

TIES TO THE EDGE OF THE EARTH



The Bibliographical Record of
Railroads to the Grand Canyon of Arizona

EARLE E. SPAMER

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FIRST TRAIN TO CARRY PASSENGERS TO THE GRAND CANYON OF ARIZONA

The party shown in this photograph left Williams, Ariz., on September 18, 1901, and took the last stage coach from the end of the railway to the cañon, some eight miles distant. At that time the trail was merely a cow path, and was not completed from the plateau to the river. The party consisted of: 1, Mrs. Ed Johnson, San Diego; 2, Mrs. Sid Ferrell, Phoenix; 3, Mrs. Martin Buggelu, deceased; 4, Mrs. Ed Babbitt, Flagstaff; 5, Harry Slee, engineer; 6, Ed Kolb, Grand Cañon; 7, Less Waddlee, conductor; 8, A. F. Hunt, at that time chief clerk to I. L. Hibbard, late general manager of the Coast Lines but then superintendent at Winslow (Mr. Hunt now is agent at San Francisco); 9, Ed Gregory, at that time clerk in the superintendent's office at Winslow and now with the traffic department in Los Angeles; 10, Dr. F. M. Hunt of Des Moines, Ia., but now of Los Angeles; 11, Mrs. C. B. Hunt, deceased; 12, Mrs. F. S. Gum, Oklahoma City; 13, Mrs. F. M. Hunt.

Famous photograph probably from September 17, 1901, used usually to illustrate the first train to arrive at Grand Canyon. The legend shown above is problematic: "The party shown in this photograph left Williams, Ariz., on September 18, 1901, and took the last stage coach from the end of the railway to the cañon, some eight miles distant." The track had in fact just been completed to the canyon. Grand Canyon Railway historian Al Richmond discusses this photo on pp. 40-41 in *Cowboys, Miners, Presidents and Kings: The Story of the Grand Canyon Railway* (5th ed., Grand Canyon Railway, 2002). There Richmond identifies the train as composed of "locomotive 282, a ten wheeler 4-6-0 of the 281 class, and a consist of three water cars and a combination passenger/baggage car with engineer Harry Schlee at the controls and conductor Less Waddlee in charge." Richmond did not note that the individuals in the *Santa Fe Magazine* photo are identified by number and status in 1929, though the identifications are also problematic. For example, the photo legend spells the engineer's name "Slee" and identifies one "Mrs. Martin Buggelu [*sic*, Buggeln], deceased" [Emma died in 1923]. Also identified is "Ed Kolb, Grand Cañon," whom Richmond clarifies as Emery Kolb but notes that Kolb could not have been in the photo since the Kolb brothers, photographers, did not arrive at the canyon until 1902. (In any case that man is partly obscured.) Richmond concludes, "Until hard evidence which proves a date other than as given in the *Williams News* stories [of September 14 and 21, 1901] surfaces, 17 September 1901 appears to be the most logical choice for the first scheduled passenger train from Williams to the Grand Canyon."

TIES TO THE EDGE OF THE EARTH



Ties to the Edge of the Earth

**THE BIBLIOGRAPHICAL RECORD OF
RAILROADS TO THE GRAND CANYON
OF ARIZONA**

Earle E. Spamer



A Raven's Perch Digital Production



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BIBLIOGRAPHICAL AND HISTORICAL RESOURCES ON THE GRAND CANYON
AND LOWER COLORADO RIVER REGIONS

TIES TO THE EDGE OF THE EARTH

by Earle E. Spamer

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FRONTISPIECE — “Grand Canyon Railway 29 is an SC-3 class 2–8–0 ‘Consolidation’ type steam locomotive, built by the American Locomotive Company’s Pittsburg Works in May 1906 for the Lake Superior and Ishpeming Railroad in Upper Michigan.” (*Wikipedia*). No. 29 is seen here in Grand Canyon Railway livery, 1 October 2005 (© 2009 Drew Jacksich).

(<https://www.flickr.com/photos/28101583@N07/3315056455>, accessed 5 December 2025 from Wikimedia Commons, “File:10-01-05 039xxcr-Flickr-drewj1946.jpg”, licensed under the Creative Commons Attribution-Share Alike 2.0 Generic license)

Railroad Historical Resources

Readers who may wish to examine in-depth historical publications about Grand Canyon railroading—particularly the Grand Canyon Railway—can consult the numerous publications by [Al Richmond](#) (under “South Rim” herein). Since 1985 at least, Richmond has been the principal scholar for northern Arizona railroading and has been the historian and museum curator for the Grand Canyon Railway Museum, and Chairman and CEO of the Arizona State Railroad Museum Foundation in Williams.

Also consult the Al Richmond collection of interviews in the Special Collections and Archives, Cline Library, Northern Arizona University:

http://azarchivesonline.org/xtf/view?docId=ead/nau/Richmond_AI.xml

(this is a register only; tapes are not accessible online). (Last accessed March 3, 2026.)



