Traveling by Amtrak offers a degree of comfort unmatched by any other mode of public transportation. Spacious coaches, comfortable seats and luxurious sleeping cars, fine food served with a gracious smile and convenient baggage service make getting there as pleasurable as being there! Reclining seats, strolling and stretching space and attentive on-board personnel add immeasurably to the joy of travel.

If you travel this way again, you might consider Amtrak's Southwest Limited, one of the San Francisco Zephyr's sister trains, which threads through the Midwest and the exciting Southwest from Chicago to Los Angeles.

But for this trip, consider one of the many rail connections Amtrak offers to all regions of the U.S. For instance, you can connect with our Coast Starlight in Oakland for a trip up the West Coast to Eugene, Portland and Seattle, or down the Coast to San Jose, Santa Barbara and Los Angeles. If you're going east to Chicago, remember that Amtrak can take you all the way to the East Coast—to Boston, New York, Washington and other cities on trains like the Lake Shore Limited and the famous Broadway Limited. Or we can take you the short distance to Detroit, Cincinnati, St. Louis and other towns that radiate around Chicago.

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Nebraska	800-421-8320
Nevada	800-421-8320
Utah	800-421-8320
Wyoming	800-421-8320

For other locations, consult your telephone directory.

We hope you enjoyed this running description of the San Francisco Zephyr's dramatic route, and we thank you for traveling Amtrak. It's always nice to have you aboard.

Welcome aboard Amtrak's

SAN FRANCISCO ZEPHYR

We'll follow the tracks of the pioneers who tamed the "Wild West."

Amtrak®

Nice to have you with us.

Amtrak's San Francisco Zephyr, operating between Chicago and San Francisco, follows the route of the first transcontinental railroad through the Great Plains of middle America and the soaring mountains of the West.

The historic railroad lines involved in this notable achievement were the Central Pacific and the Union Pacific. The Central Pacific, formed in California in 1861, was selected to push eastward and join the Union Pacific to form the transcontinental railroad.

Other famed lines which spanned this region were the Chicago, Burlington and Quincy—established in 1855—and the Southern Pacific, which began as a southern extension of the Central Pacific but was made a separate organization in 1870.

It was these railroads that brought the rugged pioneers who tamed the Wild West. As the first tracks were put down, makeshift towns rose up. And when the eastern and western tracks were joined at Promontory Point, Utah, not much more than a hundred years ago, the face of the West changed dramatically.

Railroad workers were replaced by cattlemen, sheep ranchers and farmers. The makeshift towns became prosperous permanent settlements. And schools, banks, libraries, churches, theatres and universities were built.

The railroads were a crucial lifeline for the settlers of the West. Without the rails, life-sustaining supplies could not have been brought from the industrialized East in exchange for the minerals and other bounties of the West.

The people who immigrated to what is now Illinois, Iowa, and Nebraska were seeking fertile, crop-growing land and a place to settle down. Many of those who followed the railroad westward were vagabonds looking for fast money. Although their motivations were different, both types of pioneers undoubtedly changed the history of the United States, with more than a little help from the railroads.

As you begin your trip aboard the San Francisco Zephyr, imagine yourself riding through a living history book about the greatness of Western America.

This is an all-reserved train equipped with reclining coach seats, roomettes and bedrooms. Fine foods and many types of beverages are served in our dining car and our lounge car. Scenic Dome Coach service is available between Chicago and Denver.

So order a drink, and curl up with this route folder. If you are traveling from Chicago westward, begin here and read on. If you are traveling east, read this folder from back to front.

Cover: Golden Gate Bridge, San Francisco

Ma

CHICAGO, ILL. (Population 3,115,000—Elevation 595 ft.) hardly needs an introduction. America's "second city" is first in many fields, including its role as America's rail hub. The first Europeans known to have visited the Algonquin Indians on the western shore of Lake Michigan were Marquette and Joliet in 1673. The area's first permanent building was a cabin erected 116 years later by Jean Baptiste Point du Sable, a black explorer and fur trader.

The city has been immortalized in word and song, perhaps most prominently by Carl Sandburg, the Illinois poet who called it "hog butcher to the world, tool maker, stacker of wheat, player with railroads and the nation's freight handler."

Today, Chicago is more than a vast industrial and trade center. It is a cultural hub as well, with a renowned symphony orchestra and a fine museum, the Chicago Art Institute. The Chicago Museum of Science and Industry is a showcase for the wonders of space technology, electronics and industry. It also has an interesting railway exhibit—an operating scale model of a railroad system, complete with miniature passenger and freight cars. An estimated 5.5 million pleasure visitors come to Chicago each year, and another 2.2 million are attracted by the thousand or more conventions and trade expositions that have made the city important in that sphere, too.

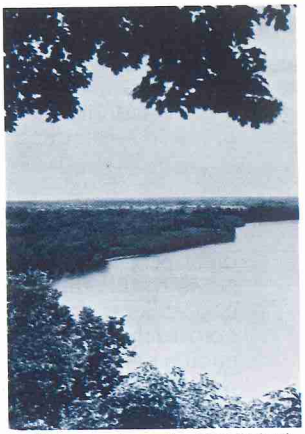
Chicago boasts more than 40 institutions of higher learning, including the University of Chicago, Illinois Institute of Technology, Loyola University, DePaul University and the Circle Campus of the University of Illinois.

Between Chicago and Denver, the San Francisco Zephyr operates over the Burlington Northern tracks.

An early stagecoach transfer point, **AURORA, ILL.** (Pop. 74,182—El. 662 ft.) was settled in 1834 by Joseph McCarthy of Elmira, New York. First, he built a cabin. Then, after he decided it was a congenial spot, he dammed the Fox River and constructed a mill. Other settlers soon joined him. The first rail spur was brought into Aurora in 1848, resulting in industrial development and turning the town into an agricultural distribution center as well. Today, it remains a pleasant, park-filled residential community that has grown into a suburb of Chicago, 38 miles to the east.

