

Chicago

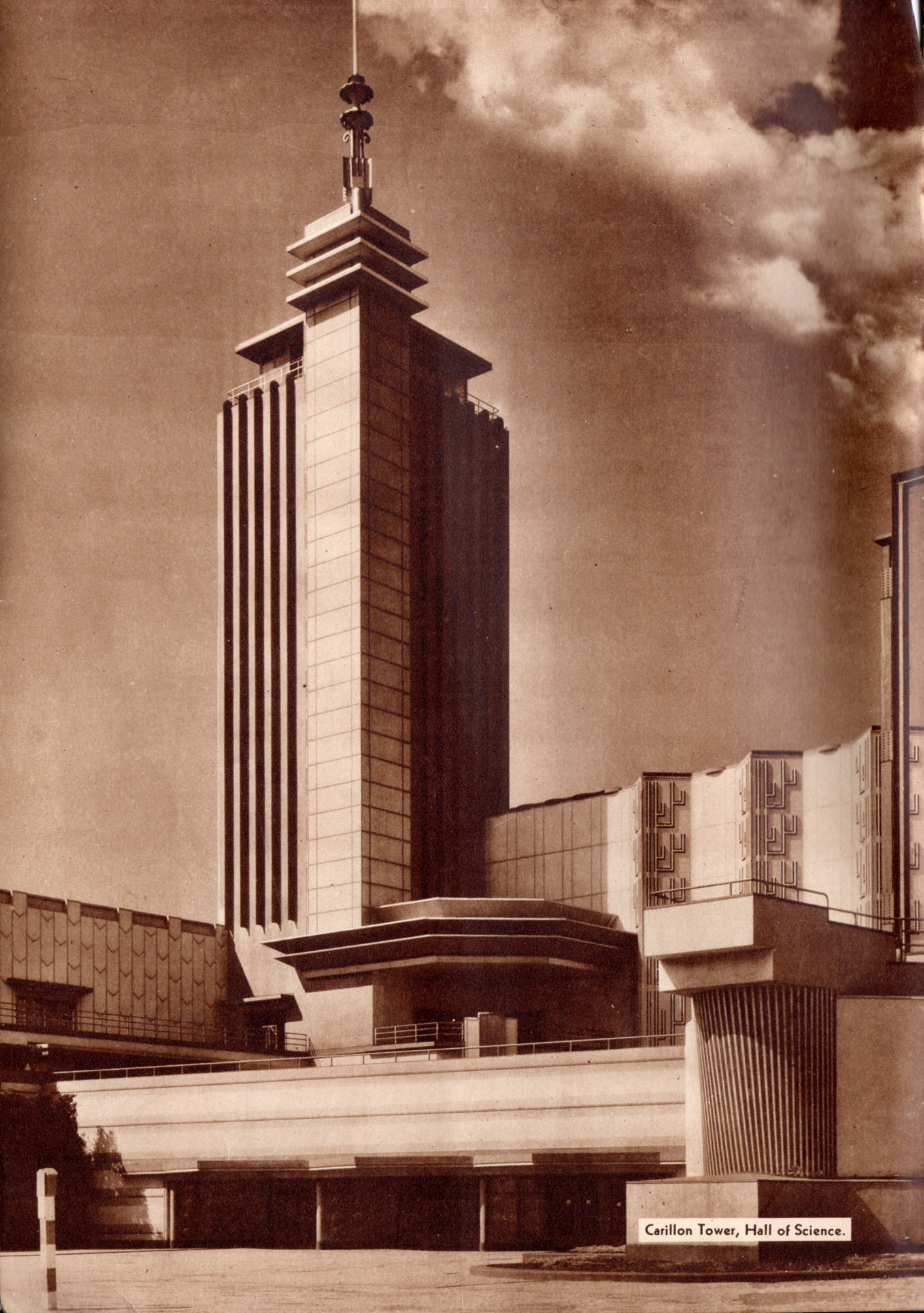
CENTURY *of* PROGRESS

WORLD'S FAIR
CHICAGO
1933



© Santa Fe
SYSTEM LINES

Hernando
E. Villa
L.A. CAL.



Carillon Tower, Hall of Science.

A CENTURY OF PROGRESS

GREATEST OF ALL WORLD'S FAIRS

1933

In these pages the Santa Fe presents a brief pre-view of A CENTURY OF PROGRESS, Chicago's mighty World's Fair of 1933.

No attempt has been made here to marshal into orderly ranks a vast array of facts and figures. Guide book statistics and explanations will be invaluable to you once you reach Chicago, and there they will be available on every hand. But isn't it true that at long range most of us find it hard to clothe such things with form and body and human interest? It is different with pictures. Like windows, we can look straight through them into the heart of things. At a glance they help us to visualize the journey's end.

So most of this story has been left to the magic eye of the camera. In no other way is it possible to convey so much of the beauty and allure of the great pageant and the great city, that for this summer beckon almost irresistibly to a world hungry for change and fresh inspiration.

A CENTURY OF PROGRESS will be as different from all past World's Fairs as life in the next decade will differ from that of forty years ago. It will record the interesting past and the eventful present, of course, and rock with fun and frolic. But — and this is new — it will take us as deep as the scientist can foresee into the stirring possibilities of the more amazing years just ahead.

A CENTURY OF PROGRESS will be the greatest show these many generations. A dose of it will be equally good for the high and the low; for oldsters and youngsters. It will be a tonic, and a spur to vision and courage. It could not come at a better time.



A CENTURY OF PROGRESS, outstanding in the long series of World's Fairs in this and other countries, will open its gates officially—*completed and on time*—on June 1, 1933, at the height of the mid-western spring. It will close five months later, on November 1, during the snap and sparkle of fall.

No other Exposition has been so supremely blessed in its location. The site itself is spacious and beautiful, covering over 500 acres of Chicago's magnificent lake front. At the same time, it is only a matter of convenient minutes from any one of the five entrances to the hub of the world's greatest web of transportation facilities by railway, highway, air and water; and to the hotels, theatres, stores and business marts of the metropolis.

The grounds of A CENTURY OF PROGRESS stretch along the shore of Lake Michigan for three and one-half miles, from Chicago's Roosevelt Road southward to Thirty-ninth Street. Included in their boundaries is Northerly Island, man-made of white sand dredged from the Lake bottom. Between island and mainland is the protected lagoon, scene of the Exposition's water sports, and spanned by two new bridges and the "Sky Ride", 1933's answer in thrills to the renowned Ferris Wheel of 1893.

To the east, the blue waters of the Lake sweep away to distant horizons. On the north, south and west, are the broad drives, the lawns, fountains and tree-bordered pathways that give to Chicago the



Replica of Old Fort Dearborn



1893—Court of Honor, World's Columbian Exposition

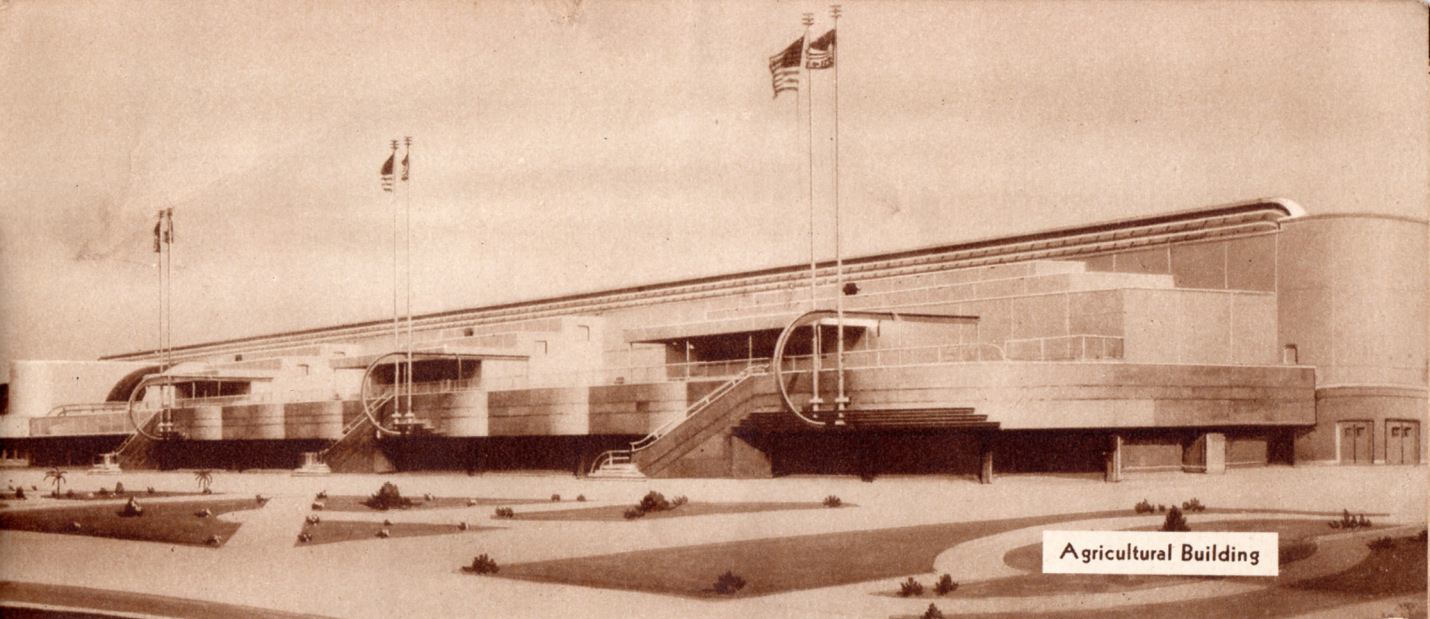
most beautiful face among the world's major cities. Here, within strolling distance of the Fair grounds, are those buildings whose permanent exhibits and activities will add so much to the pleasure of Exposition visitors — the Field Museum, the Adler Planetarium, the Shedd Aquarium, and the stadium of Soldier Field. Looking down upon it all, for as far as the eye can reach, is that famous shore-front skyline of skyscrapers; by day a spired and shafted miracle of stone and steel, and at night a faery back-drop of illumined towers, flashing beacons, and the glowing pin points of a million lighted windows.

A CENTURY OF PROGRESS serves several purposes. It celebrates Chicago's one hundredth birthday. It commemorates the fortieth anniversary of that other great Chicago Fair, the World's Columbian Exposition of 1893. It records the startling advances civilization has made, particularly along scientific lines, in that brief period it has taken Chicago to grow from an unhealthy fur-trading post, at the marshy mouth of the Chicago River, to the fourth largest city of the world. In a newly dramatic, vital, understandable way it will give a foretaste of the greater marvels science holds in store.

