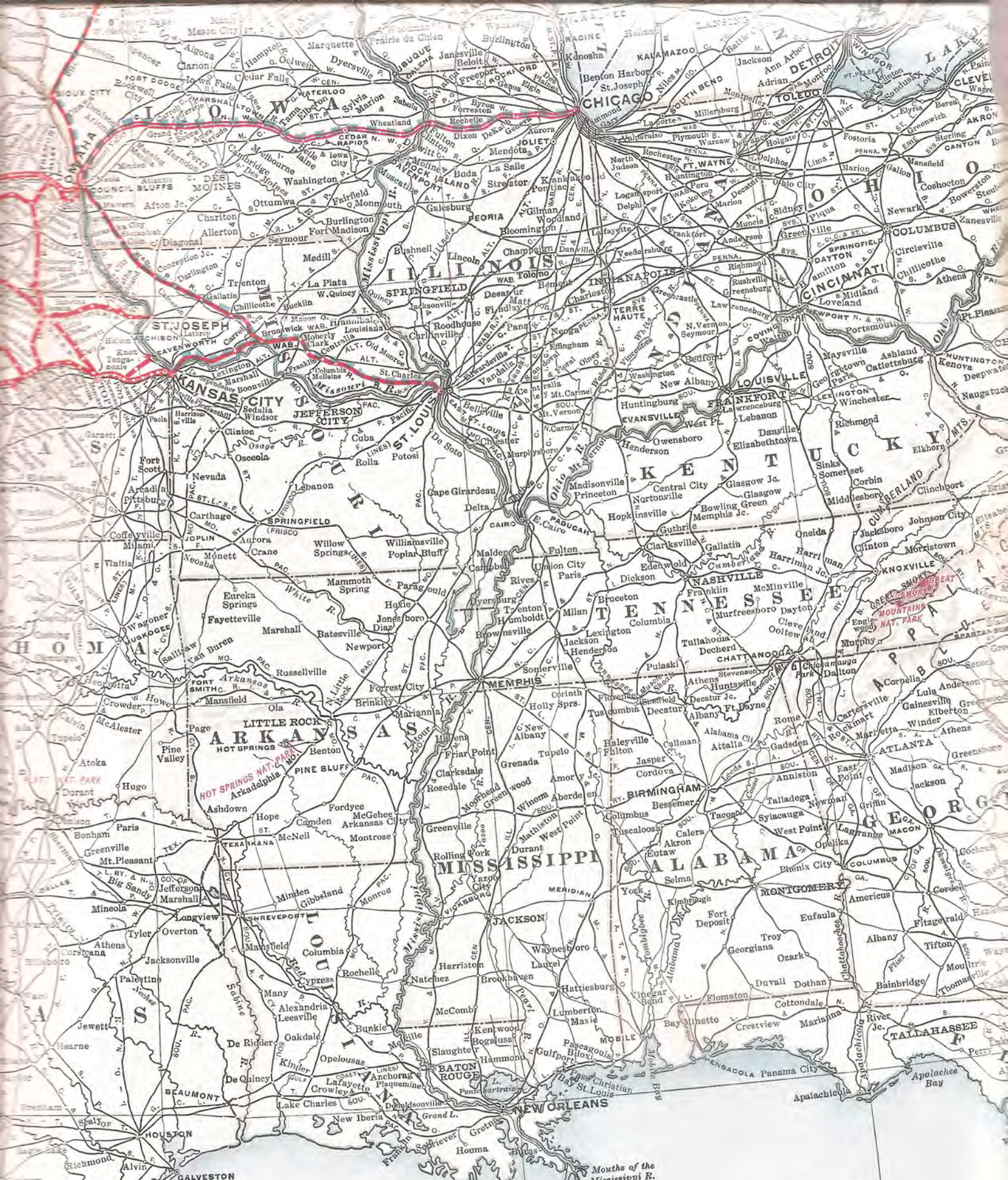


**UNION PACIFIC RAILROAD
CONNECTING LINES OVER
ATLANTIC OCEAN**

Scale of Miles along 45° parallel.