Aurora boasts two firsts: it was the first city to install electric street lights (1881) and first again to develop a railroad car with an observation dome in the Chicago, Burlington and Quincy shops in 1945. Aurora College is located here, and nearby is Pioneer Park, a reconstruction of a typical turn-of-the-century Illinois farm village.

GALESBURG, ILL. (Pop. 36,290—El. 781 ft.) was planned before it was settled. A fundamentalist Presbyterian group in Oneida, New York, knew what kind of town it wanted before the Reverend George Washington Gale was sent off to find a likely site in 1835. The settlers came in 1836. A year later they built their dream, Knox Manual Training College for Ministers, which was to combine practical and spiritual education. Carl Sandburg was born here in a 20-foot-square cottage, which is open to the public. Olmsted Ferris experimented with popcorn, made from one of the area's important crops. He was asked to give a "command performance" of corn-popping before England's Queen Victoria and Prince Albert. A Ferris relative invented the popular amusement park ride that bears the family name, the Ferris wheel.



Ole' man river—the Mississippi

Galesburg was a site of the 1858 Lincoln-Douglas Debates and a station on the Underground Railroad.

MONMOUTH, ILL. (Pop. 11,022—El. 775 ft.), settled in 1831, was named after the Revolutionary War Battle of Monmouth, New Jersey. The town is situated in the middle of cattle country, and the 3-day Prime Beef Festival is an annual September event. A large pottery manufacturing operation is located here. Wyatt Earp was born in Monmouth, an event commemorated by a 15,000-pound block of granite brought in on the Minneapolis & St. Louis Railroad. Monmouth College, founded as a coed school in 1853, is located here.

At Burlington, Iowa, the San Francisco Zephyr crosses a 2,002-foot-long bridge over the mighty Mississippi River, which forms the border between Illinois and Iowa. From its source at Lake Itasca in northern Minnesota, the "Father of Waters" flows 2,350 miles to the Gulf of Mexico. With its main tributary, the Missouri, the Mississippi drains an area of more than a million square miles, which is one-eighth of the North American continent and two-fifths of the United States.

BURLINGTON, IOWA (Pop. 32,366—El. 503 ft.) was originally called Flint Hills, because the Indians used it as neutral territory where all tribes could quarry flint for weapons and tools. The name was changed to Burlington when a group of Vermonters, led by John Gray, settled here and decided to honor one of their home state's major cities.

The first land to be inhabited here before the Civil War was along the bottoms in an area called Willow Patch, a convenient harbor for fishing vessels and houseboats. Burlington was the temporary capital of both the Wisconsin territory (1837) and the Iowa Territory (1838-41). The advent of the railroads in the 1850s changed Burlington from a river town to a railroad hub, where three important lines converged. In the 1870s, much lumber was transported through the city. Today, Burlington is an important agricultural and manufacturing center, producing items that range from concrete blocks to potato chips.

Marina Towers, luxury apartment/office buildings, Chicago

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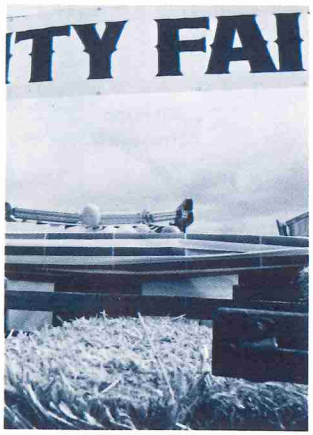


A day at the county fair

Eighty parks totaling 350 acres make it a pleasant residential community, which celebrates the Burlington Jazz Festival and Steamboat Carnival each June. The air brake, an important technological breakthrough in railroading, was developed largely as a result of George Westinghouse's tests on West Burlington Hill in 1886-87. Iowa's first Masonic Hall is located here, as is Burlington Junior College, the second-oldest such institution in the state.

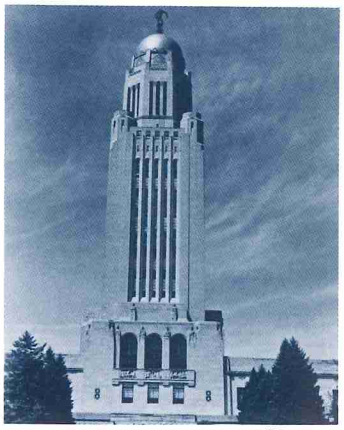
The first courthouse in the state was erected in **MOUNT PLEASANT, IOWA** (Pop. 7,007—El. 720 ft.) in 1839, shortly after the town was settled by Presley Saunders. It was the elevation, abundant water supply and proximity to the Burlington river port that first attracted Saunders to the area. Three plank roads initially connected it to the outside world, among them a toll road where the charge was two cents a mile for a horse and wagon. The road went out of business when the CB&Q came in.

Each September, the 5-day-long Old Midwest Settlers and Threshers Reunion draws tens of thousands to Mount Pleasant. Iowa Wesleyan College, one of the oldest educational institutions west of the Mississippi, and the Harlan-Lincoln Museum are situated here.

OTTUMWA, IOWA (Pop. 29,610—El. 649 ft.) was born in the land rush. Settlers staked claims on both banks of the Des Moines River. Lacey-Keosaqua State Park, one of Iowa's largest, is located here and in it is Ely's Ford, one of the first obstacles overcome by the Mormons on their arduous trek from Nauvoo, Illinois, to Salt Lake City. The Antique Airplane Association selected Ottumwa for its annual Labor Day fly-in. At Ottumwa, the San Francisco Zephyr crosses the Des Moines River, which flows for 535 miles from Lake Shetek in southwestern Minnesota to the Mississippi. Above Humboldt, Iowa, the river is known as West Fork.

OSCEOLA, IOWA (Pop. 3,124—El. 1,139 ft.) was named after a Seminole Indian chief, who—local myth has it—is buried in an orchard near the town. Legend has it that the first Delicious apple tree was discovered 32 miles to the northwest in 1832; it is the "parent" of some eight million trees. Founded in 1850 by settlers from Ohio and Indiana, Osceola today is the site of Nine Eagles State Park, a 1,080-acre facility with a crystal-clear, 56-acre lake.