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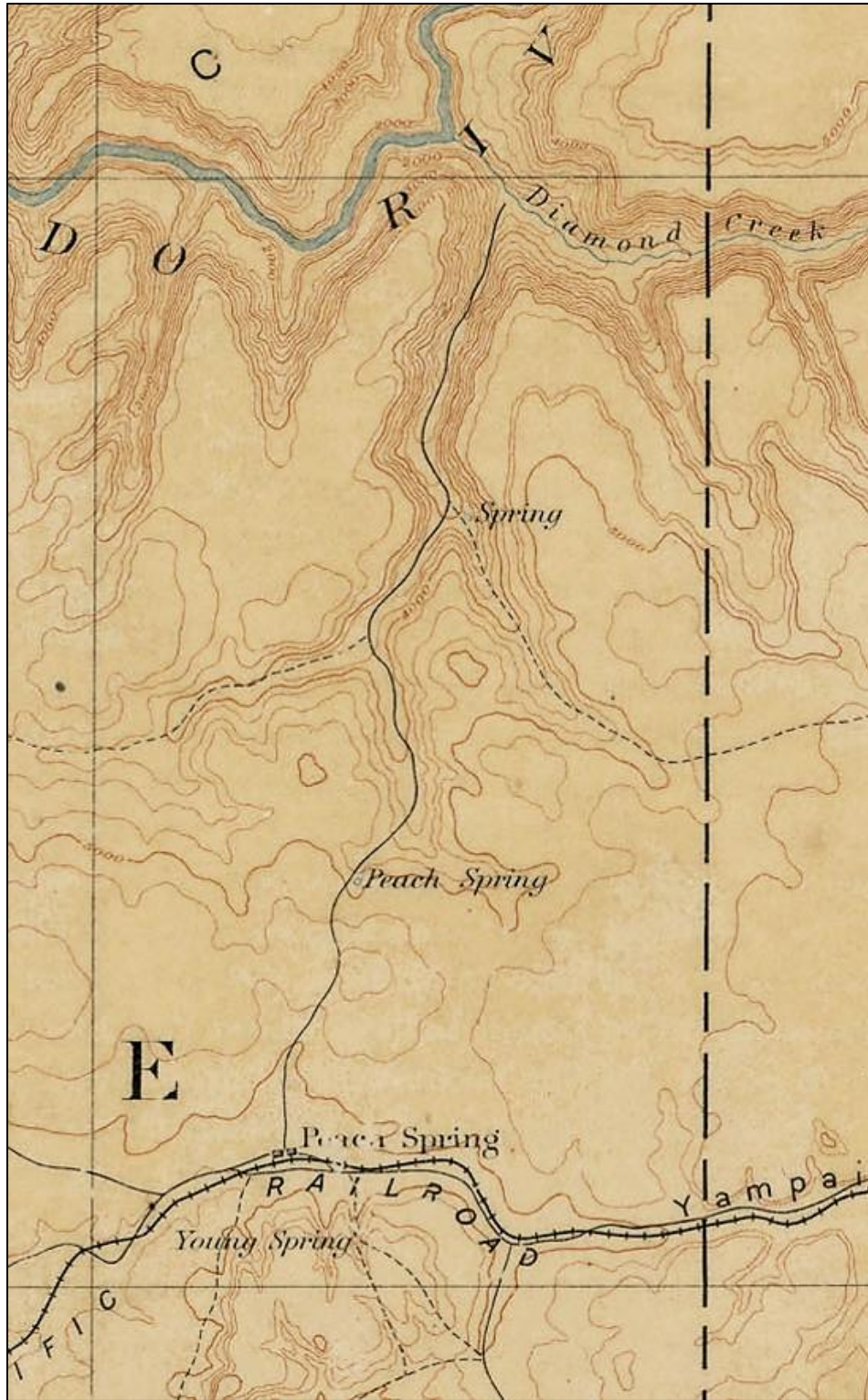
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◀ **FACING PAGE** — Grand Canyon Depot (constructed 1909–1910)

TOP: South elevation

BOTTOM: View of northern side from a balcony at El Tovar

(Author's photos, August 2025)



Detail from the U.S. Geological Survey's topographic map, the "Diamond Creek Sheet" in Arizona, scale 1:250,000, contour interval 250 ft (Edition of March 1892, Reprinted October 1906). Triangulation in this southern half of the map by H. M. Wilson, 1884; topography on the sheet by the "U.S. Geological and Powell Surveys." This area depicts where the earliest Grand Canyon tourists detrained from the Atlantic & Pacific Railroad in Peach Springs to follow on wagon or mounted or afoot what really was only a rough path several miles down Peach Springs Wash to Diamond Creek, where Julius Farlee had constructed a board-lumber "hotel." From there the Colorado River could be reached and random excursions could follow up Diamond Creek or clamber to higher elevations nearby.