In conception and execution A CENTURY OF PROGRESS is unique. Absolutely new standards have been evolved and followed in architecture, coloring, lighting effects, and the presentation of exhibits and demonstrations. The result is harmonious and extremely pleasing, with a welcome note of freshness and daring. Can you picture immense structures,



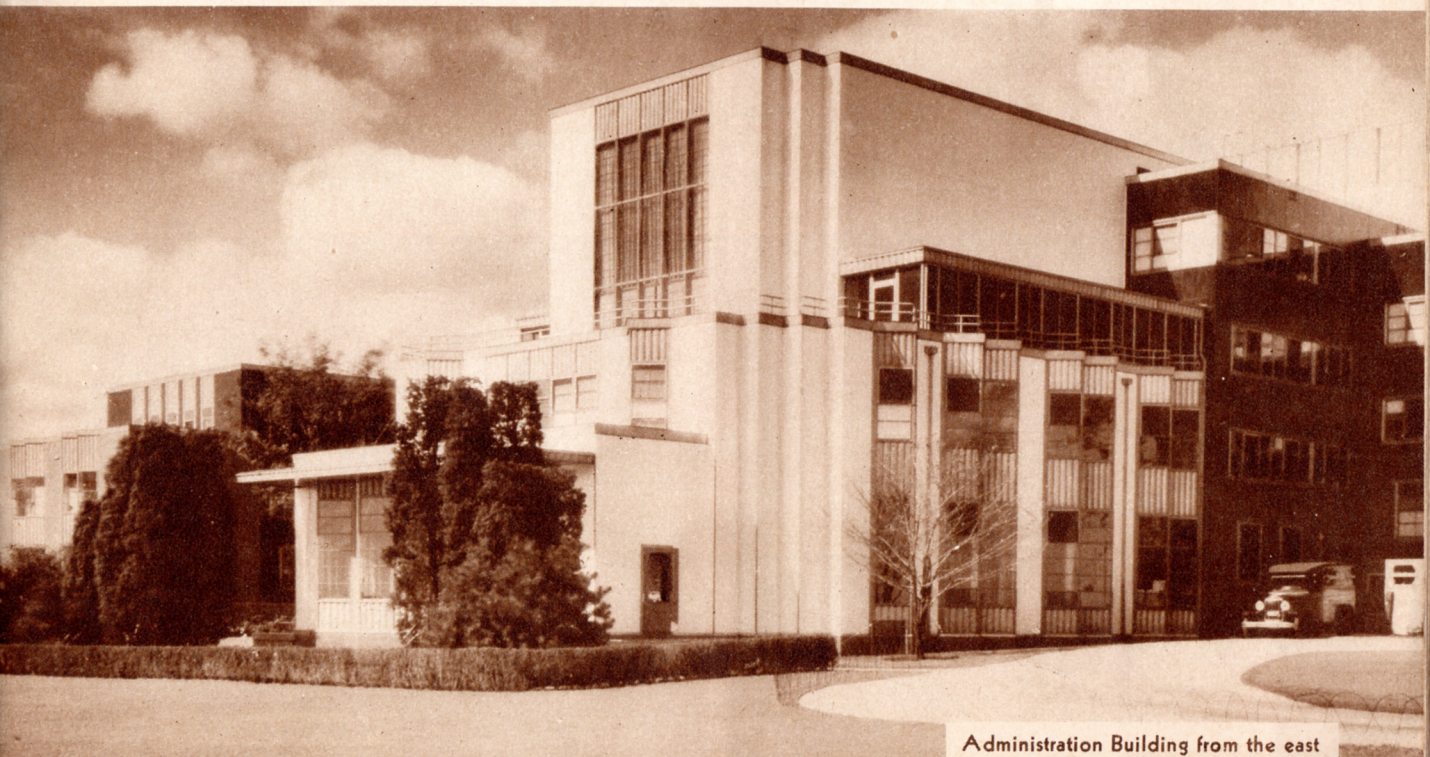
Illumination, Hall of Science

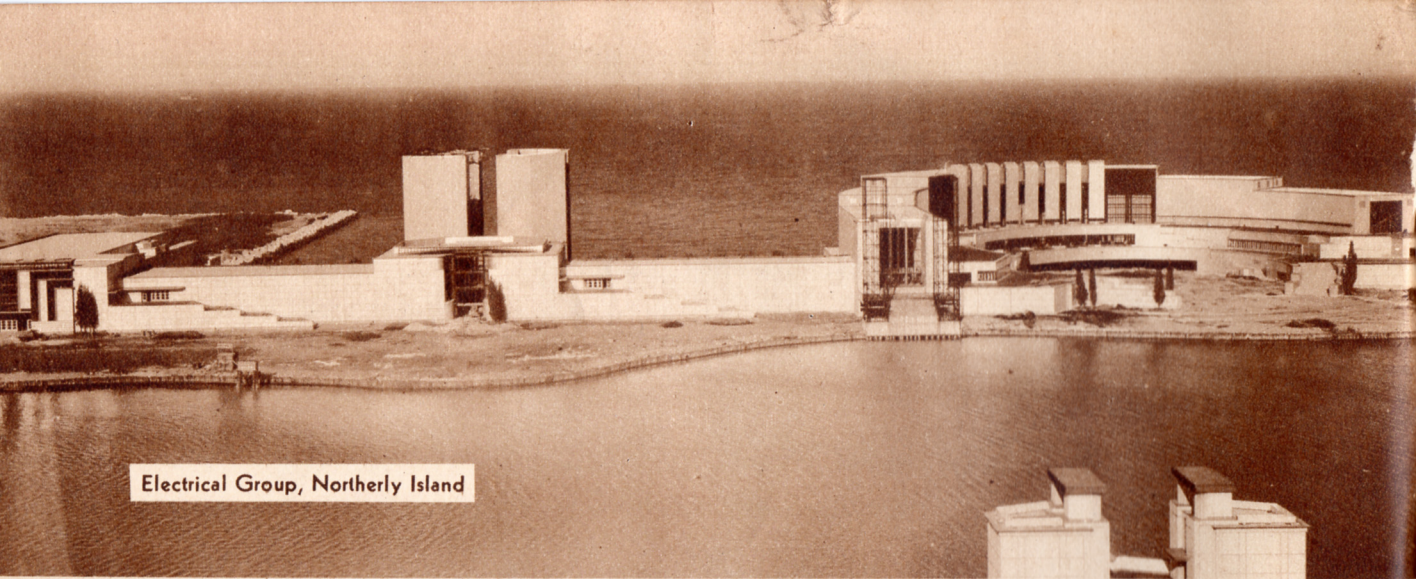


for instance — ideally lighted, ventilated, and holding thousands of people with ease — that yet have not a single window? Certainly no other World's Fair has so successfully interpreted the last word of the present, or looked more keenly into the future.

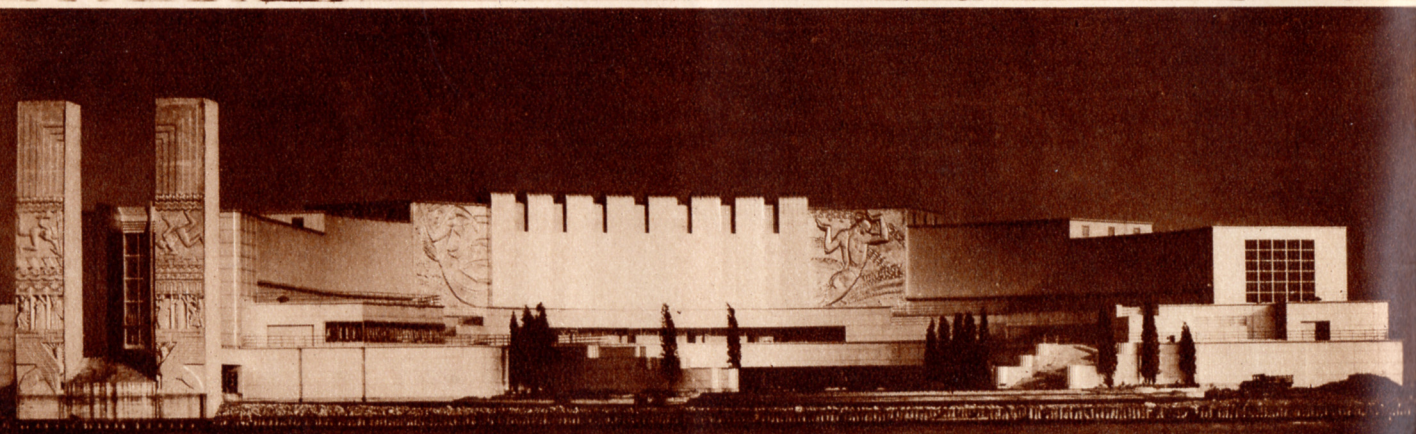
The classic architecture of 1893 has been laid aside. The main buildings of this Exposition are unfamiliarly new in form, arrangement and decoration. There is a simplicity and grace about them that grows more impressive with each visit. Their size becomes apparent only when one enters their doors.

The lighting of grounds and buildings is a triumph of electrical engineering. Scores of miles of neon tubes supplement the older incandes-





Electrical Group, Northerly Island



The Electrical Building

cent globes. The picture after nightfall is magical. Even paint has written itself a new page in interior and exterior decoration on a vast scale. Gleaming white is everywhere, but amazingly beautiful effects have been obtained by the skilfully lavish use of yellow and red; of blue, gold and silver.

Dragging feet and tired bodies march poorly with interest and enthusiasm. So the problem of rest and transportation within the Exposition area has had intensive study. Past experience has been wedded to the most modern of equipment for the happiest solution in World's Fair history. For "time out," comfortable seats will be scattered hither and yon. For locomotion there will be hundreds of push-chairs, jinrikshas, small electric conveyances, and hugely picturesque sightseeing busses, long, low and wide. Boats and launches of various types will ride the lagoon. And from boat to bus, and back again, the spirit of modernistic line and color will prevail.

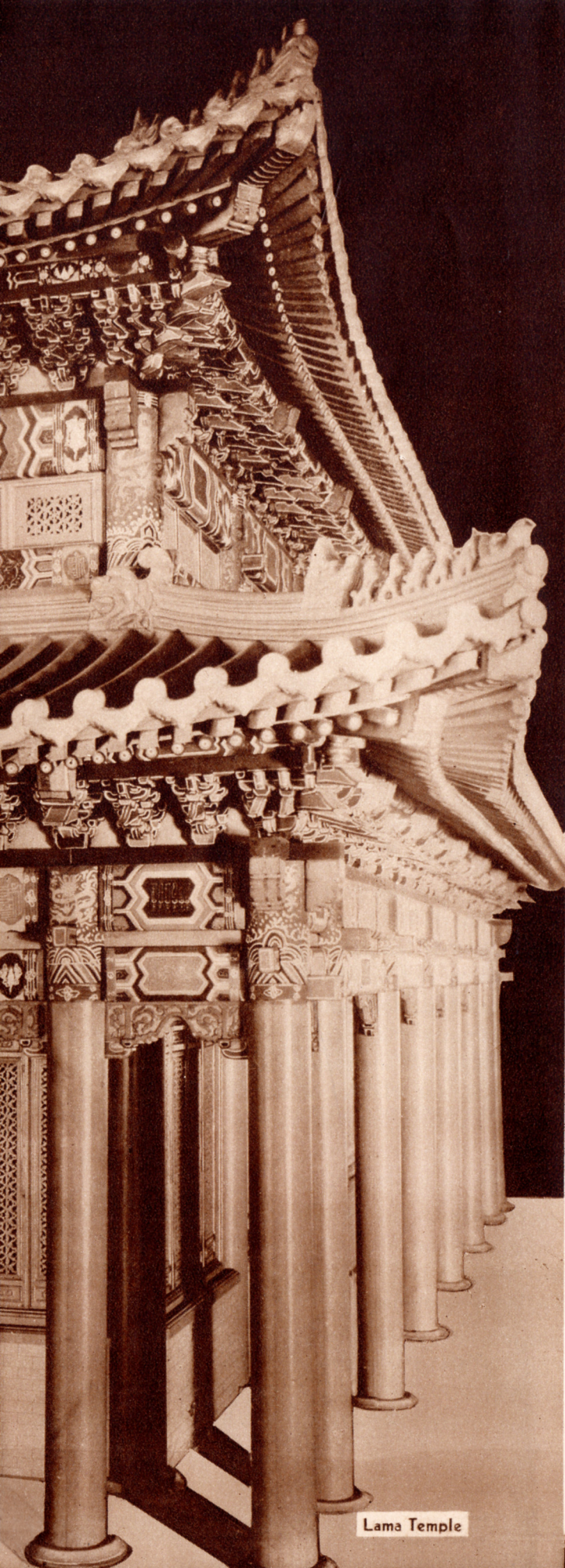
Other Expositions have been content to tell their story largely with inanimate exhibits. Not so A CENTURY OF PROGRESS. Art, handicraft, manufacture, transportation and agriculture; all these are shown in a new atmosphere of life, movement, and understandable demonstration.

In the Travel and Transport Building, its great cable-suspended "breathing" dome without precedent in architectural history, the epic of travel from the earliest times to the swift safety and comfort of today and tomorrow will be portrayed in fascinating ways. The Hall of Science will visualize the wonders of the basic sciences of chemistry, physics, mathematics, biology and geology, and their contribution to the century's miraculous advances in the ease and comfort of every-day living.

The Electrical Group, on Northerly Island, one of the most impressive in the Exposition, gives insight into the generation, distribution and utilization of electric energy, and the latest marvels born of laboratory research. The city dweller will find almost as much to enjoy and appreciate in the graphic demonstrations of the Agricultural, Dairy and Horticultural Buildings, as will farmers, stockmen, dairymen, and others, come in search of the latest developments in specialized lines. To these add the Hall of Social Science, the Home and Industrial Arts Building, the Hall of States, the Federal Building, and more. There are five pavilions of the General Exhibits Building alone, given over to minerals, the graphic arts, textiles, and countless other things not identified with the major classifications.

The participation of the Federal Government represents an outlay of \$1,000,000. The army and navy will be represented, and some of the most interesting of the Government's many departments — such as the National Parks and Indian services — will function actively in miniature.