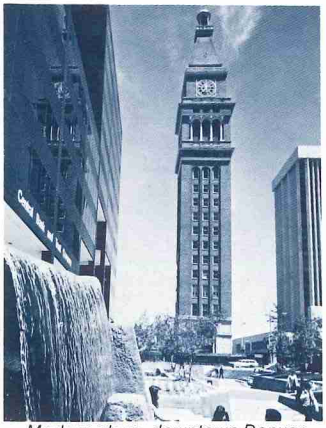
CRESTON, IOWA (Pop. 8,234—El. 1,139 ft.) is in the heart of the state's bluegrass country and headquarters of the Blue Grass League of Southwest Iowa, founded in 1889. The town's water supply was an early problem, until dams and reservoirs were constructed to tap the nearby North Platte River. A French utopian settlement was founded in 1858 by 225 people who had made their way from France to England, to Louisiana and then to Nauvoo, Illinois, which had been abandoned by the Mormons. Though there was a split in this Icarian community some years later, descendants of the original settlers still live in the area. Creston's first locomotive was named the J.C. Hall. Its first engineer, Dan W. Scullen, gained local notoriety by cooking two ears of corn for his lunch in the locomotive's steam whistle as he tooted into town. Creston, the divisional headquarters of the CB&Q, had a railroad yard, shops, and a large roundhouse.


State Capitol, Lincoln, Nebraska

Between Council Bluffs, Iowa and Omaha, Nebraska, we cross the Missouri River. The "Big Muddy" is formed by the confluence of the Jefferson, Madison and Gallatin rivers in western Montana and carves its way through seven states on its way to the Mississippi at St. Louis, Missouri.

In 1852, anxious land speculators and would-be settlers congregated on the riverbanks at Council Bluffs, Iowa, waiting for the treaty that would open Nebraska for settlement. The rolling site of **OMAHA, NEBR.** (Pop. 346,929—El. 1,040 ft.) then, as now, was an attractive place. Lewis and Clark (1804), the Hunt-Astor party (1810) and the Stephen Long expedition (1819) had all passed and noted the spot. A few French fur traders lived here in the 1820s, and the section of Omaha called Florence was the Mormons' last winter quarters on their way to the Salt Lake.

The first boom occurred when an Indian treaty was signed in June, 1854. The early settlers were hardworking farmers and laborers who soon became well-to-do. By 1859, Omaha was outfitting emigrants and gold-seekers who were heading west. The railroads brought still more wealth, especially when Omaha was selected as a terminal for the Union Pacific, and service began in 1865. Ultimately, seven other rail lines converged on the city, which rapidly became—and still is—the industrial and commercial heart of the farm belt. Site of the first territorial capital, Omaha was a little wild at first but became considerably tamer when there was business to be done. Omaha grew with the West on land and livestock speculation, stockyards, meat packing, transportation, wholesaling and smelting.



Modern plaza, downtown Denver

The city today is the largest one between Chicago and Denver on an east-west axis and between Minneapolis and Kansas City on a north-south axis. Omaha has also become a cultural and educational center. The Joslyn Art Museum, housed in an impressive marble building, features a collection that ranges from medieval to modern. Creighton College, the University of Nebraska at Omaha and the College of St. Mary are located here. The annual Ak-Sar-Ben (Nebraska spelled backwards) is a combination civic, social and livestock show planned by the area's most powerful leaders.

West of Omaha, we continue to follow the Burlington Northern route to Denver. We cross the Platte River, formed by the confluence of the North Platte and South Platte rivers. The Platte is 310 miles long, and a natural route for the early pioneers who traveled along its flat bottomlands as far as Casper, Wyoming. The Platte flows into the Missouri south of Omaha. The Pony Express route from St. Joseph, Missouri, to San Francisco, California, joined the Platte near Hastings, Nebraska, before crossing to Cheyenne, Wyoming, at Chimney Rock. Famous as it is, the system which "speeded" mail to California by horseback in just a week was in service for only 18 months before it was replaced by the telegraph in 1861.

LINCOLN, NEBR. (Pop. 149,518—El. 1,169 ft.) is the state capital and a major grain market, railroad center and insurance city. The Capitol, a striking example of 20th-century architecture, houses America's only unicameral legislature. The first settler (1856) was John Prey, who liked the shallow basin traversed by the Salt Creek and its tributaries. In fact, saline deposits made salt-gathering an early industry. The city was once called the "Holy City," because it had 100 churches—one for every 700 residents. When the capital was moved from Omaha, state papers were brought in during the dead of night, for fear the Omahans might jealously resist the move. The city's favorite son was William Jennings Bryan, "the silver-tongued orator," who was a radical Democrat in a conservative community. He ran three times for the presidency of the United States, and he was three times defeated. Bryan's family home, Fairview, is open to the public. Former U.S. Vice President Charles G. Dawes had a law office in the same building as Bryan did, and John J. Pershing taught military science at the University of Nebraska.

The State Historical Society Museum has a notable collection of Indian and pioneer exhibits, and the University of Nebraska Museum has a fine exhibit of fossils. Nebraska Wesleyan University, Union College and the University of Nebraska are located in Lincoln.

HASTINGS, NEBR. (Pop. 23,580—El. 1,928 ft.) is a manufacturing center for farm machinery, irrigation equipment and air conditioners. Clay for brick-making is found here. Attractions include the Hastings Museum, with a sizable natural history collection, and the Willa Cather Pioneer Memorial and Museum, 38 miles to the south. Fred G. Johnson, an area farmer, developed the Jerusalem artichoke, which is used as a vegetable, as fodder and in the manufacture of fuel alcohol. The town is the home of Hastings College.

HOLDREGE, NEBR. (Pop. 9,389—El. 2,335 ft.) is a railroad town named for Chicago, Burlington & Quincy general manager George W. Holdrege. A memorial to him was dedicated in 1928. Holdrege had its ups and downs until irrigation systems stabilized the crop production, making the town a trading center for wheat farms and cattle-feeding facilities.