(U.S. Geological Survey)

INTRODUCTION

Before one immediately castigates the compiler for speciously including reference to a Grand Canyon railroad in 1848—long before even Joseph C. Ives’ army expeditionary first encounter with the chasm in 1858 and before the canyon became widely known to the non-Indigenous world—consider William R. Singleton’s remarks in 1848. He presented wonderfully naive speculation, without details, for a rail line to the confluence of the Jaquesella [Little Colorado] and Colorado Rivers, from which point “the Colorado may be easily rendered navigable for steamers of a large class to the head of the California Gulf. And from thence to San Diego, on the Pacific coast, a railroad may be constructed.”¹

It wouldn’t be until 1887 that serious ideas were had for rails to the rim—and there really was only one rim of consideration in those days, the south, not far off one of the principal continental railways that ran through fledgling towns and waystations south of the canyon. These plans were in lockstep with rather uneasy early tourist ventures by wagon from the railroad, first at Peach Springs into Peach Springs Wash to the river at Diamond Creek with Julius Farlee’s cheerless, windowless board-lumber “hotel,” then from Flagstaff to the hostelry of John Hance at Glendale Springs on the rim and Pete Berry’s more recognizable hotel at Grand View. And the early tourists wrote gloryingly of the canyon and their hosts (Farlee’s visitors wrote much more mixed opinions, but they still came).

Finally, entrepreneurial businessmen convinced the Santa Fe Railway to extend its spur line from Williams, which had been built to service mines near Anita, all the way to the canyon rim. The first train arrived there in 1901, when at last the more remote “hotelmen” were finally outcompeted by the construction of the Bright Angel camp of cabins and tents, and, in 1905, the Santa Fe Railway’s rustically posh El Tovar.² The first years, before E.T., were

¹ William R. Singleton, “Internal improvement in southwestern Missouri,” *The Western Journal, of Agriculture, Manufactures, Mechanic Arts, Internal Improvement, Commerce, and General Literature* (St. Louis), Vol. 1, no. 9 (September 1848), p. 496. [Excerpted from correspondence from Singleton, of Independence, Missouri, to Major D. D. Berry, of Springfield, Greene Co., Missouri, copied from the *Springfield Advertiser* (Springfield, Missouri).]

² See Earle Spamer, *Queen of the Rim: El Tovar, Grand Canyon’s legendary hotel: a bibliographical record* (Raven’s Perch Media, 2026).

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decidedly adventurous for many visitors, both on the rails and at “Bright Angel” as the village was sometimes known.³

Fortunately, not everyone was as unenthusiastic about the rail trip to the canyon as was Frederick Treves, even though he bothered to write a fair amount about it. A well-placed British surgeon, in his *The Other Side of the Lantern* Treves relived his world tour at the start of the twentieth century. America was the last leg of the trip, by which time it seems that he was about out of letters, writing only of Yosemite and, last, the Grand Canyon before suddenly reappearing in England. To him, the landscape told only about “the end of the world.” It is an object lesson of the dangers incumbent in having seen the world—and then, this. How he got to the canyon he does not say, though it had to have been on the train. One wonders what route that train took, and why he bothered to preface his canyon visit with such observations that could discourage others from following him:⁴

The only trees are firs and pines, but they are dwarfed and stunted, or are bent and deformed by drought and horrid winds. Many have died, for the dead are standing dead in hundreds. Their bare boughs rattle in the passing gust, like bones in a gibbet, while the skeletons of those that have fallen are stretched in every shadow upon the stones. Only the sturdiest things that have life have survived—the fir, the pine, the sage bush, and the outcast of the desert.

It may be that at one time, on this drear plateau, there were orchards and cornfields, meadows and the abodes of men. The place is now desolate and abandoned. The shrunken earth is waterless. There are signs of neither bird nor beast, and upon the table land has fallen the first hush of an eternal silence.

The country, indeed, that is traversed on the way to the Grand Canyon may well be a realisation of the last struggle for life on the face of the earth. If the ending of the world be slow, there must needs be a time when the once luxuriant country will come to look as wan and pitiable as this.

Not exactly good advertising for the railroad. But they still came.

This bibliography presents a history of railroading to Grand Canyon—as recorded in articles and books. For sense, it is divided into geographic sections, one each for the South

³ See a review of early rail visitors’ reports in Earle Spamer, “From end-of-track to black Sunday: Riding the rails to Grand Canyon village’s first hotels (1901-1904),” *The Ol’ Pioneer* (Grand Canyon Historical Society), Vol. 34, no. 3 (Summer 2023), pp. 5-12. For an anthology of visitors’ experiences and impressions, see Earle Spamer, “My God, there it is!”: *The world encounters the Grand Canyon, 1540-1926* (Raven’s Perch Media, 2022).

⁴ Frederick Treves, *The other side of the lantern : an account of a commonplace tour round the world* (Cassell and Co., London, Paris, New York and Melbourne, 1905), pp. 416-417 in “The Scene At the End of the World.”