In all these myriad exhibits, in the individual buildings of great corporations, in the fascinating displays of a score of foreign nations, A CENTURY OF PROGRESS will reflect the spirit of man's constantly accelerating effort toward greater and better achievement. From cigarettes to



Lama Temple

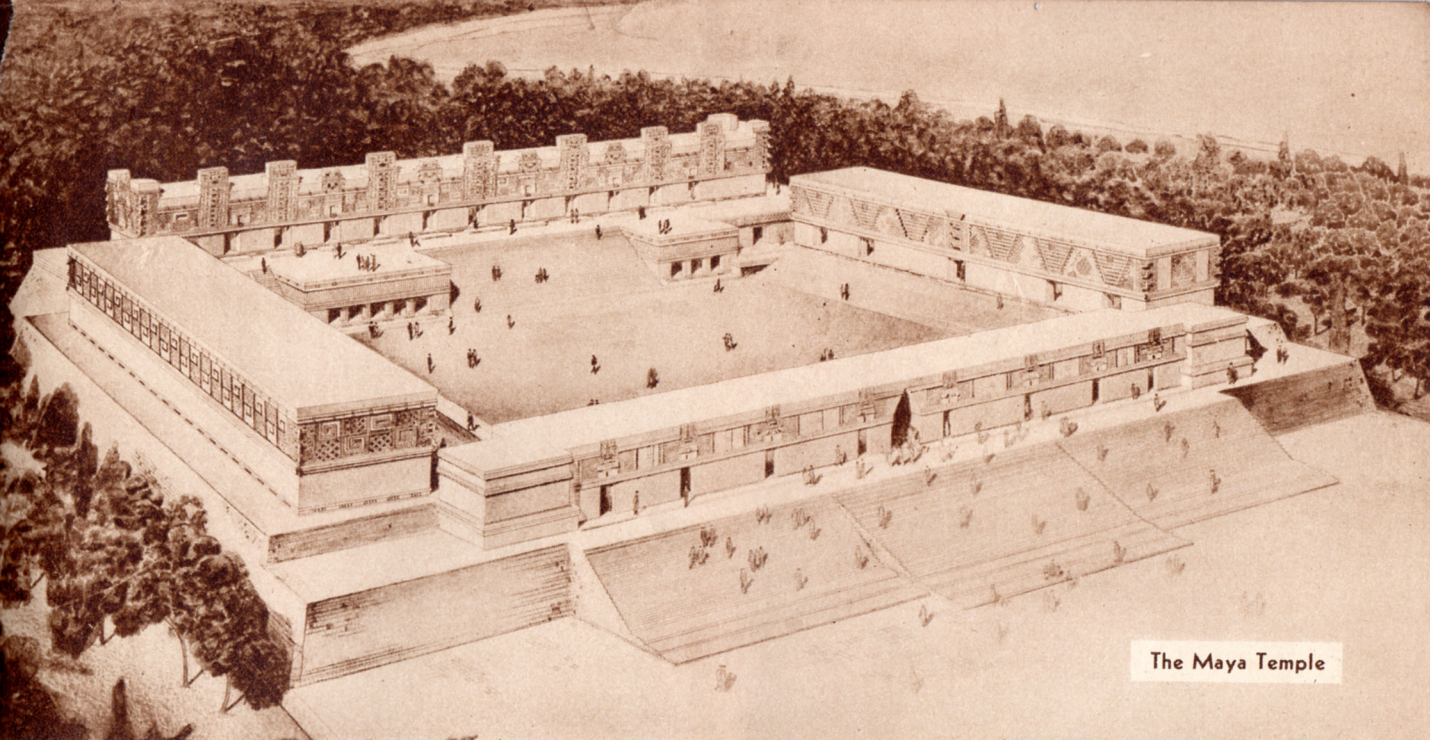
jewelry, and from automobile tires to movie films, processes and machines will work their miraculous transformations from raw to finished products.

Pleasing contrasts there will be, of course, and in any number, to the more modernistic features of the Exposition. The block-houses, ramparts and barracks of Old Fort Dearborn are an exact replica, built from War Department records, of that historic first Chicago building whose garrison went forth to Indian ambush and massacre so short a time ago. Priceless relics are gathered in the pioneer log and frame structures of the Lincoln Group, that carries the life of the Great Emancipator from birth to his nomination for the Presidency. The great Maya Temple reproduces the prehistoric Nunnery of Uxmal that archaeologists have brought to light in the jungles of Yucatan. Like a gigantic jigsaw puzzle, the 28,000 pieces of the Golden Pavilion of Jehol were brought from China and re-assembled, without use of a nail, into the gleaming gilt and lacquer of the finest of all Lama temples. Time and study and effort lie behind the transplanting to an American lake shore of the gardens of a Chinese gentleman, the streets of a medieval Belgian village, a Japanese rural community, and the homes of African pigmies.

And now for the froth of A CENTURY OF PROGRESS, the entertainment features of its seemingly inexhaustible program. Their simple listing will pack pages of your guide book. Inspiration, instruction, sports, laughter — they are all there.

Music? Famous bands, orchestras and singing societies from many countries will contribute to an almost continuous feast of good music during the 150 days of the Exposition. Choral classics, requiring from 600 to 1,000 voices, will be given once or twice weekly.

Lectures in infinite variety, many accompanied by special exhibits and demon-



The Maya Temple

strations; will be delivered during the Exposition by scientists, scholars and educators, both within and without the Fair grounds.

The sports lover who cannot find his or her pet thrill in a visit to A CENTURY OF PROGRESS will be hard indeed to please. The lagoon, within the grounds, is an ideal setting for water carnivals. The immense stadium of Soldier Field is scarcely a hundred yards away. The arenas, tracks, public links and private clubs of Chicago are but a few minutes distant. There will be Big League baseball, intercollegiate football, boxing, wrestling, golf, tennis, race meets, field sports and water sports. Many of these events will decide national and international championships for 1933.

Every great Exposition must have its own special amusement area — a place where folks on a holiday may blow off steam in an atmosphere of sheer fun and frolic. So A CENTURY OF PROGRESS has its "Midway — City of a Million Lights," where you may pay your money and take your choice of a hundred joyous excitements. Here the famous Ferris Wheel of '93 has given place to the "Sky Ride" of 1933. Rocket cars, suspended from cable tracks, run back and forth across the lagoon at a height of 200



An entrance, Travel and Transport Building



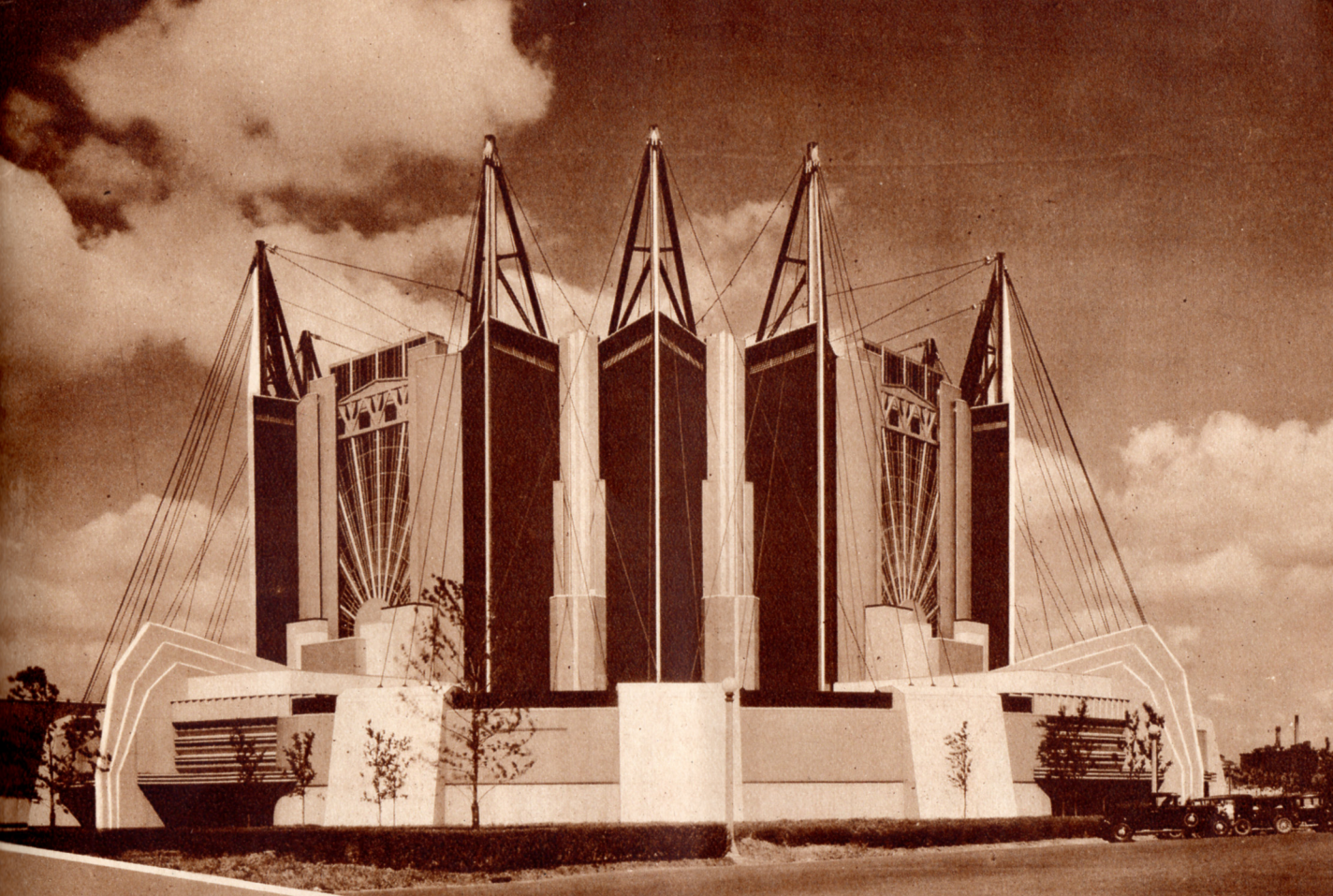
Lincoln Group



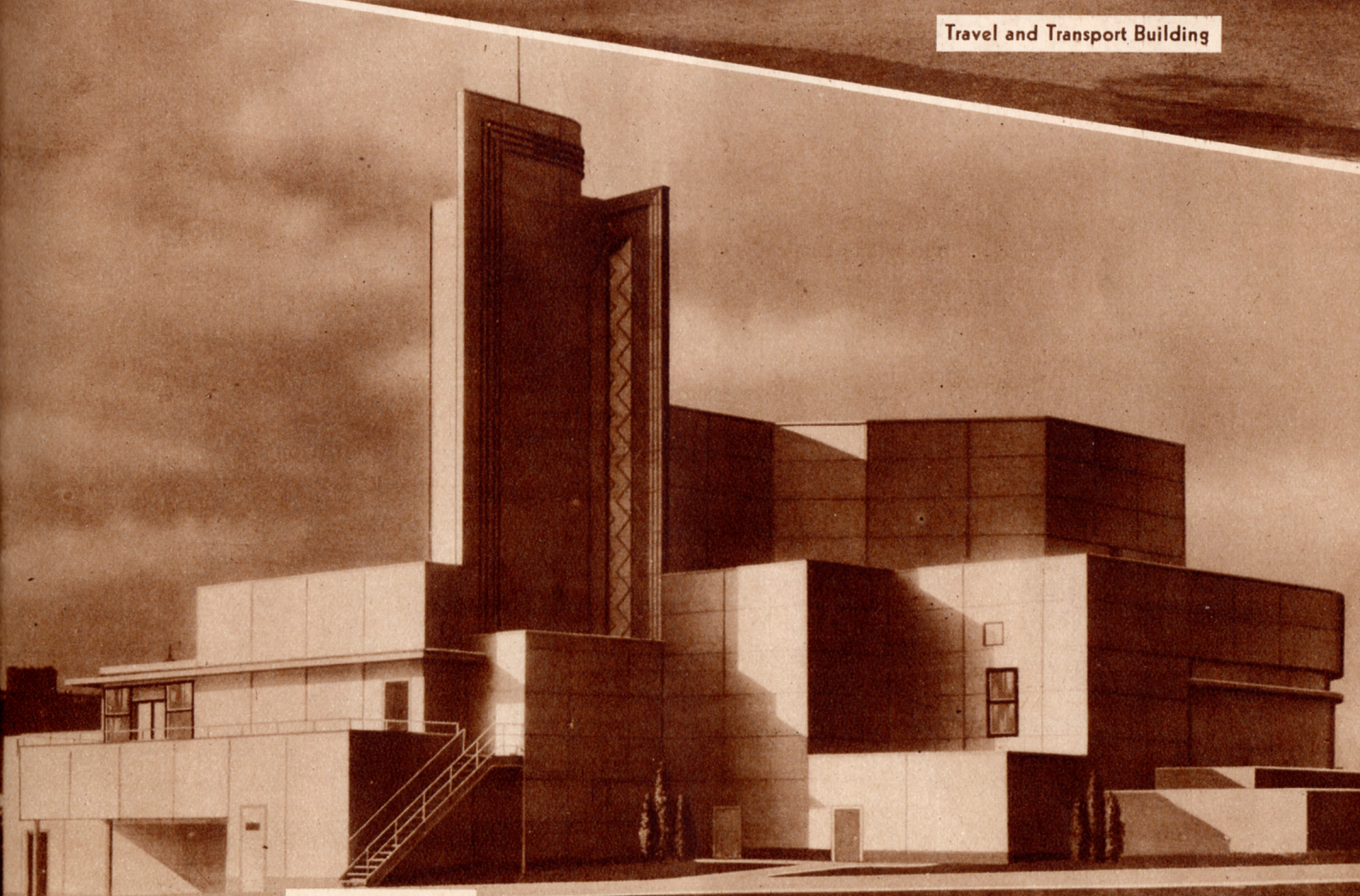
feet, between spidery steel towers taller than any skyscraper in Chicago, and 2,000 feet apart. From the car windows, and from observation platforms on the tower tops, there will be marvelous views, day and night, of the Fair, the Lake front, and the city.