Another railroad town, **McCOOK, NEBR.** (Pop. 8,285—El. 2,508 ft.) was founded in 1882 as a rail division point. Originally called Fairview, it was renamed for Civil War General Alexander McDowell McCook. Today, McCook is a trading center in a reclamation, irrigation and oil-producing area. The town is also a division point in the main line of the Burlington route.

At McCook, set your watch for the time change between the Central and Mountain zones. Going west, set it back an hour. Going east, set it ahead an hour.

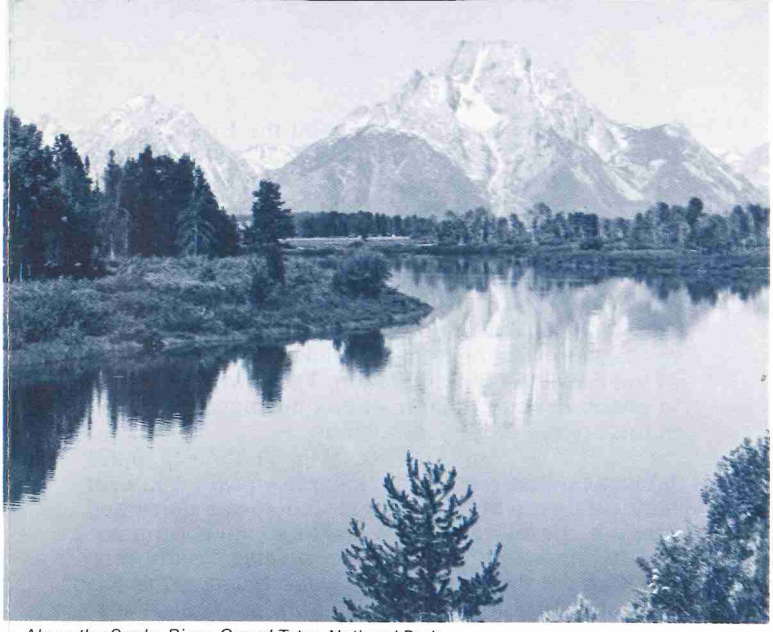
AKRON, COLO. (Pop. 1,685—El. 4,660 ft.) is a Plains city located in the state's sunny, wheat-producing region. The Eastern Colorado Roundup is held here each August.

FORT MORGAN, COLO. (Pop. 7,594—El. 4,660 ft.) was established in 1864 to protect westbound travelers. It later became an Overland Stage stop between the Missouri River and Denver. Portions of the old trail can still be seen. A monument marks the site of the old fort and Indian relics are displayed at the V.F.W. Museum. Beet sugar, sheep, grains, beans and dairy products are the staples of this region.

Just north of our route is the South Platte River, which rises in South Park in central Colorado, passes through Denver and then through the irrigated land near Greeley. From Greeley, it flows northeast to merge with the North Platte River.

DENVER, COLO. (Pop. 514,678—El. 5,280 ft.) is the "Mile-High City" sprawled out beneath the splendid backdrop of the Rocky Mountains. As one approaches from the east, the panorama can stretch for 200 miles on a clear day. Here the Continental Divide is close to the Rockies' Front Range, providing a jagged crest for land which slopes upward from the Missouri River.

Mountain men trapped beaver in the 1830s in what is now Denver, but a crush of newcomers arrived when gold was discovered in Cherry Creek in 1857. By the end of 1859, a staggering 100,000



Along the Snake River, Grand Teton National Park

emigrants had crossed the Plains to seek their fortunes. The real fortunes in "them thar' hills" were not to be found in Cherry Creek, but in the silver mines of Leadville (1875) and the gold mines of Cripple Creek (1890).

Today, Denver is a great manufacturing, transportation and distribution center, as well as a gateway for visitors from back East who come here seeking the beauty and recreation provided by the mountains. There are 40 ski areas near Denver. One of these is part of a unique system of municipal parks outside the city limits. Regis College, Colorado Women's College, the University of Colorado Medical School, University of Denver and Metropolitan State College are some of the educational institutions in a city that also offers fine shops, an excellent symphony orchestra, numerous museums, many in-town parks and the golden-domed State Capitol.

GREELEY, COLO. (Pop. 38,902—El. 4,652 ft.), an outgrowth of the cooperative Union Colony of New York, was named after Horace Greeley, who popularized but did not coin the phrase "Go West, Young Man!" in his newspaper, the *New York Tribune.* The original 50-family settlement was purchased by the paper's agricultural editor, Nathan C. Meeker, for $60,000. Today, the region is known for sugar beets, livestock and grain, and for the production of industrial and consumer goods. The Meeker Memorial Museum commemorates the town's early days, while the Municipal Museum documents life in the area. Colorado State College is located in Greeley.

Between Denver and Odgen, the San Francisco Zephyr operates over the Union Pacific Railroad tracks.

CHEYENNE, WYO. (Pop. 40,914—El. 6,606 ft.) was named for a tribe of Indians who inhabited the area. In 1865, Major General Greenville M. Dodge, chief engineer for the Union Pacific, discovered Cheyenne as he was seeking a route over the Laramie Mountains. Two years later, it was selected as a campsite and terminal for the Union Pacific Railroad.

Cheyenne's story is a familiar one in Wyoming history. As the transcontinental railroad pushed west, in came the hard-working, hard-fighting, hard-drinking men who built railroads in the 19th century. And with them came all the shysters and con artists who preyed on them. The Army was brought in to keep a semblance of order and to protect railroad property. In 1867, when the town's charter was adopted, buffalo still roamed the Plains. When the railhead moved on a year later, the transient population went with it, leaving a natural center for cattle driven up from Texas to be raised for the European market.

Cheyenne became the capital of the state and the center of a vast ranching area, first of cattle and later of sheep. Finally, the town experienced another boom as a jumping-off point for prospectors heading for the Black Hills goldfields in the Dakotas. Today, Cheyenne is a gentler place, whose frontier spirit is remembered with the annual Frontier Days celebration during the last week in July. The festival has been a tradition since 1897.

While in the Cheyenne station, you may want to step off the train and see the fine example of a 1930's Union Pacific "Challenger Class" steam locomotive, which is on display here.