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Rim and North Rim, plus a separate compilation devoted to the Denver, Colorado Cañon & Pacific Railroad that was a survey only, following the Colorado River in 1889-1890, though significant in the history of Grand Canyon. No such devoted compilations have been compiled before.

It's a good thing that nothing came of either the DCC & PRR or the proposed routes to the North Rim. A Colorado River railroad would have forever destroyed the inner canyon's natural world, not to mention wrecking modern off-the-grid experiences of rafting or boating through the canyon down the Colorado River. But from the survey have come many detailed studies of the photographs taken by the engineer Robert Brewster Stanton, who only learned (resourcefully and successfully) to operate the camera after photographer Franklin A. Nims was badly injured and had to be carried out from Marble Canyon. He confessed a few years later: "I had never adjusted a camera, had never seen the inside of a roll-holder. How did the thing work, anyway?"⁵ And he wound up being the first photographer to travel the length of the canyon.

The proposed North Rim routes were plans to raid not only the obvious destination at Bright Angel Point but also the literarily and artistically historic Point Sublime; either would have significantly affected the pristine environment of the incomparable Kaibab Plateau. The failure to get rails to the north side was not for lack of interest. The Union Pacific Railroad valiantly advertised "its" north rim—competing with its south side rival, the Santa Fe Railway that brought its visitors to the very rim of the canyon—but had to resort to detouring its tourists in Utah for a long bus ride thence. To its credit, though, to receive its guests the Union Pacific put up the legendary Grand Canyon Lodge at Bright Angel Point; alas, both editions perishing by fire, in 1932 and 2025.

All this is not to say that no one was arriving to the Grand Canyon as motorists. They began coming in 1902, and some of the early venturers noted the difficulties involved, between bad roads and mechanical problems. Yet they continued to come, and soon enough they were in numbers enough for the park to accommodate them and their machines.⁶

Rail traffic to the South Rim ended in 1968, having succumbed to the ever-present and more independently-minded automobilist—and the fact that water no longer had to be

⁵ Robert Brewster Stanton, "Engineering With a Camera in the Cañons of the Colorado," *The Cosmopolitan*, Vol. 15, no. 3 (July 1893), pp. 291-303.

⁶ See the corresponding bibliography, *...and their driving machines: Historic motoring to the Grand Canyon of Arizona—the bibliographical record to the Second World War* (Raven's Perch Media, 2026).

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hailed by rail to Grand Canyon village after the completion of the Trans-Canyon Pipeline from Roaring Springs in Bright Angel Canyon. But in the 1980s Arizona entrepreneurs were game to rebuild the Grand Canyon line for tourist traffic. Eighty-eight years to the day after the first passenger train to the canyon arrived on the rim, on September 17, 1989, the first Grand Canyon Railway train, under steam with the historic 2-8-0 No. 18, built by the American Locomotive Co. (ALCO) in 1910, arrived at the Grand Canyon Depot. (No. 18 was subsequently acquired by other tourist rail operations in the country during 2003-2021.) And today the Grand Canyon Railway continues to bring its riders there, offering numerous types of coaches and amenities, now routinely behind diesel-powered locomotives though still running special steam excursions. One of those older locomotives, the 2-8-2 No. 4960, built by the Baldwin Locomotive Works in 1923 and acquired by the railway in 1989, is more environmentally sustainable; in 2009 it was configured to be fired with recycled waste vegetable oil, hence informally called the “French Fry Express.”

KEY TO ITEM NUMBERS USED IN THIS BIBLIOGRAPHY

1887

2.16132

Flagstaff & Grand Canon. *Railroad Gazette*, 19 (March 4): 153.

Throughout this bibliography the unique Item Numbers applied to each citation are taken from the master bibliography, [THE GRAND CANON](#) Volume 1/Part B (5th edition, 2025, plus additional citations accumulated since January 2025). These are only serial numbers, first applied in the bibliography in the 1990s to distinctively identify citations. The prefixes (for example, “2.”) indicate the subject-specific part of the master bibliography (see the list below for those used in the present bibliography). The suffixed numbers are unique within that part. The numbers occasionally are used to unambiguously cross-reference other citations in the bibliography.

Part numbers not listed are not pertinent to this bibliography

<u>PREFIX</u>	<u>SUBJECT</u>
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- | | |
|-----|--|
| 2. | GENERAL PUBLICATIONS |
| 3. | <i>THE NEW YORK TIMES</i> |
| 6. | PUBLICATIONS FOR AND BY YOUTH AND YOUNG ADULTS |
| 7. | FICTION |
| 8. | POETRY AND VERSE |
| 9. | TRAVEL GUIDES |
| 26. | AUDIO-VISUAL WORKS |