Last, but far from least, the kiddies. A CENTURY OF PROGRESS has remembered them as never before. "The Enchanted Island" is just for them. You can play with them there, or turn them loose in perfect safety. There's a nursery, a children's restaurant and theatre, special talkies; a miniature railroad, a magic mountain; wading pools and sand boxes.

And still the tale of A CENTURY OF PROGRESS is only half told. Behind it, around it, of it, is Chicago, young giant of the West. Justly proud of its uprush to greatness, and of its Exposition, Chicago is united in its determination to spread the best of its best before the millions who will gather to help celebrate its first centenary.



Travel and Transport Building



The Dairy Building



Michigan Boulevard Bridge from the south

CHICAGO

THE WORLD'S HOST IN 1933

IN five short months A CENTURY OF PROGRESS expects to play to 50,000,000 people, an average of more than 300,000 visitors a day.

How are these multitudes to reach the city; and, when they do arrive, how and where are they to be housed, fed, and amused, during the time the Exposition itself does not claim their attention?

Chicago has a ready answer to this vital question. It has solved the problem before. Forty years ago it emerged from comparative obscurity to play host to other millions, come to another World's Fair. In 1933 it is infinitely better equipped, in resources and experience, to play the same role on a vaster scale.

TRANSPORTATION: No other city can be so easily and conveniently reached, from every point of the compass and in so many different ways. It is the greatest railroad center in the world. Thirty-eight roads terminate in Chicago, their lines tapping every corner of the United States, so that it is possible, by using trains, for everybody to get to the Exposition quickly, in comfort, and at reasonable cost. Also arterial motor roads converge upon it. Many visitors will arrive by steamship along the Great Lakes. It is served by eleven air lines, and has twenty airports.

ACCOMMODATIONS: It is said that Chicago's hotels can care for 400,000 guests a day, and that this immense total can be expanded if necessary. In these hotels, in the camp grounds and rooms in private homes that will supplement them; and in the thousands of clubs, restaurants and cafeterias where good food is available, visitors will find every conceivable type of accommodation, from the simplest to the most luxurious.

COST: What will be the cost of a trip to A CENTURY OF PROGRESS? No other point is this year of equal importance. In answer this much can be said: regardless of the length of the trip, or of the stay in Chicago, or of the kind of accommodation desired, the total cost involved will be found much less than would have been deemed possible even a



Court House in 1865



Michigan Boulevard from the north

short time ago. Transportation generally is cheaper, and rail fares will be lower than for many years. In Chicago, the charges for good food and lodging have been drastically reduced. The hotel owners of the city have given united and definite assurance that no increases in present minimum rates will be made during the Exposition.

Chicago, then, will be an amply prepared and experienced host. The roll and thunder of statistics is unnecessary to prove either its greatness, or its capacity for entertainment. Its brief, swiftly moving history, however, is not only interesting, but some knowledge of it is really essential for any true appreciation of all that has been accomplished in so short a life.

The story opens in 1803, when American soldiers were sent into the western wilderness to occupy a bit of low, swampy land at the foot of Lake Michigan. There Fort Dearborn was erected and manned, only to be evacuated in 1812 when the tribes to the east grew restless and dangerous under the increasing pressure of immigration. The garrison had scarcely set out on its long march, with women and children, when it was ambushed and destroyed.

For four years the site of "Chikagou" was abandoned to the marsh fowl. In 1816, Fort Dearborn was rebuilt. Slowly, very slowly at first, people gathered under its protecting walls. There were but a few hundred there in 1833, when the settlement was incorporated as a town, and its Century of Progress began.

In 1835 the last of the surrounding Indians were removed. Two years later, with some 4,000 inhabitants, Chicago dignified itself with the

Before the fire of '71: Lake and Dearborn Streets





Lake Shore Drive looking north

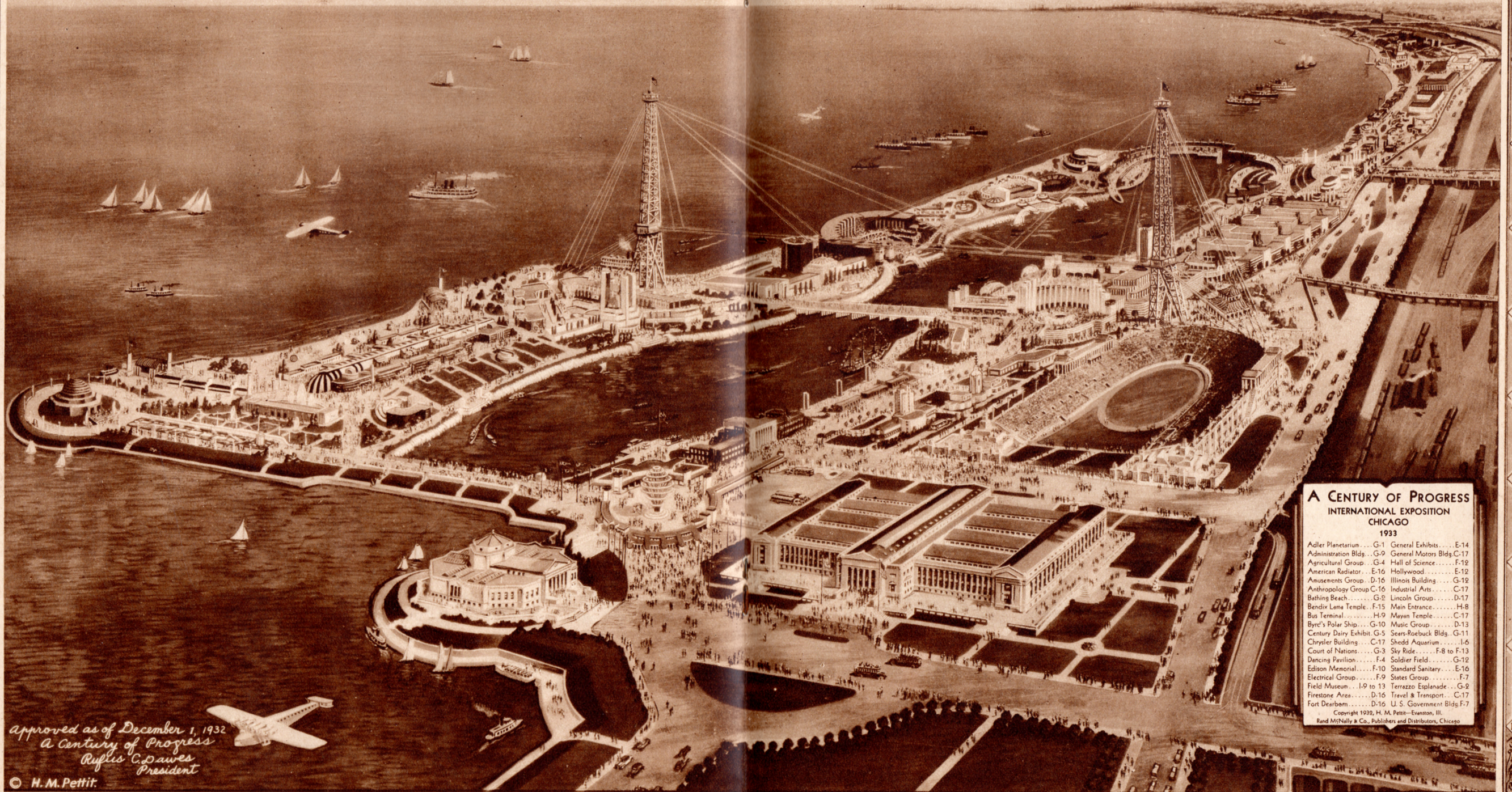


title of city. The next dozen years brought the first railroads, bridges, waterworks, newspapers and canals. In this period there took root many of those business houses whose names and products and services today are household words in this country and abroad.

By 1860 Chicago had over 100,000 people. In that year Abraham Lincoln was nominated for the Presidency in its old Wigwam, that you will find so faithfully reproduced in the Exposition's Lincoln Group. The city's greatest disaster occurred in 1871. Fond tradition credits Mrs. O'Leary's cow with starting the Great Fire that then swept away one-third of the city. With it, happily, went much of the false front and flimsy frame construction of the pioneer days.

After the fire, Chicago swung into its full seven-league stride. Energy, courage and vision combined to exploit unparalleled advantages of location. The conquest of the West was at flood tide, and Chicago sat at the cross-roads of America. Coal, iron, copper, lead, oil, lumber, building stone and clay—all were found in immense quantities close by. To and through the city poured the products of the more crowded East, the grain and

A CENTURY OF PROGRESS



A CENTURY OF PROGRESS INTERNATIONAL EXPOSITION CHICAGO 1933

Adler Planetarium.....	G-1	General Exhibits.....	E-14
Administration Bldg.....	G-9	General Motors Bldg.....	C-17
Agricultural Group.....	G-4	Hall of Science.....	F-12
American Radiator.....	E-16	Hollywood.....	E-12
Amusements Group.....	D-16	Illinois Building.....	G-12
Anthropology Group.....	C-16	Industrial Arts.....	C-17
Bathing Beach.....	G-2	Lincoln Group.....	D-17
Bendix Lama Temple.....	F-15	Main Entrance.....	H-8
Bus Terminal.....	H-9	Mayan Temple.....	C-17
Byre's Polar Ship.....	G-10	Music Group.....	D-13
Century Dairy Exhibit.....	G-5	Sears-Roebuck Bldg.....	G-11
Chrysler Building.....	C-17	Shedd Aquarium.....	I-6
Court of Nations.....	G-3	Sky Ride.....	F-8 to F-13
Dancing Pavilion.....	F-4	Soldier Field.....	G-12
Edison Memorial.....	F-10	Standard Sanitary.....	E-16
Electrical Group.....	F-9	States Group.....	F-7
Field Museum.....	I-9 to I-13	Terrazzo Esplanade.....	G-2
Firestone Area.....	D-16	Travel & Transport.....	C-17
Fort Dearborn.....	D-16	U. S. Government Bldg.....	F-7

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Approved as of December 1, 1932
A Century of Progress
Rufus C. Dawes
President

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CHICAGO — IN 1933



Noonday Crowds on State Street



State Street in 1856

livestock of the open West, the traffic of the Great Lakes, and the trade of the Mississippi Valley, all the way up from the Gulf. Industry gravitated naturally to this strategic and favored location, so that today Chicago-made goods reach the consumer from nearly 12,000 factories.

Millions attended the World's Columbian Exposition, in 1893, celebrating the 400th anniversary of the discovery of America. Nothing greater or finer of its kind then ever had been done, despite the fact that the city behind it was actually younger than many of its active citizens.