West of Cheyenne, the Zephyr climbs Sherman Hill, reaching an elevation of 8,013 feet above sea level, the highest point on our route. In this area are strangely eroded rock masses. The Colorado mountains are just 60 miles to the south.

LARAMIE, WYO. (Pop. 23,143—El. 7,151 ft.) was named for the legendary French-Canadian trapper, Jacques La Ramie, who worked in what became southwestern Wyoming until he was killed by Indians somewhere along the river that was named for him. A temporary railhead after Cheyenne, Laramie also bore the "Hell-On-Wheels" epithet that its predecessor had. Laramie has a history that is TV and movie fodder to this day. There was a period of terrorism when outlaws ruled by the gun. Jack McCall was arrested here for shooting Wild Bill Hickok in the back of the head up in Deadwood, South Dakota. A year later the notorious Jesse James reposed briefly in the Laramie jail on suspicion of a nearby stagecoach holdup but was released before being identified.

In spite of the violence in the Old West, Laramie was also an early bastion of civilization. The University of Wyoming was founded here in 1887, three years before statehood. Wyoming was the first state to give women the right to vote—and a year later called women for grand jury service at Laramie. The latter event caused more of a stir than the former. Because of the university, humanistic and literary societies existed even in frontier days and gave a touch of civility to the community.

RAWLINS, WYO. (Pop. 7,855—El. 6,758 ft.) is not just a farming and ranching region, but also the source for Rawlins Red Pigment, which became

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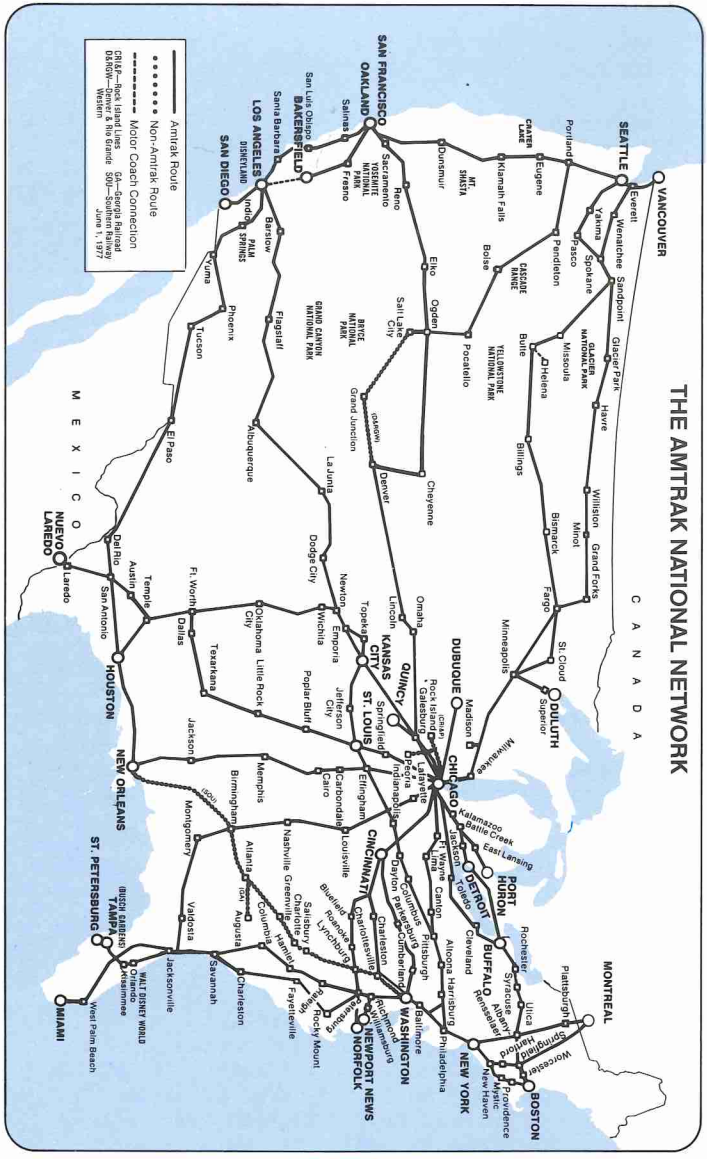

famous when it was used to paint the Brooklyn Bridge, 2,000 miles away. The town was named for General John A. Rawlins who discovered a pleasant spring in the area and said that that was the only thing he wanted named for himself. Rawlins, too, grew with the railroad's westward push. In 1878, local vigilantes got tired of the lawlessness and hanged one train robber. Then, they sent notes to 24 other desperadoes, inviting them to leave town or meet a similar fate. The next day, 24 tickets were purchased at the Rawlins railroad station. The town is located in sheep country, characterized by sage flats with outcroppings of gray sandstone.

ROCK SPRINGS, WYO. (Pop. 11,657—El. 6,261 ft.) was built as a rail and mining town with whatever materials were at hand. Construction was quick and random; therefore, the streets today have intricate bends and turns reflecting the whims of early residents rather than a planned layout. Much of the town is built over coal mines. Rock Springs' coal mines were among the largest west of the Mississippi, but sheep raising has now become more important in the region's economy.

Rock Springs has been called "the Melting Pot of Wyoming"; and as late as the 1930s, 47 different nationalities were counted among its inhabitants. The town was named by a Pony Express rider who detoured through the region to avoid Indians and found a spring flowing from the rocks north of the present town. In 1866 the site became a stagecoach stop and an outfitting point for expeditions into the mountains.

GREEN RIVER, WYO. (Pop. 4,196—El. 6,100 ft.) is located on the north bank of the river of the same name, which is bordered by sandstone cliffs. The most prominent formation is Castle Rock, rising 1,000 feet above the water. The curiously eroded formation across the valley is called the Old Man's Face. The Mormons cut a pass at Tollgate Rock and charged a toll to those who passed. Brigham Young is said to have delivered a sermon from Pulpit Rock. The Overland Stage crossed here, but real settlement did not begin until 1868. The railroad roadbed to the west was cut from a mountainside high above the stream, and the town grew when the Union Pacific and Oregon Short Line networks met here. This highland region is rich in wildflowers, notably the Indian paintbrush, which is the state flower.