SOUTH RIM

Unsigned

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|------|---------|---|
| 1887 | 2.16132 | <p>Flagstaff & Grand Canon. <i>Railroad Gazette</i>, 19 (March 4): 153.</p> <p>▶ "Flagstaff & Grand Canon.—Organized in Arizona to build a road from Flagstaff, Arizona, on the Atchison & Pacific, northwesterly to the Grand Cañon of the Colorado, a distance of about 60 miles." (ENTIRE ITEM)</p> |
| 1887 | 2.18246 | <p>Elections and official changes. <i>Railway World</i>, 13(11) (March 12): 249-250.</p> <p>▶ See p. 249: "Flagstaff and Grand Canon.—Mr. John H. Morris is president; D. M. Riordan, treasurer. Office at Flagstaff, Arizona." (ENTIRE NOTE)</p> |
| 1887 | 2.16252 | <p>[Flagstaff & Grand Canyon Railroad.] <i>From:</i> Railroad Companies [SUBSECTION]. <i>In:</i> Construction News [SECTION]. <i>Engineering News and American Contract Journal</i>, 17 (April 9): 244.</p> <p>▶ "Flagstaff & Grand Cañon R. R. Co.; connecting with the Atlantic & Pacific R. R.; 60 miles; work will commence next month; D. M. Riordan, Flagstaff, Arizona." (ENTIRE NOTE)</p> |
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| 1892 | 2.12922 | <p>Arizona railroad item. <i>The Deseret Weekly</i> (Salt Lake City), 44(14) (March 26): 452-453.</p> <p>▶ ". . . grading was begun a few days ago on the Flagstaff and Grand Canyon railroad, at Cliff Spur, fourteen miles northeast of Flagstaff."; with an excerpt from the <i>Democrat</i> (Flagstaff).</p> |
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|------|---------|---|
| 1893 | 2.13555 | <p>Coal in Arizona. <i>American Engineer and Railroad Journal</i>, 67 (New Series, 7) (March): 111.</p> <p>▶ Near Flagstaff. Notice is also made <i>in passing</i> of copper in Grand Canyon and of the "proposed Flagstaff & Grand Cañon Railroad" line.</p> |
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| 1895 | 2.81 | <p>Construction. <i>Railway Age</i>, 20 (January 11): 24.</p> <p>▶ See "Arizona". J.T. Williams survey, Atlantic and Pacific Railroad, to Grand Canyon.</p> |
| 1895 | 2.30483 | <p>New roads. <i>In:</i> Railroad Construction [SECTION]. <i>Railroad Gazette</i>, 27 (January 11): 29.</p> <p>▶ "Engineer J. T. Williams, of Denver, has completed the survey of a railroad from Flagstaff, Ariz., to the nearest point of the Grand Canon of the Colorado, 35 miles away." (ENTIRE ITEM)</p> |

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Unsigned (continued)

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| 1895 | 2.82 | Construction. <i>Railway Age</i> , 20 (September 20): 464.
▶ See "Arizona". W.W. Follett survey, Atlantic and Pacific Railroad, to Grand Canyon. |
| 1897 | 2.15283 | [Proposed electric railway from Santa Fe Pacific tracks to Grand Canyon.] <i>In</i> : Notes and News [SECTION]. <i>Railway Age</i> , 24(7) (August 13): 665. |
| 1897 | 2.15284 | Santa Fe & Grand Canyon. <i>In</i> : New Incorporations [SECTION]. <i>Railway Age</i> , 24(8) (August 20): 685.
▶ Santa Fe & Grand Canyon incorporated to build railway from Williams, Arizona, to Grand Canyon, and to build hotel at head of Bright Angel Trail. |
| 1897 | 2.12971 | Electric cars to the Grand Canyon, Colorado [<i>sic</i>]. <i>The Electrical Engineer</i> , 24(488) (September 9): 252.
▶ Waterfalls will power electrical generators for railway from Williams, Arizona, to Grand Canyon; Lombard, Goode and Co., Chicago. Brief note. (Presumably the waterfalls are those of Cataract Creek.) |
| 1897 | 2.17698 | New railroads in Arizona. <i>Chicago Journal of Commerce</i> , 71(12) (September 18): 11.
▶ Noted <i>in passing</i> , railroad planned "from Williams to the Grand Canon of the Colorado". |
| 1897 | 2.86 | Construction. <i>Railway Age</i> , 24 (September 24): 780.
▶ See "Arizona". Filing with office of Territory secretary of intention to build railroad to Grand Canyon, in interest of Santa Fe Railway. |
| 1897 | 2.16249 | Increase in railway construction. <i>The National Builder</i> , (October): 15-16.
▶ Brief notice of intentions to build railroads in Arizona. Includes: "An intention to build the proposed road from Flagstaff to the Grand Canyon, 72 miles, has also been filed" (ENTIRE NOTE) |
| 1897 | 2.13149 | New incorporations. <i>Railway Age</i> , 24(14) (October 1): 819.
▶ Two brief items listed under "Arizona": "From Flagstaff, easterly and northerly to Hance's trail on the Grand canyon, 70 miles. Filed by E. E. Elliswood, Attorney."; "Santa Fe & Grand Canyon. From Williams or Flagstaff to the head of Bright Angel trail on the Grand Canyon of the Colorado, 80 miles. W. O. O'Neill." |
| 1897 | 2.15285 | Santa Fe & Grand Canyon. <i>In</i> : Construction [SECTION]. <i>Railway Age</i> , 24(20) (November 12): 929.
▶ Surveyors at work on rail line from Williams, Arizona, to Grand Canyon; Lombard, Goode and Co. have contracted for materials. |
| 1898 | 2.13703 | Santa Fe & Grand Canyon. <i>In</i> : Construction [SECTION]. <i>Railway Age</i> , 25(21) (May 27): 370.
▶ Construction to begin between Williams, Arizona, and station to be called Tusayan. |