Until some thirty years ago, Chicago was too busy growing to pay much attention to its appearance. It was a crude, gangling giant, shoving and sprawling out into the prairie for elbow room. Quite suddenly a new sense of civic consciousness dawned among its leaders, a realization that the city's location was as rich in possibilities for exceptional beauty, as for industrial, commercial and financial power. The result was a comprehensive plan for improvement that has been driven steadily ahead through depression and boom alike.

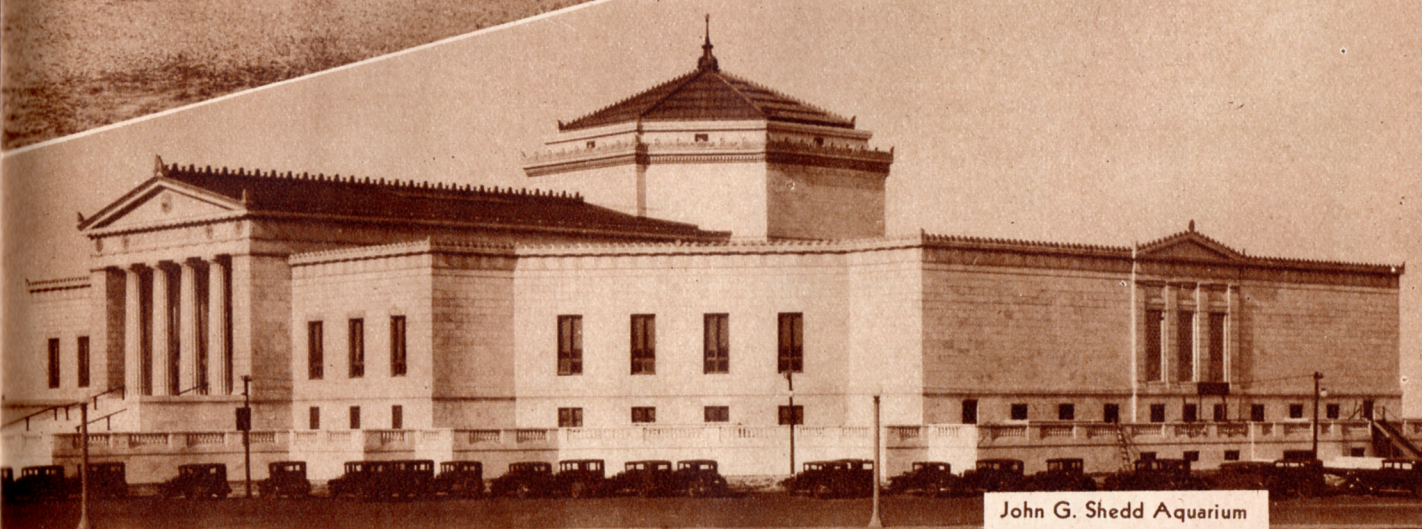
Briefly, this plan called for the remodelling of railroad and terminal facilities, the widening of streets and boulevards, enlargement of nearby forest reserves, and above all, for a magnificent park development along the Lake Shore. A dead line was set against the encroachment of industry. That line is today a series of broad boulevards, cliffed on one side with



Chicago River, highway of world commerce



Field Museum of Natural History



John G. Shedd Aquarium



The Adler Planetarium



Fine Arts Palace, World's Columbian Exposition, 1893
Now Museum of Industrial Arts

hundreds of the city's most modern hotels, apartment houses and skyscrapers. Beyond is the spaciousness of the lakeside parks, dotted with buildings and monuments contributed by the city's great, and fringed with breakwaters, yacht basins and bathing beaches.

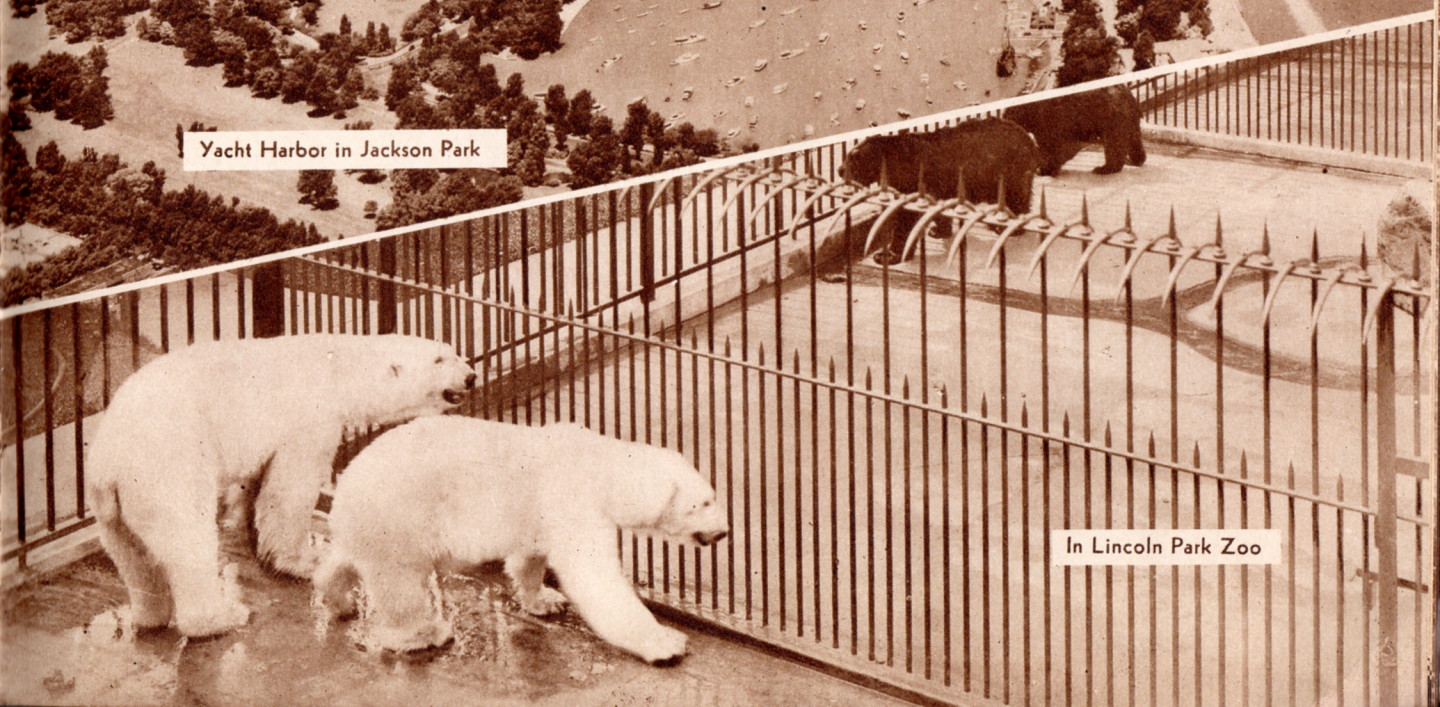
During recent years, too, and with typical rapidity, Chicago has advanced far along cultural lines. Its universities and colleges are known widely and admired. The art life of the city centers about the Art Institute, with its priceless collections, and its art school of nearly 3,000 students. There are nearly one hundred music schools, and numerous clubs and organizations presenting the finest in music to the public. It has its own symphony orchestra, and many of the world's most famous singers have appeared in Chicago grand opera.

Notable museums, libraries and laboratories are devoted to the furtherance of interest and research in the various sciences. Outstanding in the long list are the Field Museum of Natural History, the Museum of Science and Industry, the Oriental Museum of the University of Chicago; the Academy of Sciences, and the museum and library of the Chicago Historical Society. The John Crerar Library is noted for its reference collection on scientific subjects; the Newberry Library for its Americana and books dealing with language and literature; the Harper Memorial Library for its immense collection of reference works. Hours can be spent in the John G. Shedd Aquarium, watching curious sea life brought from every corner of the earth. The Adler Planetarium and Astronomical Museum, near by, is one of two institutions of its kind in the world. By means of intricate and delicate apparatus, there is here shown and explained the movement of the heavenly bodies across a most realistic sky.

Lincoln Park Harbor



Yacht Harbor in Jackson Park



In Lincoln Park Zoo

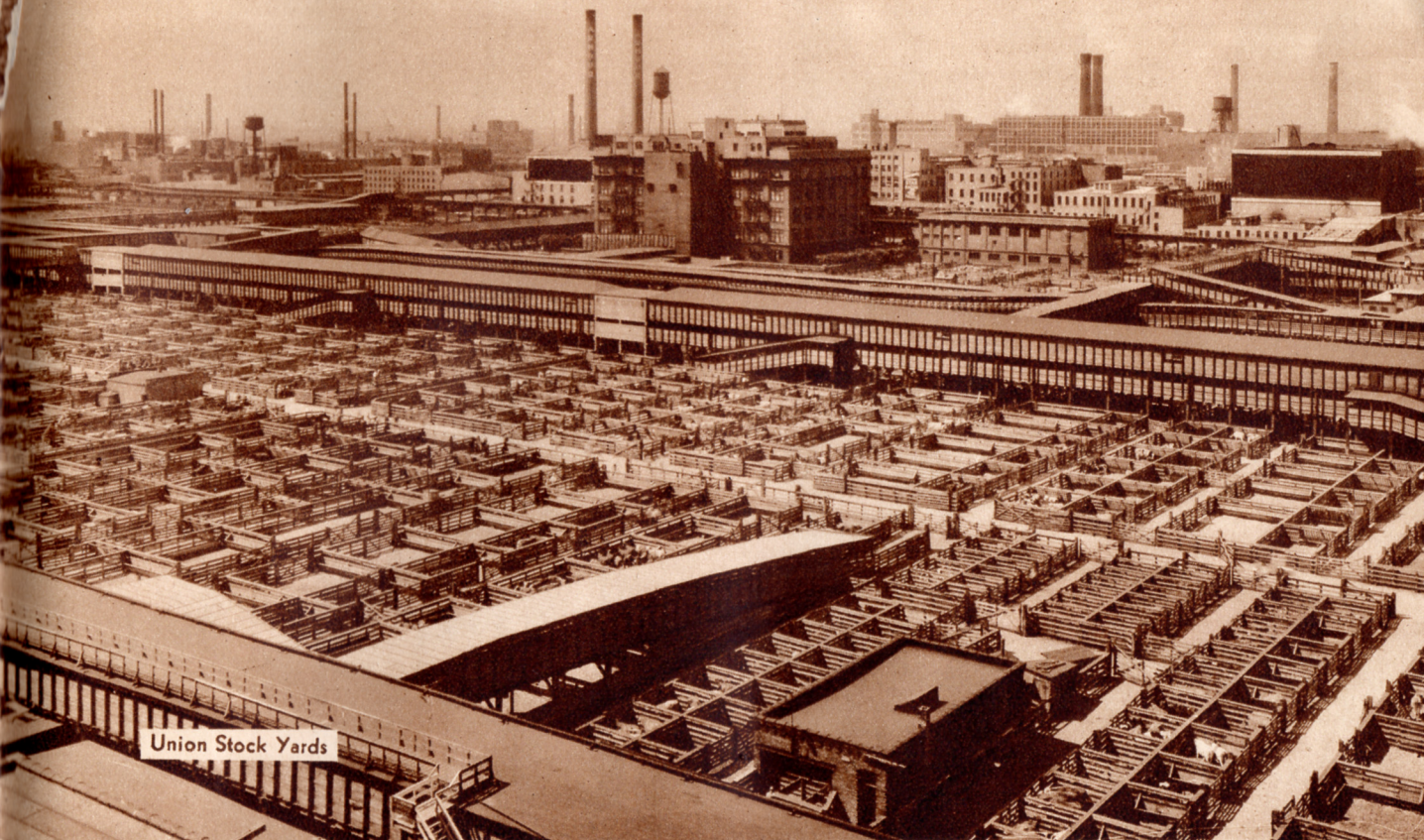


Chicago's downtown district



Michigan Avenue by night





The majority of these great institutions, housed, endowed and stored with their collections through the generosity of Chicago's citizens, will be found in Grant Park, and in beautiful Lincoln Park, lying to the north. All are easily and conveniently accessible, however, and will be open to visitors throughout the summer. Many plan added lecture courses and the exhibit of notable loan collections during the Exposition