EVANSTON, WYO. (Pop. 4,462—El. 6,745 ft.) was founded in November, 1868, when Harvey Booth pitched a tent on the site and proceeded to build a restaurant, saloon and hotel. The next December, the railroad moved its headquarters in and 600 people came to town. When the railroad moved on to Wasatch, Utah, all but two townspeople moved with it. In 1875, oil was reported at 175-foot test borings. The city had a large Chinese population until the 1920s. Two well-known local figures were Washakie, the famous Shoshone chief, who frequently came to town, and China Mary, who was found dead in her shack in 1939 at an age estimated between

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104 and 110. The Fort Bridger State Museum, named after explorer and scout Jim Bridger, is 36 miles east of Evanston. Today, Evanston is a trading center, cattle- and sheep-raising community and tourist stopover. The town's rodeo is held each Labor Day.

OGDEN, UTAH (Pop. 69,478—El. 4,300 ft.) was named "Ogden's Hole" after Peter Skene Ogden, one of the mountain men who came for beaver in 1825. Miles Goodyear, the first white settler, built a cabin and trading post which he sold to the Mormons in 1847. Brigham Young chose the area because of its isolation and fine soil, and proceeded to plan the town which has grown into the state's second-largest city. An annual week-long celebration during the week of July 24 features the Ogden Pioneer Days Rodeo, parades and "All Faces West", an outdoor drama that tells the story of the Mormon migration to Utah. Snow Basin ski area is on the eastern slope of Mount Ogden, 18 miles from town. The John M. Browning Armory Gun Collection displays old firearms, while the Daughters of Utah Pioneer Relic Hall features a collection of old costumes and handicrafts. Biographer Bernard DeVoto and poet Phyllis McGinley were born in Ogden, and Webster State College is located here.

Between Ogden and Oakland, the San Francisco Zephyr operates over the tracks of the Southern Pacific.

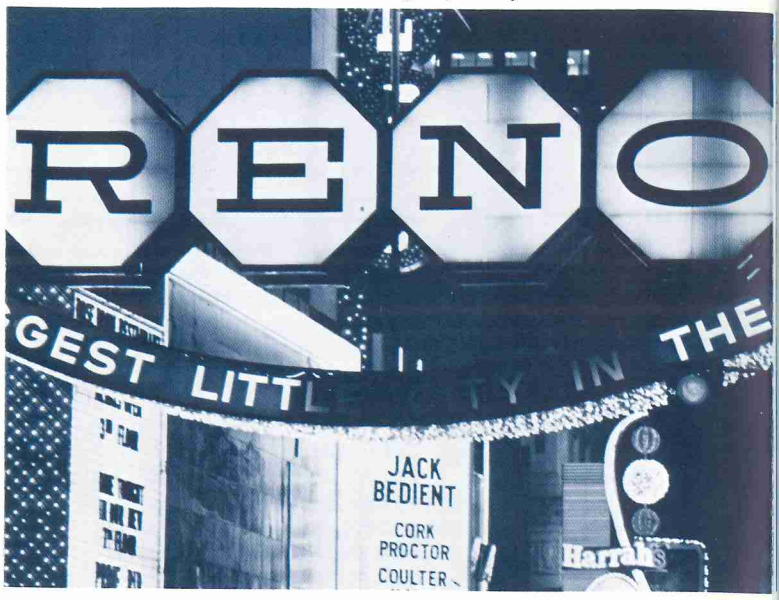
It is time to reset your watch because we are now crossing from the Mountain to the Pacific time zone. Going west from Ogden, set your watch back an hour. Going east, set it ahead an hour.

Sixteen miles west of Ogden, we'll "go to sea by rail" for the 32 miles it takes to cross The Great Salt Lake. This body of water is all that remains of the prehistoric Lake Bonneville which once filled the entire basin. The evaporation of the ancient lake left an exceptionally high concentration of salts and minerals—between 15 and 18 percent—in the present lake. The Great Salt Lake has an average width of 30 miles and a length of 75 miles, but is only 10 to 30 feet deep. Six miles to the west of Ogden is Promontory Point, the historic spot where the eastbound and westbound railroad tracks were joined by " the Golden Spike" in 1869. Salt Lake City is to the south.

From the Great Salt Lake to Sparks, Nevada, our route parallels the Humboldt River, which was named for scientist and explorer Baron Alexander von Humboldt. It rises at Humboldt Wells in the Ruby Mountains and flows 300 miles before disappearing into Humboldt Sink. A historically important river, the Humboldt marked part of the "California Trail" from Salt Lake City to central California.

ELKO, NEV. (Pop. 7,621—El. 5,160 ft.) comes from an Indian word meaning "white woman." Originally a stopping point on the Humboldt River for westbound wagons, Elko grew with the coming of the Central Pacific Railroad in 1868. By 1879, it had an opera house. It was also an early site of the