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Unsigned (continued)

- 1898 2.21502 Financial items. *The Independent* (New York), 50 (November 3): 1296.
▶ Includes: "The Territory of Arizona has granted a charter to the Santa Fé and Grand Cañon Railway which proposes to build a line seventy miles north from Williams, Ariz., to the Grand Cañon of the Colorado." (ENTIRE NOTE)
-
- 1899 2.22719 Santa Fe & Grand Canyon. *In*: Construction [SECTION]. *Railway Age*, 27(2) (January 13): 33.
▶ "All the preliminary surveys have been completed for this road from Williams, Ariz., north to the Grand Canyon of the Colorado, 65 miles, and the line has been located from Williams, north 12 miles, and 7 miles have been cross-section ready for the graders. It is expected to begin grading as soon as the weather will permit. P. F. Randall, chief engineer, Williams, Ariz." (ENTIRE ITEM)
- 1899 2.14560 Santa Fe & Grand Canon. *In*: The Work in Progress [SECTION]. *Railway Age*, 27(14) (April 7): 274.
▶ "Santa Fe & Grand Canon.—Williams, Ariz., north to the Grand Canon of the Colorado, 65 miles; under survey. P. F. Randall, C. E., Williams, Ariz." (ENTIRE NOTE)
- 1899 2.14348 Santa Fe & Grand Canon. *In*: Railroad Items [SECTION]. *United States Investor and Promoter of American Enterprises*, 10(23) (June 10): 765.
▶ "Contracts have been closed for constructing the Santa Fe & Grand Canon railroad, running from Williams, Arizona, directly past the Val Verde Mines to the Grand Canon of the Colorado. Work has already been commenced on the road." (ENTIRE ITEM)
- 1899 2.22720 Santa Fe & Grand Canyon. *In*: Construction [SECTION]. *Railway Age*, 27(24) (June 16): 453.
▶ "The contract for building this road from Williams, Ariz., to the Grand Canyon of the Colorado, 65 miles, is reported to have been let, and work has been commenced. P. F. Randall, C. E., Williams, Ariz." (ENTIRE ITEM)
- 1899 2.22721 Santa Fe & Grand Canyon. *In*: Construction [SECTION]. *Railway Age*, 27(25) (June 23): 473.
▶ "P. F. Randall, C. E., Williams, Ariz., reports that grading was begun June 1 on this road from Williams north to the Grand Canyon of the Colorado, 64 miles." (ENTIRE NOTE)
- 1899 2.13583 Santa Fe & Grand Canyon. *Railway Age*, (July 7): 507.
▶ First four miles of grading completed.
- 1899 2.18400 [Railways to Grand Canyon.] *In*: Engineering Notes [SECTION]. *Scientific American*, 81(7) (August 12): 103.
▶ "Two separate railroads into [*sic*] the Grand Cañon of the Colorado are now assured. The preliminary surveys have been completed for one of the roads, and the line is being slowly located ahead of the graders." (ENTIRE NOTE)
- 1899 2.13584 Santa Fe & Grand Canyon. *Railway Age*, (August 25): 632.
▶ Twelve miles of grading completed; track laying begun.