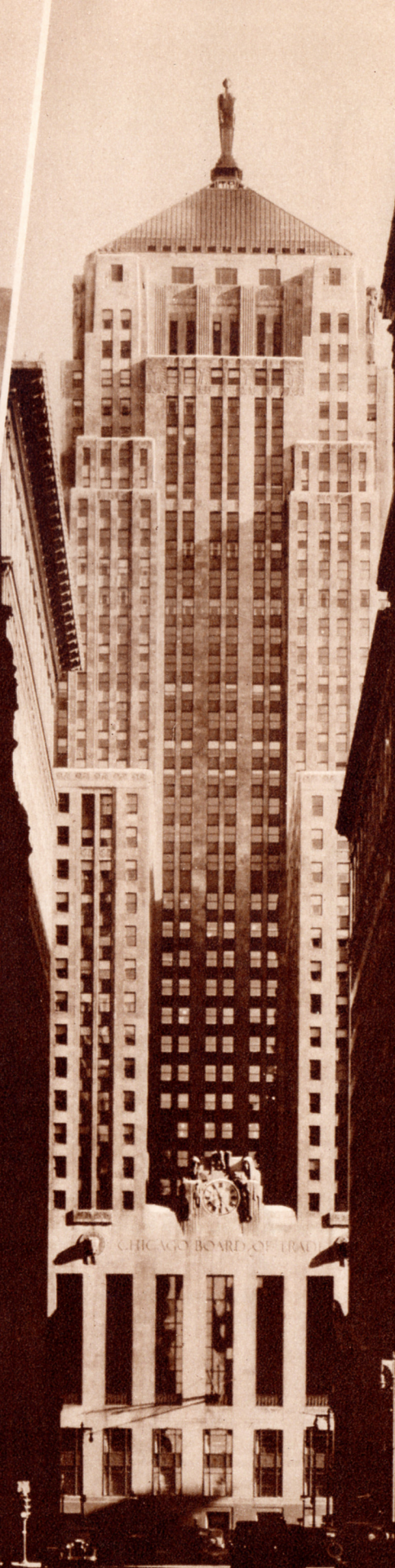
It is in Grant Park, one of the main units of the system eventually to stretch unbroken along the Lake shore for twenty-six miles, that A CENTURY OF PROGRESS is located. Grant Park is just opposite the Loop.

The Loop is, and always has been, the nerve center of Chicago. Actually it is a tiny place, a mere dot on any map of Chicago's 210 square miles, but in and about it has been effected such a concentration of leadership in varied fields as perhaps no other big city can match. Seek what you will, it will be strange if you cannot find at least a partial answer in this score or two of blocks through which circulate a million people each day.

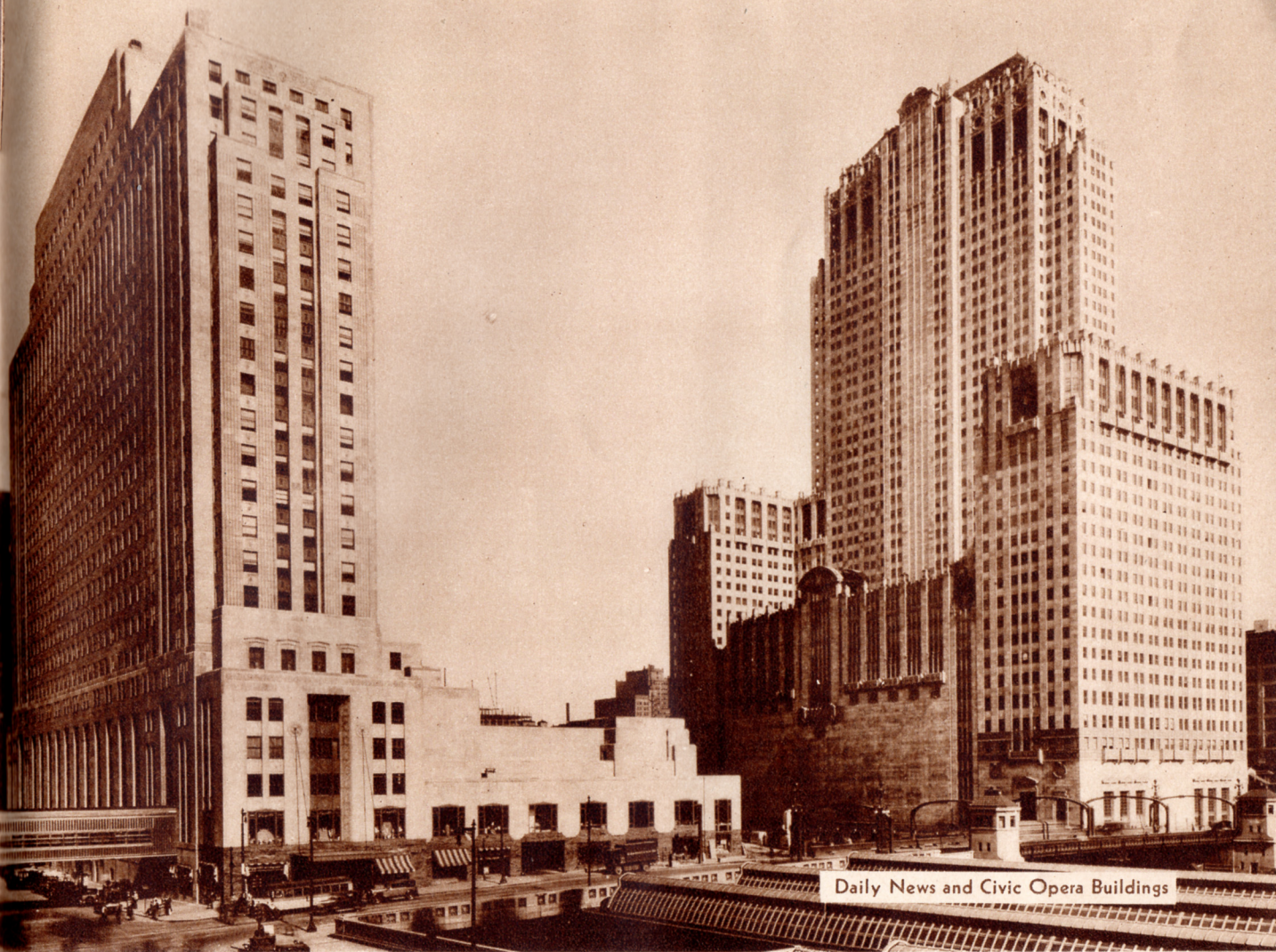
Shoppers throng to the Loop's famous stores, this year so especially rich in bargains. Next door, so to speak, are movie palaces and legitimate theatres. Restaurants and night clubs are everywhere. Hotels mingle with business skyscrapers. There is the new Civic Opera Building, the Art Institute, and one of the country's largest public libraries. The 600-foot tower of the Board of Trade looks down into La Salle Street, the financial center of the middle west. State and Madison streets meet in the world's busiest corner.



La Salle Street, financial center of the west



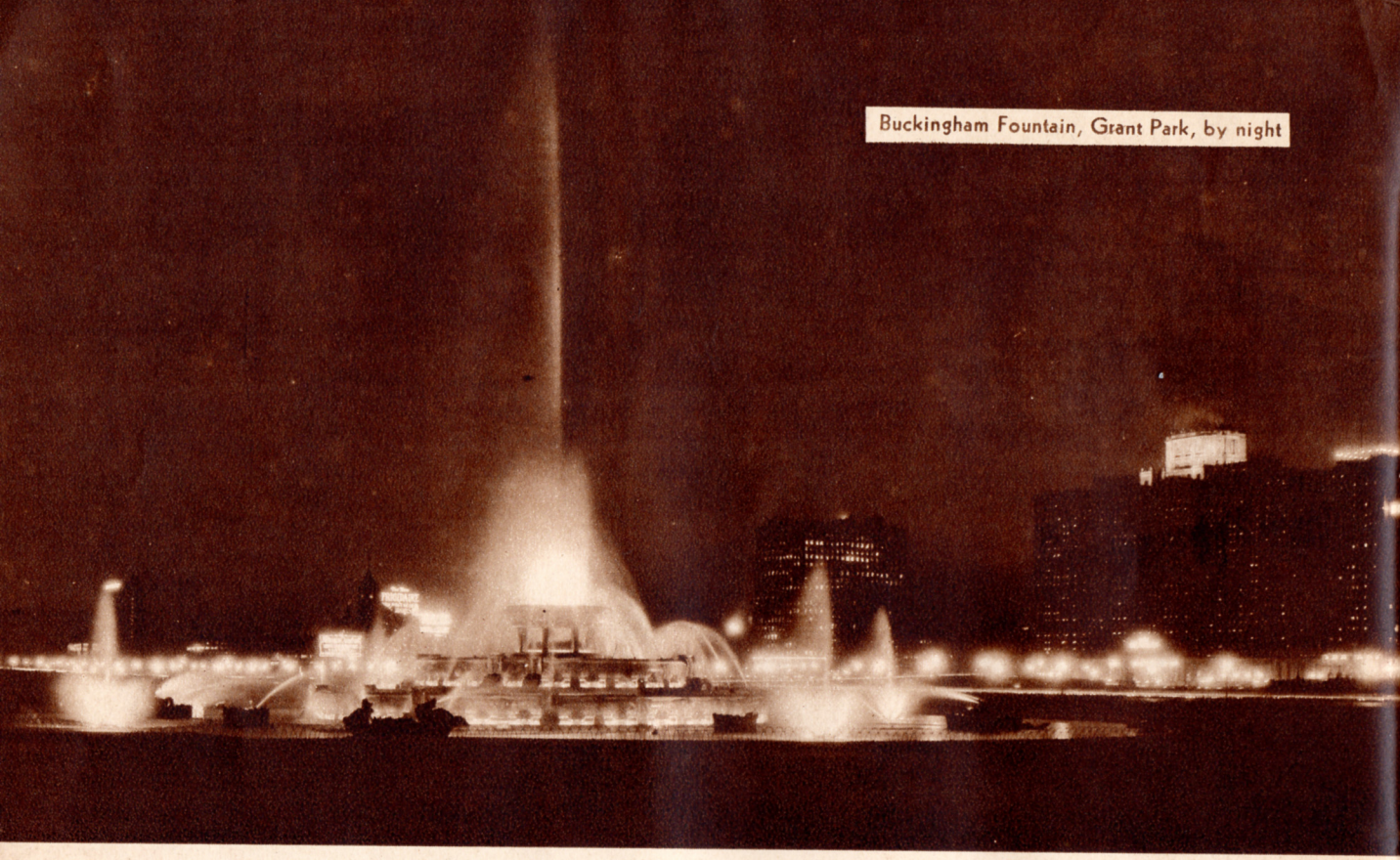
Chicago Board of Trade.



The Loop is the heart of Chicago, and its proximity to A CENTURY OF PROGRESS will mean much to visitors. Scores of thousands, however, will find their accommodations, and their individual interests and diversions, elsewhere. In many other parts of the city there are varied and noteworthy attractions, fine theatres, and shopping and business districts. The Loop could be lost in one-tenth of Chicago's 8,000 acres of parks. There are ninety public golf courses. One Big League ball park is uptown, the other downtown. The race tracks and country clubs are out nearer the roomy edge of things. Bathing beaches are scattered along the Lake front for fifty miles.

A CENTURY OF PROGRESS marks the close of one hundred years of incredibly swift advance in practically every line of worthwhile human endeavor. Time and again that upward march has been interrupted by periods of deep distress and uncertainty, only to be resumed with renewed hope and courage, clearer vision, greater accomplishment. So it will be again.

Buckingham Fountain, Grant Park, by night



SANTA FE SERVICE TO CHICAGO

The Santa Fe solicits the privilege of serving you and your family, if you plan to visit the Exposition from any point in its territory—the country west and southwest of Chicago, including Texas, Oklahoma, Kansas, Missouri, Colorado, New Mexico, Arizona and California.