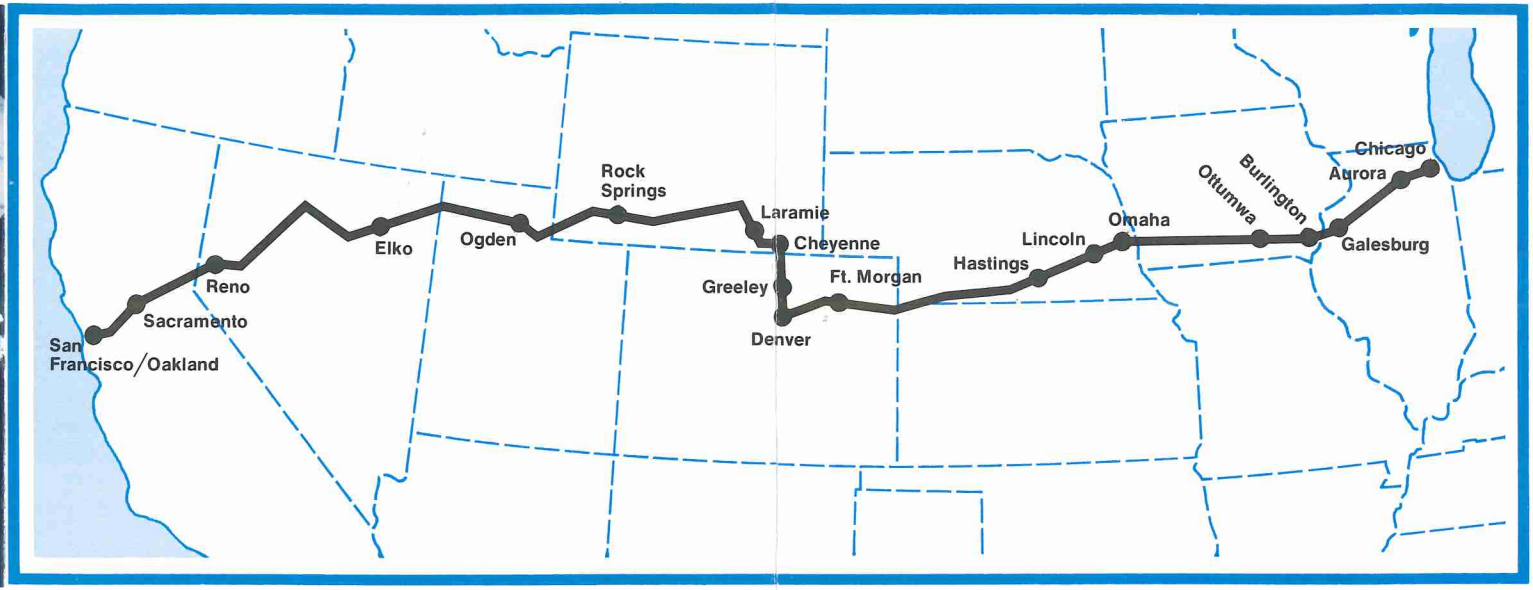
After sundown, Nevada's famous casinos light up the sky



University of Nevada. The largest community between Salt Lake City and the Reno area, Elko is the trading center for a ranching area that is as big as New Jersey, Connecticut and Rhode Island combined. Its history is filled with battles between the cattlemen and the sheepmen, and between farmers and ranchers over water rights. Today, it is the headquarters for the Humboldt National Forest. Ruby Lakes Area, 60 miles to the southeast, is a migratory waterfowl refuge, outstanding in this semi-arid country, and a lovely place for a drive. A wide range of recreational areas is located north of the town. The Northeastern Nevada Museum features art, historical, Indian and nature exhibits.

CARLIN, NEV. (Pop. 1,313—El. 4,850 ft.) is located near the Carlin Canyon, which was impassable for wagons until the Central Pacific Railroad cut through. The town itself is in a small valley that runs north to the Tuscarora Mountains and to the east and west along the Humboldt River. Here, the Overland Trail to California rejoined the river after a long detour, and, nearby, gold was mined. Hot springs and small geysers are common in the region, and the Carlin Beds are a noted fossil area where remains of prehistoric mammals have been found.

WINNEMUCCA, NEV. (Pop. 3,587—El. 4,299 ft.) was originally called French Ford, after a key river crossing en route to California near a trading post owned by a Frenchman. The town has a significant population of Basques who are, traditionally, sheepherders. The name of the town was changed to honor the last great Paiute chief. Many minerals were mined in the area, and a canal was begun to carry ore to the smelters, but was never completed because the developers ran out of money. The railroad came through in 1869, a cause of much celebration. Butch Cassidy's gang hit the local First National Bank in 1900, when Winnemucca was



still a frontier town. A posse followed the bandits to central Wyoming, but they got away. Today, visitors enjoy the Pioneer Museum and the Nevada Rodeo, which is held during the first week in September.

SPARKS, NEV. (Pop. 23,922—El. 4,850 ft.) is across the Emigrant Pass from Winnemucca. Close to Reno, which dominates the area, Sparks is a convenient gateway for the Toiyabe National Forest. It lies along the rugged Monitor, Toquima, Toiyabe and Shoshone ranges, eastern slopes of the Sierra and Charleston mountains. Pyramid Lake, a U.S. bird refuge and recreational area, is 30 miles to the north.

Sparks is an important Southern Pacific division point, and the San Francisco Zephyr is serviced here.

RENO, NEV. (Pop. 72,863—El. 4,407 ft.), named for Civil War General Jesse L. Reno, grew up after the Comstock silver lode was discovered. Since gambling was legalized in 1931, Reno has become known as a gambling center, and casinos are open around the clock. Reno is also a great tourist mecca, since it is situated close to Lake Tahoe and Virginia City, both popular destinations. Sixteen winter resorts have banded together to form the Ski Reno Group. Reno, bisected by the Truckee River, is located on the western edge of the semiarid Truckee Plateau. Its climate is known for its wide temperature ranges within short periods of time. Reno is the home of the University of Nevada.

Between Reno and Sacramento, the Zephyr crosses through the spectacular Sierra Nevada Range. Many of the Mother Lode settlements of the gold rush era were here, including Dutch Flat, Gold Run, Cisco, Alta, and Towle.

Between Reno and Truckee, our train parallels the lovely Truckee River.

TRUCKEE, CALIF. (Pop. 1,392—El. 5,820 ft.) clings to the eastern Sierra, along the trail used by the earliest pioneers. A group of 50 found its way through the area in 1844. Following the discovery of gold at Sutter's Mill in January, 1848, the influx numbered in the thousands. The town is set on the banks of the Truckee River, which rises on the borders of El Dorado and Placer counties, and is the outlet for Lake Tahoe. The river ultimately discharges its waters into Pyramid Lake after passing through Reno, Nevada. Named either for an Indian or a French-Canadian trapper who guided an early party of explorers, Truckee is now the jumping-off point for numerous ski and recreational areas in the High Sierra. California's first ski club was organized here in 1913.

Truckee is the Amtrak station for Squaw Valley, one of California's top ski areas and site of the 1960 Winter Olympics.