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- 1899 2.14847 [Railway from Phoenix to Grand Canyon.] *In*: Construction [SECTION]. *Railway Age*, 28(12) (September 22): 706.
▶ "Dr. J. M. Ford has filed with the secretary of Arizona notice of his intention to build [rail lines] [. . .] Another line will commence at Phoenix and run to Jerome, thence to the Grand Canyon." (ENTIRE NOTE)
- 1899 2.13585 Santa Fe & Grand Canyon. *Railway Age*, (October 6): 743.
▶ Twenty-four miles of grading completed; track laying will begin this week.
- 1899 2.88 The Grand Canyon of the Colorado. *Catholic World*, 70(417) (December): 305-320.
- 1899 2.13586 Santa Fe & Grand Canyon. *Railway Age*, (December 1): 899.
▶ Grading one-third completed; 12 miles of track laid.
- 1899 3.355 The Grand Canyon Railway. Road to the copper mines to be finished in thirty days. *The New York Times*, (December 22): 4.
-
- 1900 2.18163 Santa Fe & Grand Canyon. *Engineering News and American Railway Journal*, 43(5) (Supplement, February 1): 35.
▶ "Supplement" is a separately paginated part added to each number and enumerated consecutively through the volume.
- 1900 3.1459 New line to the Grand Canon. *The New York Times*, (March 31):.
▶ Santa Fe Railway to build line from Anita Junction to Grand Canyon.
- 1900 2.14992 Floyd B. Wilson. New York corporation attorney, and interested in many important mining enterprises. *The Successful American*, 2 (April): 71.
▶ Includes note that he is "Director of the Santa Fé and Grand Cañon Railway Company."
-
- 1901 2.25491 Notes [section]. *The Nation* (New York), 82 (February 28):174-179.
▶ See p. 176, notice of publication of volume 13 of *Land of Sunshine*, with note: "Nor has the editor failed to record the railway extension from the Santa Fé line to the Grand Cañon, abolishing the choking all-day stage ride." (ENTIRE NOTE) Refers to item by Charles Amadon Moody (1900, [ITEM NO. 2.92](#)).
- 1901 2.18153 Railway construction in 1900. Detailed statement of track laid last year showing 4,437 miles of new road built in 48 states and territories. *Railway Age*, 31(11) (March 15): 241-.
▶ See p. 241, "Arizona": "Santa Fe & Grand Canon.—End of track, 25 miles north of Williams, north to Coconino, 30 miles; branch, Anita Junction to mines at Anita, 3 miles." (ENTIRE NOTE)
- 1901 2.19197 Atchison Topeka and Santa Fe [*sic*]. *In*: American and Canadian Railway News [SECTION]. *The Railway News* (London), 76(1962) (August 10): 224.
▶ Notes: "At the receiver's sale on July 19 the Sante Fe [*sic*] and Grand Canyon Railroad property was bought in at the upset price of \$150,000 by the committee representing the bondholders, one of the largest of whom is the Atchison Topeka and Santa Fe Railway. It is thought that the name of the company will be changed to the Grand Canyon Railroad. The expectation is that the existing \$1,000,000 bonds will be

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Unsigned (continued)

- replaced by common stock, and that there will be authorised an issue of \$250,000 preferred stock, \$100,000 of the latter to be held in the treasury and the remainder to be turned over to the Atchison in return for \$150,000 cash." (ENTIRE NOTE)
- 1901 3.361 Brief railroad items. *The New York Times*, (September 4): 2.
▶ Expected completion of "Grand Canyon Line" to the South Rim by the end of September.
- 1901 2.12970 Grand Canyon Railway. *In*: Financial [SECTION]. *The Railway Age*, 32(10) (September 6): 221.
▶ Grand Canyon Railway Co. assumes control of property from Santa Fe & Grand Canyon Railroad Co., August 31. "The 12-mile extension of the road to the Grand Canyon of the Colorado will be completed by October 1."
- 1901 2.13581 [Connection with Santa Fe & Grand Canyon Railroad in service.] *In*: Gen'l Passenger Agents' Department [SECTION]. *International Railway Journal*, 9(1) (October): 31.
- 1901 3.362 The California Limited Santa Fe. *The New York Times*, (November 18): 9.
▶ Advertisement; apparently the Santa Fe's first advertisement in the *New York Times* to include Grand Canyon. Also advertises booklet, "Grand Canyon of Arizona", for ten cents. See also subsequent 1901 advertisements, all with variations, on November 25, p. 10; December 2, p. 10; December 9, p. 10; December 30, p. 5.
- 1901 3.363 Brief railroad items. *The New York Times*, (November 22): 7.
▶ Includes notice of Santa Fe Railroad's proposal "to establish a weekly standard sleeping car line between the Grand Canyon and Los Angeles, Cal."
-
- 1902 2.13153 Railway building in 1901. *Railway Age*, 33(12) (March 21): 401.
▶ Listed under "Arizona": "Grand Canyon Railroad (A. T. & S. F.).—Extension to Grand Canyon of Colorado, 11.3 miles." (ENTIRE ITEM)
- 1902 2.13234 The Grand Canyon of Arizona on the Santa Fe. *International Railway Journal* (Philadelphia), 9(7) (April): 25-26.
▶ Promotional item, including fares, fees, and amenities.
- 1902 2.13679 [Notice of Santa Fe Railway combination time-table and information guide for Grand Canyon.] *In*: Railroad Publicity [SECTION]. *Ad Sense*, 12(5) (April): 298.
-
- 1903 2.22218 Construction notes. *Street Railway Journal* (New York), 21(23) (June 6): 77.
▶ Includes item: "Phoenix, Ariz.—J. E. Girand, representing the Cataract Creek Power Company, is surveying for an electric railway to start at the terminus of the steam railroad at Bright Angel, and run thence westward into Cataract Canyon and along the Grand Canyon of the Colorado River. Ample power is to be secured from the falls of Cataract Creek, in themselves one of the most marvelous and beautiful sights of the canyon region." (ENTIRE NOTE)
- 1903 2.21373 Pasadena and homeward bound. *In*: Miscellaneous Items [SECTION]. *American Bee Journal*, 43(43) (October 22): cover, 676.
▶ Recollection of travel to and from the National Bee-Keepers' Convention in Los Angeles, August 18-20. Cover photo (for which all people are identified) is noted

TIES TO THE EDGE OF THE EARTH

SOUTH RIM

Unsigned (continued)

in text: “. . . we close with giving a picture of the [rail] car and its ‘contents’ as all appeared on Monday morning, Aug. 17, a few minutes before leaving Grand Canyon for Williams, on the main line of the Santa Fe railroad.”

