



In the Transportation Building at  
A CENTURY of PROGRESS EXPOSITION

a Pioneer — with 81 years of Service in 14 Mid-  
Western States — presents the advantages of its 8333  
miles of Modern Railroad to the traveling and ship-  
ping public.

ROCK ISLAND LINES



ONE hundred years ago, the main highway of modern commerce—the railroad—started west across the continent. In 1852 Chicago was reached, and two years later the Rock Island Lines crossed the Mississippi on its westward march to the mountains beyond.

A path of rails was blazed across valleys and prairies, and over this steel trail came pioneers to carve out new homes . . . to better their estates . . . to win the west.

That conquest underwrote the nation's future. The movement of free men to a free man's country created economic breathing space for the cities and men left behind. Back to them, presently, came long trains bearing lumber, fibres, food stuffs, fuels, oils, metals base and metals precious that had been wrung from the bosom of the frontier land. Pioneer America had discovered industrial America.

This first act of a century of progress—the act in which America came of age and realized, for the first time, her infinite power—was magnificent drama. In it, the Rock Island Lines played a principal role.

As the drama unfolded, an ever-growing web of shining rails was spun out through uncut forests to virgin soil. Vast territories were embraced in its network, and as the nation grew into the fullness of her strength, the Rock Island Lines became a giant in service.

When, at last, this astonishing century was over . . . when Chicago, the sturdiest offspring of the country's industrial supremacy, built A Century of Progress to celebrate a century in which man progressed further than in all the centuries that had gone before . . . the

history of the period would not have been complete without the story of the Rock Island Lines.

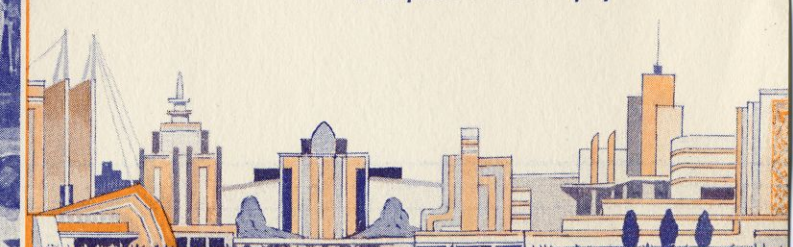
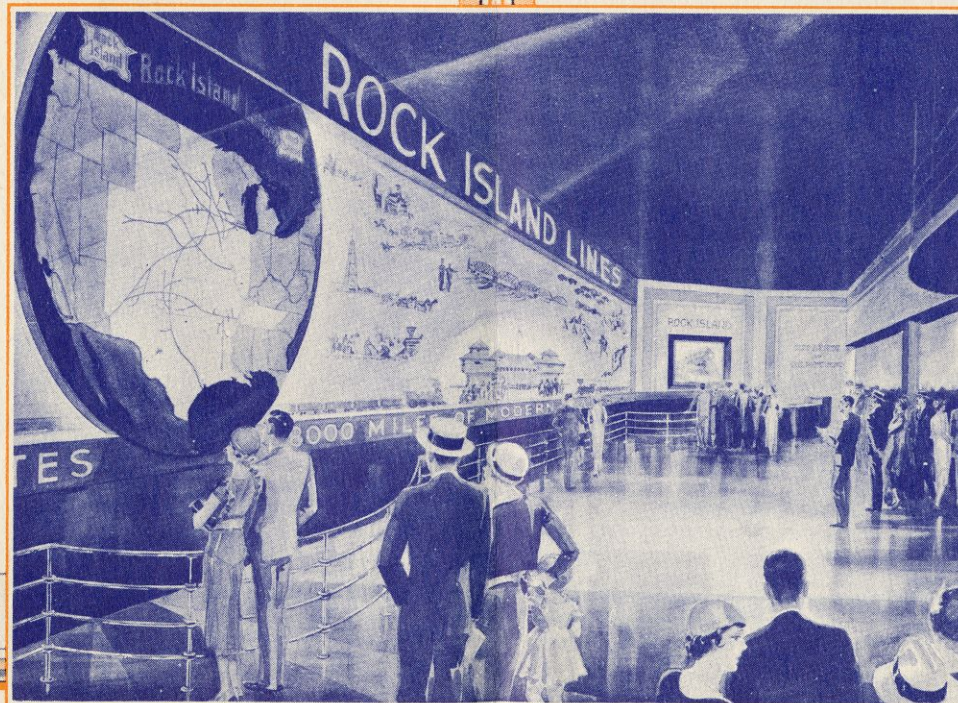
That story, told at Chicago's international exposition in moving pictures, highspots the essential contributions of this railroad to the life of the United States. Against a background of the territory served are suggested the comforts and conveniences of limited trains—trains that make minutes of miles on their way to the resorts of Colorado, Arizona, and that playground of the world which is Southern California. Glimpses are shown of swift freight carriers going about the important business of tying production to consumption for one-third of the nation.

But above these fragments of the tale . . . beyond the power of photography to portray or words to tell . . . is the character of the railroad. Keeping perfect step for eighty years with the breathless advances of science and invention has required much more than a steady flow of new men and new money and new machinery. Without a fighting organization, without everlasting teamwork, without uncompromising loyalty, the Rock Island Lines would have been simply another railroad.

For its own people, however, the Rock Island Lines is an ideal. It has been an ideal for every man and woman who has marched under its banner since the day a Rock Island conductor sang out the first "all aboard." It will be an ideal until transportation is no more.

This is the spirit that makes the Rock Island Lines great. In acknowledgment, the Rock Island Lines offers its chapter in A Century of Progress with honest pride.

—Dempster Mac Murphy





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"Those who have given the subject any serious study, inevitably must reach the conclusion that the railroads of America today offer the most dependable, efficient and safest mode of transportation to be had for either goods or persons. The railroads are not only the best tool of industry, but of agriculture as well. Railways are not alone the backbone of the nation's transportation system around which our economic body is built; they will carry our people on to greater development, if permitted to function in keeping with economic law.

"The public is realizing more and more that their own welfare is bound up with the future of the railroads which have made it possible for the country to reach its present stage of development. That is more than mere sentiment—it is intelligent self-interest."

*(From article by J. E. Gorman, President, Rock Island Lines, in  
"Business Administration.")*



Route of the  
GOLDEN STATE LIMITED  
to California

ROCKY MOUNTAIN LIMITED  
to Colorado

*Dependable Fast Freight Service*

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