At the top of 7,018-foot Donner Pass, a turntable is covered by a snowshed, a structure built to protect the railroad from the heavy snowfalls that are characteristic of this mountain range. It was here in the winter of 1846-47 that all but 40 emigrants in the 87-member Donner Party perished while attempting to cross the Pass. The survivors were forced to resort to cannibalism to get through the winter. Near Colfax, the tracks are on a shelf far above the American River Canyon. The westbound Amtrak line across the Sierra Nevada Range is punctuated by 12 tunnels, while the eastbound line has 26 tunnels.

COLFAX, CALIF. (Pop. 912—El. 2,422 ft.) was first called Alden Grove by a group of 1849 settlers, then Illinoistown in the 1850s, and finally Colfax around 1869. Strung out along railroad sidings with small homes clinging to the hillsides above, Colfax developed during mining days as the place where goods were transferred to mules to be transported to remote mountain camps. Now, Colfax is in the heart of agricultural country which is known for Bartlett pears, Hungarian prunes and Tokay grapes. Between Colfax and Sacramento, our train passes through

the flourishing fruit-growing towns of Auburn, Newcastle, Penryn and Loomis. Nearby Roseville is the site of giant Southern Pacific classification yards and locomotive facilities. Entering Sacramento, we cross the American River.

SACRAMENTO, CALIF. (Pop. 254,413—El. 30 ft.) occupies the site where John A. Sutter, a former Swiss army officer, built his self-sustaining Ranchero in 1839. He ruled his domain like a king, until the discovery of gold at his mill on January 24, 1848. News of this discovery set off a wave of migration unparalleled in American history. Oddly enough, the gold rush which made so many wealthy—through mining or, more often, supplying the miners' needs—was Sutter's ruin. A gold-crazed mob invaded his land. His own men deserted him, stealing his stock, provisions, tools and wagons as they joined the stampede for gold.

Sutter moved to Pennsylvania in 1875 and died impoverished in 1880, after vainly petitioning Congress for a return of his land.

Today, Sacramento is the capital of California and the center of a vast fertile agricultural region. Most of America's sweet prunes come from this area, as do vast amounts of almonds and tomatoes. Sutter's Fort, the first outpost of white civilization in California's interior, has been restored and furnished with relics of pioneer and gold-rush days. Sacramento State College is located here. After leaving Sacramento our train passes through the agricultural communities of Davis—location of the Davis Campus of the University of California—Dixon and Suisun-Fairfield. West of Suisun-Fairfield you'll see a "graveyard" of World War II ships.

MARTINEZ, CALIF. (Pop. 9,604—El. 20 ft.) is an important commercial and military port. Shortly before arriving here, our train crosses the 5,603-foot-long lift bridge over Suisun Bay. Until the construction of this bridge in 1930, trains had to be broken down into sections and ferried across the bay.

Departing Martinez, the train skirts scenic San Pablo and San Francisco bays en route to Oakland. A large sugar refinery—and numerous oil refineries—can be seen from the train. Passing through Berkeley, to the left in the Berkeley Hills, you can see the home campus of the University of California.

OAKLAND, CALIF. (Pop. 361,561—El. 25 to 1,500 ft.) extends along the mainland or eastern side of San Francisco Bay. The city is hilly, varying in altitude from near sea level to 1,500 feet. One of the most important industrial centers of the West Coast, Oakland counts some 1,500 installations in its factory census. It is also a major port and shipyard center, as well as a growing producer of electrical, chemical, fabric and glass products. Lakeside Park Garden Center is well known, as is the Morcom Amphitheater of Roses, with more than 800 varieties that bloom all year long. Skyline Bowl, a beautiful residential section on the rim of the hills, has five regional parks adjoining the city, offering Oaklanders a variety of recreational facilities. Oakland is home of the California College of Arts and Crafts, the College of the Holy Name and Mills College.

At Amtrak's 16th Street Station, passengers make trainside transfer to connecting motorcoach for the scenic trip across the Bay Bridge to...

SAN FRANCISCO, CALIF. (Pop. 715,674—El. 1,938 ft.) which is probably the most admired American city—in terms of beauty, overall livability, cosmopolitan atmosphere and temperate climate throughout the year. Bordered on the west by the Pacific Ocean and on the east by San Francisco Bay, the city is at the tip of a large peninsula connected to the mainland on the south.

The first white settlement was established in 1776, but until the gold rush there were only about 100 settlers here. San Francisco is the city of cable cars, steep hills, and a vast variety of ethnic restaurants, including those in America's largest Chinatown. It is also a city with a bustling wharf district and exquisitely restored old factory complexes like Ghirardelli Square and the Cannery. This city's charm is legendary. Elegant shops, numerous museums, fine opera and symphony and a huge selection of spectator and participant sports team up to make San Francisco a most vibrant city. In addition, it is a major industrial center and great port, linked with the Pacific by a renowned mile-wide strait known as the Golden Gate. Educational institutions include the College of Physicians and Surgeons, San Francisco College for Women, San Francisco State University, and the medical and law schools of the University of California and the University of San Francisco.

If you have traveled the entire route between Chicago and San Francisco with us, you've followed the footsteps of the pioneers, the early railroaders, the prospectors and the Mormons across more than two-thirds of the continental United States. Never did these early travelers dream of the comfort available on Amtrak.

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But for this trip, consider one of the many rail connections Amtrak offers to all regions of the U.S. For instance, you can connect with our Coast Starlight in Oakland for a trip up the West Coast to Eugene, Portland and Seattle, or down the Coast to San Jose, Santa Barbara and Los Angeles. If you're going east to Chicago, remember that Amtrak can take you all the way to the East Coast—to Boston, New York, Washington and other cities on trains like the Lake Shore Limited and the famous Broadway Limited. Or we can take you the short distance to Detroit, Cincinnati, St. Louis and other towns that radiate around Chicago.

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We hope you enjoyed this running description of the San Francisco Zephyr's dramatic route, and we thank you for traveling Amtrak. It's always nice to have you aboard.

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