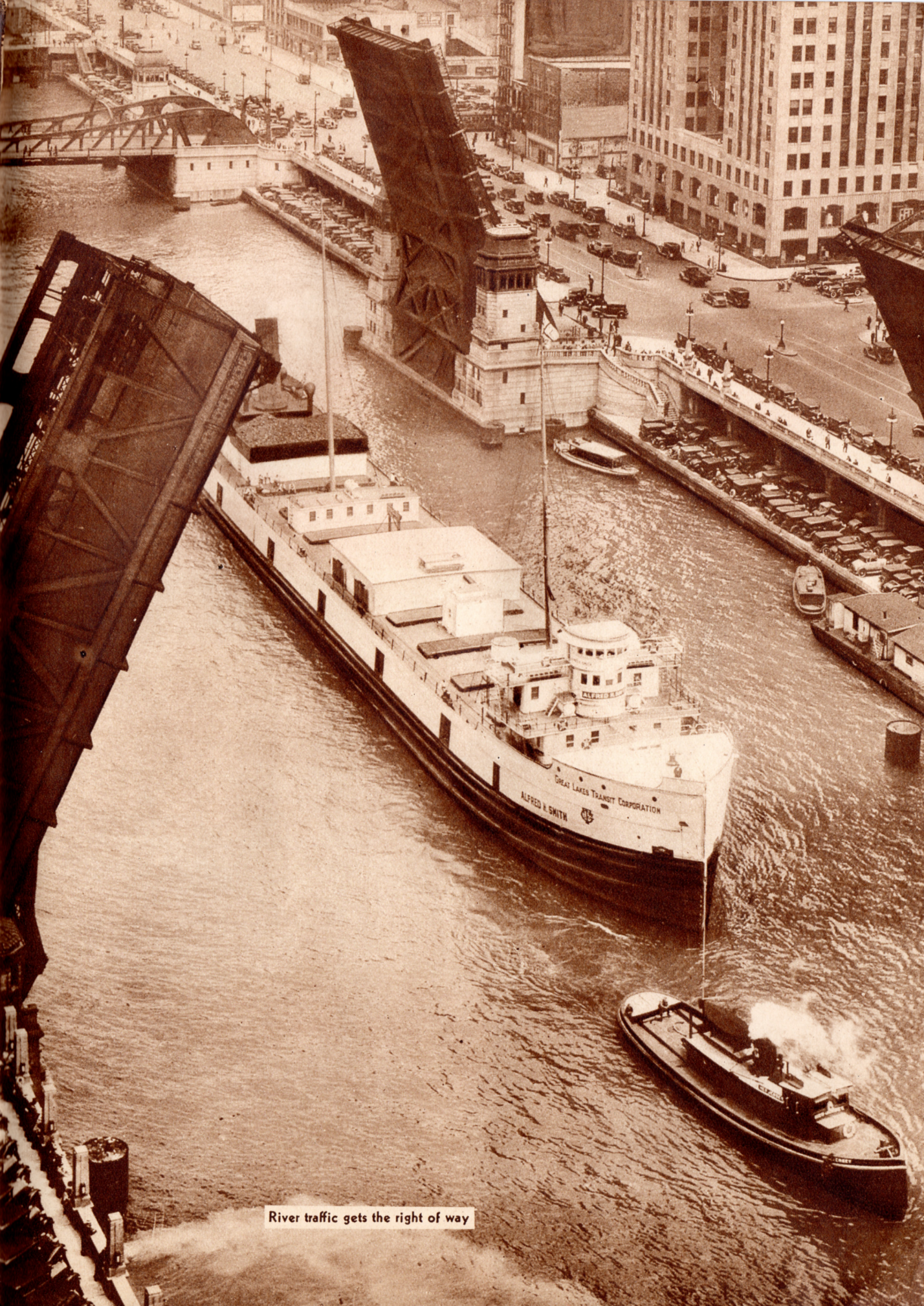
The Chicago terminus of the Santa Fe is the Dearborn Station, three blocks west of Grant Park, location of the Exposition grounds. Between Chicago and Los Angeles the Santa Fe is the shortest and most direct route. The only line under one management "all the way."

For fifty-three years its patrons have enjoyed the undeviating perfection of **Fred Harvey meal service in the dining cars of its limited trains, and in the pleasant station hotels dotting its lines.**

No other road offers such varied side-trip possibilities. There are the mountain playgrounds of Colorado—and INDIAN-DETOURS through Spanish-Indian New Mexico. The Santa Fe, **with Pullmans direct to the rim,** is the only line entering Grand Canyon National Park, in Arizona.

In addition to the usual round trip summer fares, there will be special excursions at very low cost, via the Santa Fe, both to and from Chicago. Santa Fe representatives gladly will assist in planning any CENTURY OF PROGRESS trip, as well as Western Tours to be taken after visiting the Exposition. **Total costs will be lower than in many years.**





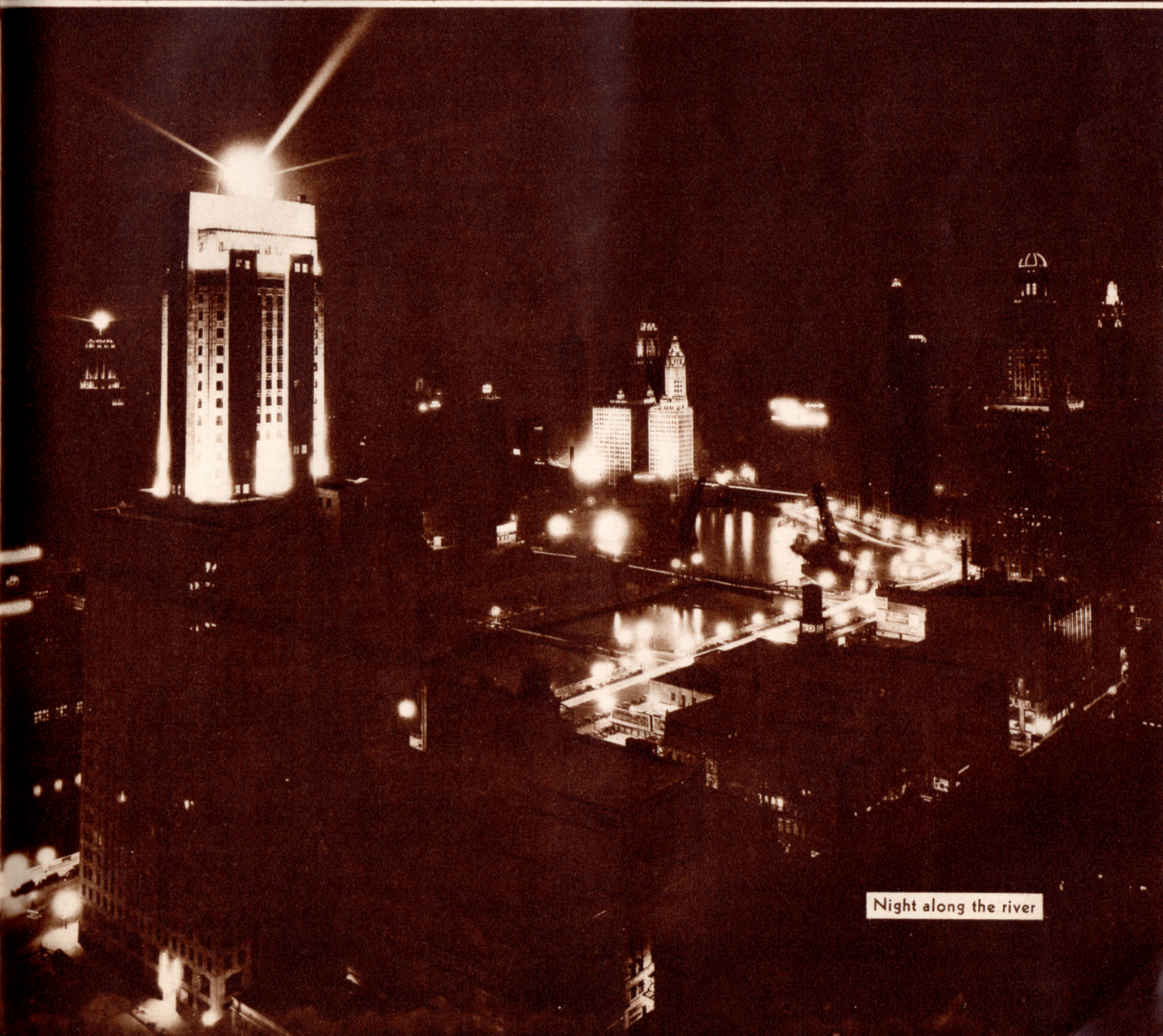
River traffic gets the right of way



Palm Olive Building, with famous Lindbergh beacon



Chicago's Theatre Row



Night along the river



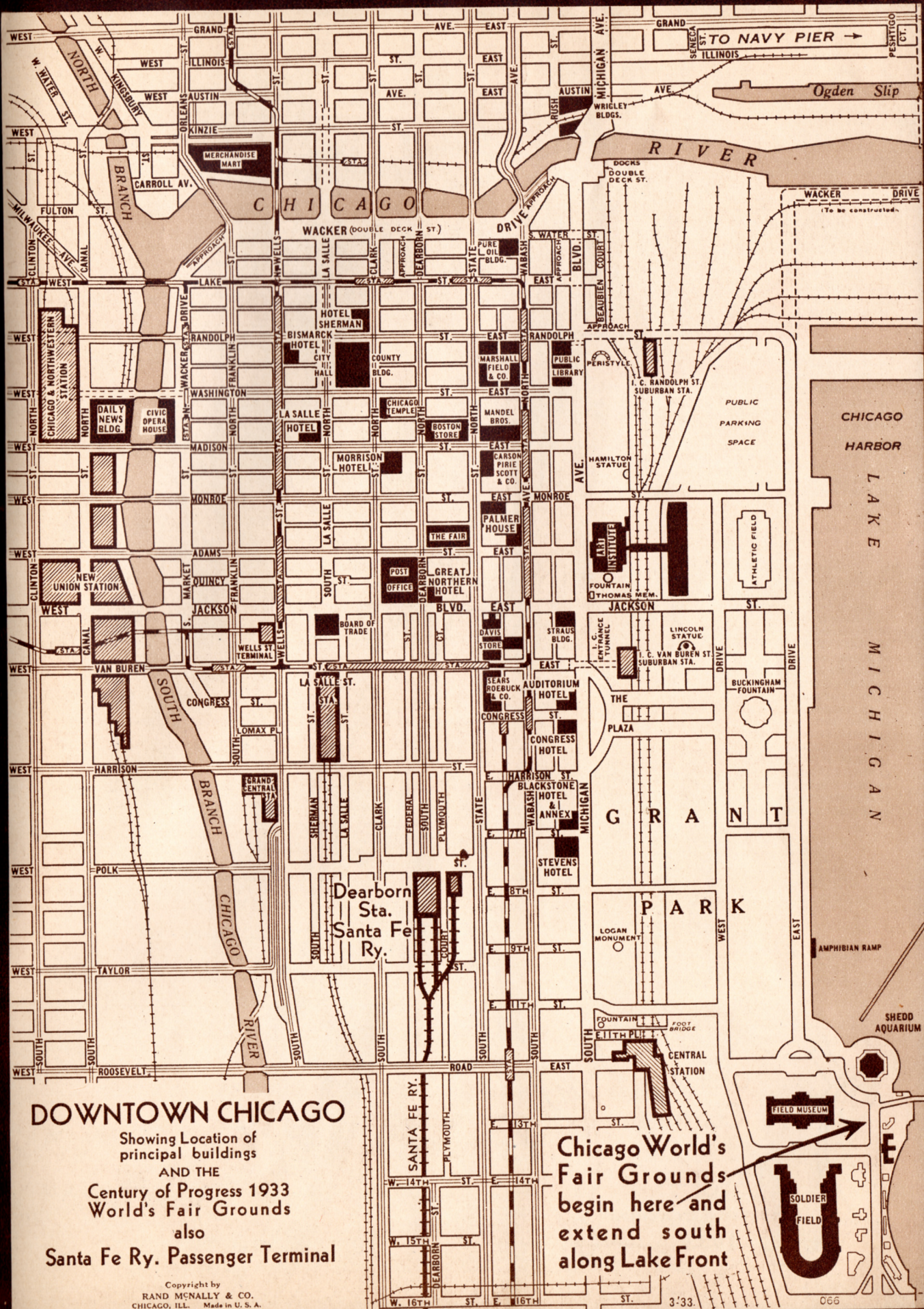
Grace in steel and stone



Chicago's recreation pier



Miles of bathing beaches



DOWNTOWN CHICAGO

Showing Location of
principal buildings

AND THE
Century of Progress 1933
World's Fair Grounds
also

Santa Fe Ry. Passenger Terminal

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Chicago World's
Fair Grounds
begin here and
extend south
along Lake Front