LAKE SUPERIOR

LAKE HURON

LAKE MICHIGAN

WISCONSIN

ILLINOIS

KANSAS CITY

LOUISVILLE

TENNESSEE

KENTUCKY

MINNEAPOLIS

ST. PAUL

CHICAGO

MILWAUKEE

DETROIT

MOINES

SPRINGFIELD

ST. LOUIS

PEORIA

EVANSVILLE

FRANKFORT

CINCINNATI

COLUMBUS

DAYTON

JEFFERSON CITY

SPRINGFIELD

ST. LOUIS

EVANSVILLE

FRANKFORT

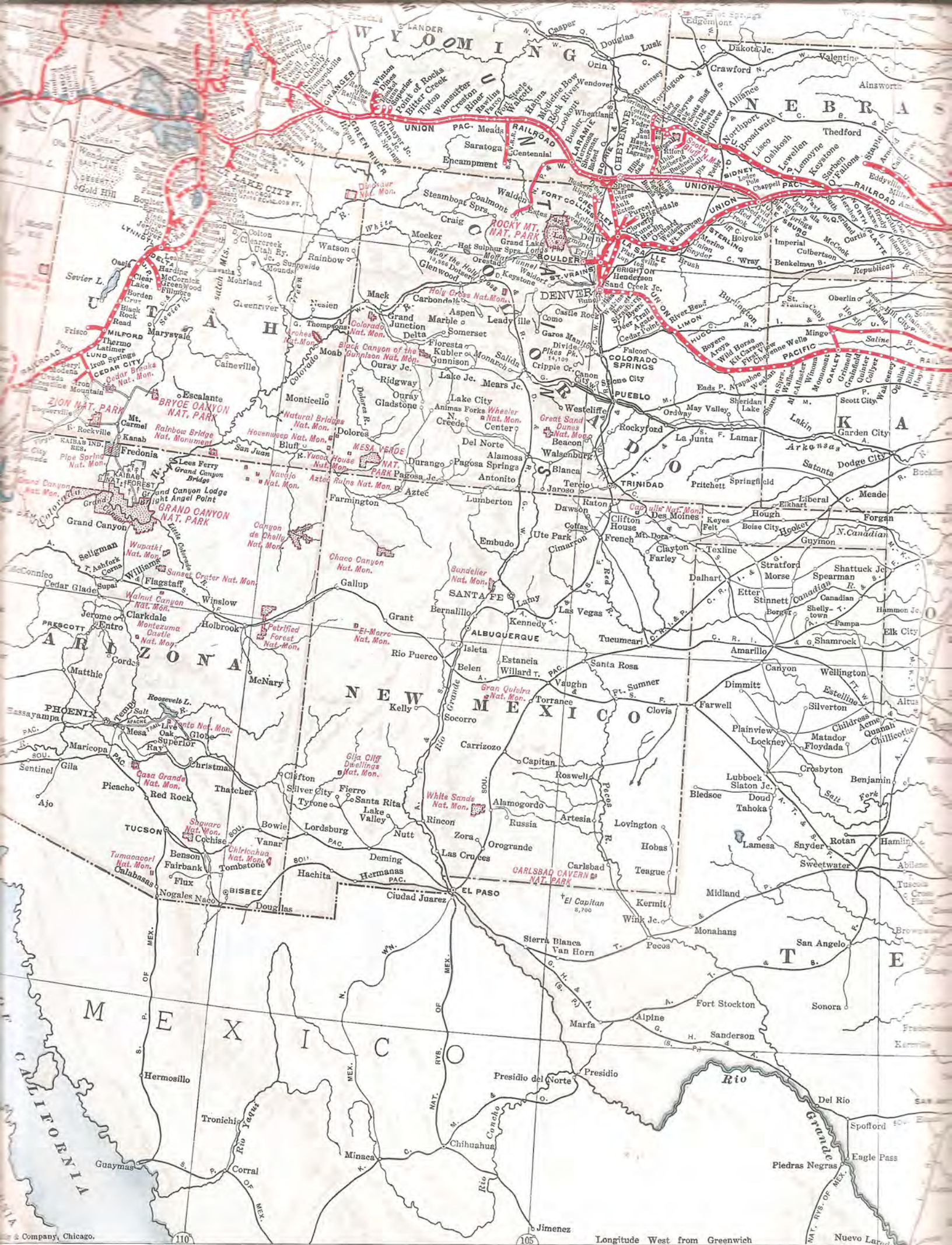
CINCINNATI

COLUMBUS

DAYTON

CHICAGO







**UNION PACIFIC RAILROAD
CONNECTING LINES OVER
PACIFIC OCEAN**

Scale of Miles along Equator.
0 500 1000 2000 3000



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

N&W RAILWAY AND TOWN HISTORY - BUILDING PRESERVATION

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(571) 379-3409 - TELEPHONE

brdf@railwaymailservicelibrary.org - e-MAIL

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