FIELD MUSEUM

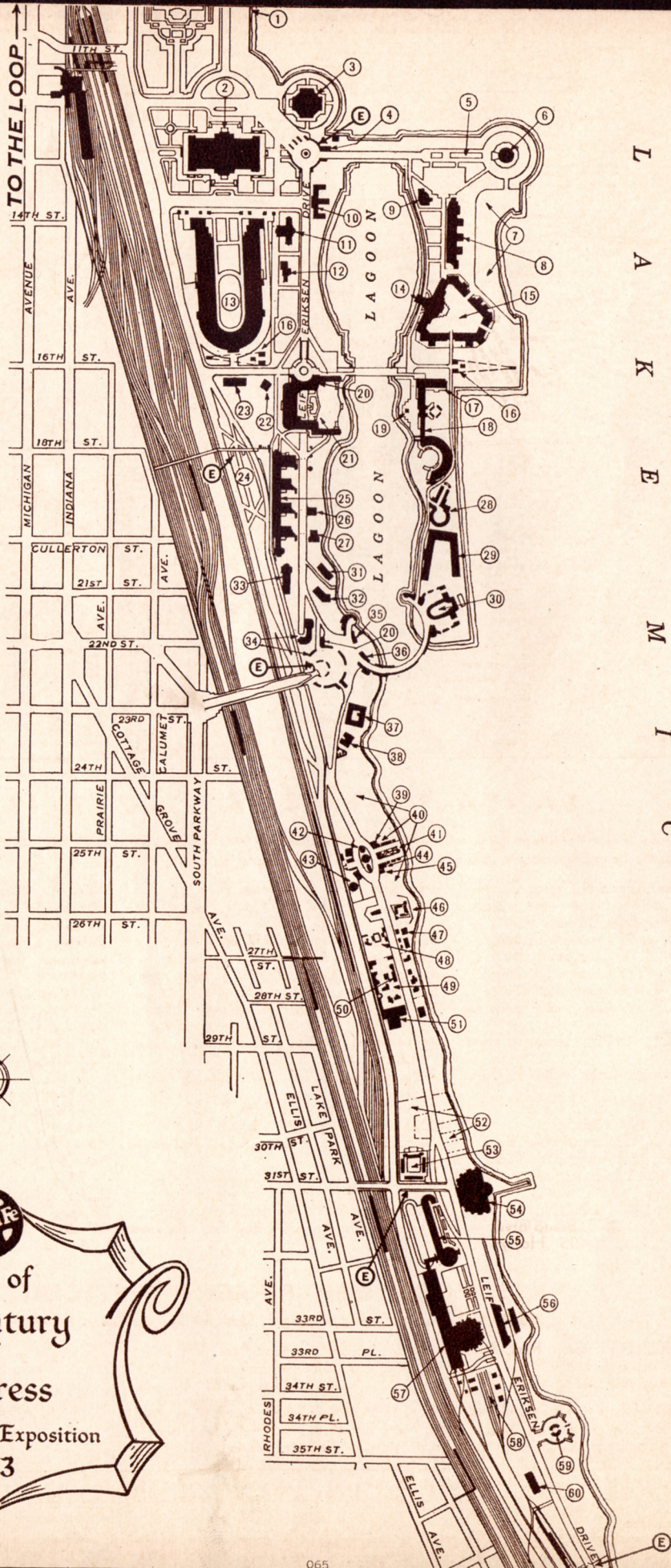
SOLDIER
FIELD

3'33

066

E ENTRANCE

- 1 AMPHIBIAN RAMP
- 2 FIELD MUSEUM
- 3 SHEDD AQUARIUM
- 4 RESTAURANT-EITEL INC.
- 5 TERRAZZO PROMENADE
- 6 ADLER PLANETARIUM
- 7 BEACH
- 8 AGRICULTURAL GROUP
- 9 CENTURY DAIRY EXCHANGE INC.
- 10 ADMINISTRATION BUILDING
- 11 SEARS ROEBUCK BUILDING
- 12 ILLINOIS HOST HOUSE
- 13 SOLDIER FIELD
- 14 U.S. GOVERNMENT BUILDING
- 15 STATES GROUP
- 16 SKYWAY & OBSERVATION TOWER
- 17 SOCIAL SCIENCE
- 18 ELECTRICAL GROUP
- 19 EDISON MEMORIAL
- 20 WALGREEN COMPANY
- 21 HALL OF SCIENCE
- 22 LAMA TEMPLE (BENDIX)
- 23 JAPAN
- 24 BUS TERMINAL
- 25 GENERAL EXHIBITS GROUP
- 26 CHRISTIAN SCIENCE PUB. SOC.
- 27 BLUE RIBBON RESTAURANT
- 28 ENCHANTED ISLAND
- 29 HORTICULTURAL EXCHANGE INC.
- 30 HOLLYWOOD
- 31 RELIGION
- 32 CHINA
- 33 AMERICAN RADIATOR
- 34 FIRESTONE
- 35 CROWN FOOD COMPANY
- 36 DOUGHNUT MACHINE CORP.
- 37 INDIA
- 38 OLD HEIDELBERG INN
- 39 EDWARDS RANCHO
- 40 MIDWAY
- 41 FLYING TURNS
- 42 MAYNES-ILLIONS RIDES
- 43 CAPTIVE BALLOON
- 44 AFRICAN DIPS
- 45 SHOOTING GALLERY
- 46 FORT DEARBORN
- 47 LINCOLN GROUP
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- 49 HOME AND INDUSTRIAL ARTS
- 50 VICTOR VIENNA CAFE
- 51 HOME PLANNING HALL
- 52 ANTHROPOLOGY GROUP
- 53 MAYAN TEMPLE
- 54 GENERAL MOTORS BUILDING
- 55 CHRYSLER BUILDING
- 56 PAGEANT OF TRANSPORTATION
- 57 TRAVEL & TRANSPORT BUILDING
- 58 TRAVEL & TRANSPORT EXHIBIT
- 59 GOODYEAR ZEPPELIN
- 60 NATIONAL POULTRY COUNCIL





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Amarillo, Tex., General Office Bldg.
 Atlanta, Ga., 330 Rhodes-Haverty Bldg.
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 Berkeley, Calif., 98 Shattuck Square.
 Boston, Mass., 212 Old South Bldg.
 Buffalo, N. Y., 692 Ellicott Sq. Bldg.
 Chicago, Ill., 179 W. Jackson St.
 Cincinnati, Ohio, 703 Dixie Terminal Bldg.
 Cleveland, O., 1105 Terminal Tower Bldg.
 Colorado Springs, Colo., 118 E. Pikes Peak Ave.
 Dallas, Tex., 1116 Commerce St.
 Denver, Colo., 524 17th St.
 Des Moines, Ia., 601 Equitable Bldg.
 Detroit, Mich., 504 Transport'n Bldg.
 El Paso, Tex., 213 E. San Antonio St.
 Fort Worth, Tex., 112 E. 9th St.
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 Kansas City, Mo., 719 Walnut St.
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 Minneapolis, Minn., 211 Metropolitan Life Bldg.
 New Orleans, La., 601-602 Whitney Bldg.
 New York City, 505 Fifth Ave.
 Oakland, Calif., 432 13th St.
 Oklahoma City, Okla., 6 So. Robinson St.
 Palo Alto, Calif., 177 University Ave.
 Pasadena, Calif., Santa Fe Station.
 Peoria, Ill., 211 Jefferson Bldg.
 Philadelphia, Pa., 302-303 Franklin Trust Bldg.

Phoenix, Ariz., 149 N. Central Ave.
 Pittsburgh, Pa., 1222 Gulf Bldg.
 Portland, Ore., 508 Spaulding Bldg.
 Pueblo, Colo., 401 N. Union Ave.
 Riverside, Calif., Mission Inn.
 Sacramento, Calif., 1000-10th St.
 St. Joseph, Mo., 505 Francis Street.
 St. Louis, Mo., 296 Arcade Bldg.
 Salt Lake City, Utah, 508 Clift Bldg.
 San Antonio, Tex., 529 Majestic Bldg.
 San Diego, Calif., U. S. Grant Hotel Block.
 San Francisco, Calif., 601 Market St.
 San Pedro, Calif., 201 7th St.
 Santa Ana, Calif., 408 N. Sycamore St.
 Santa Barbara, Calif., 915 State St.
 Seattle, Wash., The 1411 Fourth Ave. Bldg.
 Tulsa, Okla., 417 S. Boston Ave.
 Waco, Tex., 507 First State Bank Bldg.
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 A. T. & S. F. Ry.
 Topeka, Kan.

JAS. B. DUFFY, Asst. Pass. Traf. Mgr.
 A. T. & S. F. Ry. — Coast Lines
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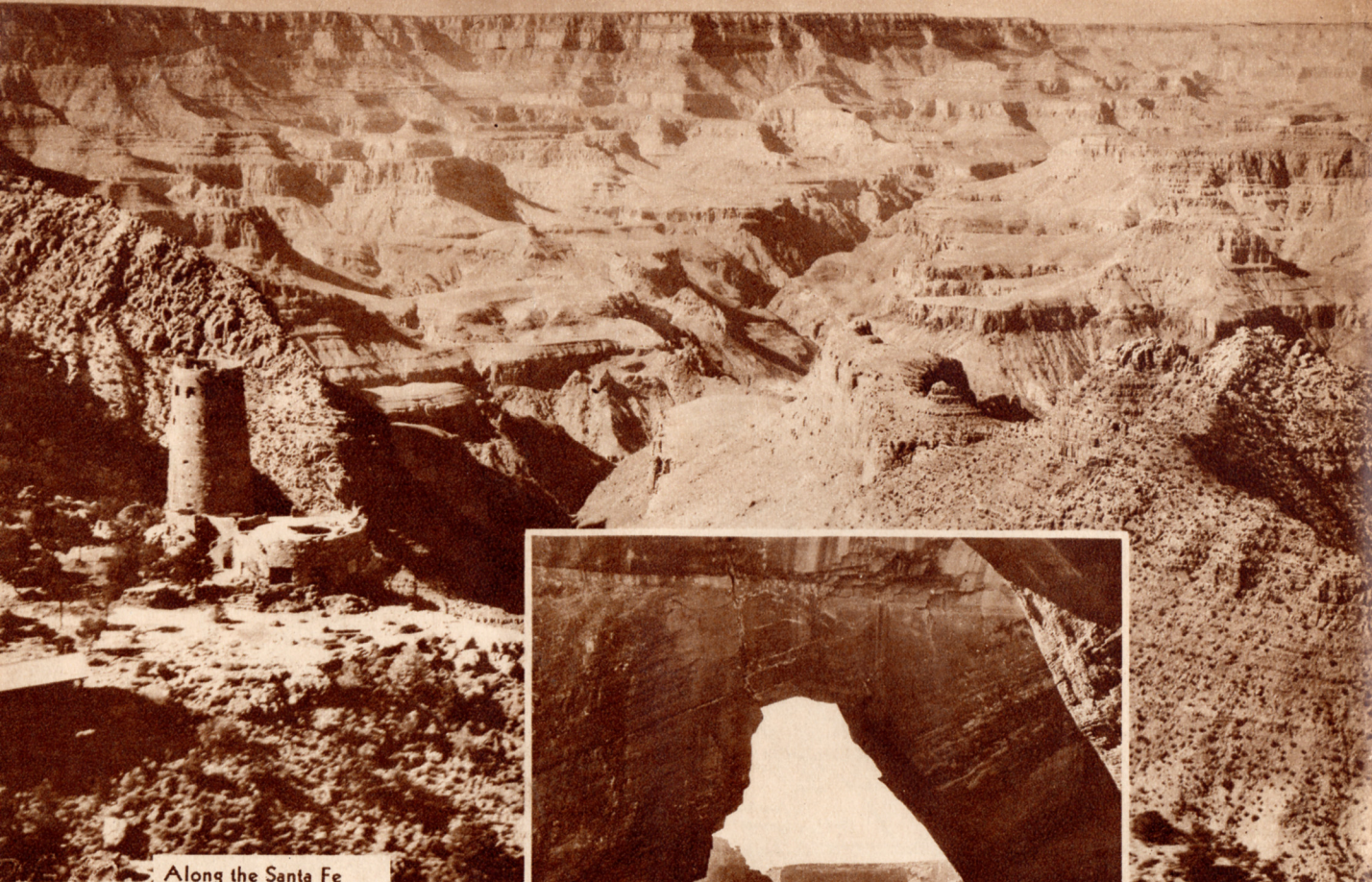
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Along the Santa Fe
Grand Canyon
Canyon de Chelly
On the Indian-detour