1904	2.15088	<p>The Santa Fe. <i>The Railroad Telegrapher</i>, 21(5) (May): 603-604, (6) (June): 747-749.</p> <ul style="list-style-type: none">► News and information includes lengthy, disparaging comments relating to the more than 3000 Methodists enroute to General Conference in Los Angeles, stranded for more than a day on the Grand Canyon line due to overexerted engines and failure of the road bed, and the overcrowding of facilities at Grand Canyon. [See also Earle Spamer, “From End-Of-Track to Black Sunday: Riding the Rails to Grand Canyon Village’s First Hotels (1901–1904)”, <i>The Ol’ Pioneer</i> (Grand Canyon Historical Society), 34(3) (Summer 2023): 5-12 (ITEM NO. 2.31477).]
1905	2.26497	<p>[Grand Canyon train service]. <i>In</i>: Traffic and Finance [SECTION]. <i>Railway Journal</i> (St. Louis, Missouri), 11(2) (February): 7.</p> <ul style="list-style-type: none">► “The Santa Fe has added a second train to the Grand Canyon branch service between Williams, Arizona and the Grand Canyon, owing to the opening of a new hotel at the canyon.” (ENTIRE ITEM)
1905	2.29337	<p>Bright Angel, Ariz. <i>In</i>: Transmission [SECTION]. <i>Journal of Electricity, Power and Gas</i> (San Francisco), 15(2) (February): 64.</p> <ul style="list-style-type: none">► “The United Gold and Platinum Company, which has claims on the rim of Cataract Canyon, in the Grand Canyon neighborhood, has located for power purposes the falls of Cataract Creek, and proposes to secure from them electricity for developing power for a railway line into the canyon from a connection with the Grand Canyon line of the Santa Fe Company. H. J. Beemer of New York is interested in the enterprise.” (ENTIRE ITEM)
1905	2.29338	<p>Williams, Ariz. <i>In</i>: Transmission [SECTION]. <i>Journal of Electricity, Power and Gas</i> (San Francisco), 15(2) (February): 64.</p> <ul style="list-style-type: none">► “The United Gold [and] Platinum Mines Company, in which H. J. Beemer, of New York City, is largely interested, propose to perfect its water right in the Cataract Canyon and place the initial foundation for an electric plant. In the early spring operations will begin toward the completion of the heavy grade into the canyon, and construction of an electrical line from Grand Canyon to that point. Upon the installation of the power plant the railroad will be operated by electricity, also the reduction plant.” (ENTIRE ITEM)
1905	2.21894	<p>Grand Canyon train service. <i>In</i>: News and Notes [SECTION]. <i>Railway Age</i>, 39(5) (February 3): 157.</p> <ul style="list-style-type: none">► Two daily trains established January 22 on Grand Canyon Railway. Also note of “completion of the Hotel El Tovar, one of the most costly hostelries in the Southwest.”
1905	2.21895	<p>No deadheading to Grand Canyon. <i>Railway Age</i>, 39(26) (June 30): 1183.</p> <ul style="list-style-type: none">► Grand Canyon Railway “is to be unique as a non-pass road”.

TIES TO THE EDGE OF THE EARTH

SOUTH RIM

Unsigned (continued)

- 1905 2.16047 Santa Fe Route. *In*: Pamphlets, Reports, etc. [SECTION]. *Railway Age*, 40(1) (July 7): 32.
- "Access to the Grand Canyon was made easy by the building of a branch of the Santa Fe from Williams, and now the comfort of visitors has been assured by the construction of a \$250,000 hotel, 'El Tovar,' the attractions of which are described in a handsome pamphlet, with illustrations. It was rather a bold enterprise for the railroad company to invest such an amount of money in a modern hotel on the confines of civilization, but the stupendous attractions provided by nature at this spot are likely to make the venture remunerative." (ENTIRE ITEM)
- 1905 2.16048 San Pedro Los Angeles & Salt Lake. *Railway Age*, 40(11) (September 15): 335.
- "Surveys have been made for a branch from Las Vegas, Nev., to the Grand Canyon of the Colorado River, 26 miles, and it is stated that the work of construction will begin at once." (ENTIRE ITEM) Clearly a misnomer, and probably refers to a line to the Colorado River at Black Canyon (much as would be built for the construction of Hoover Dam in another 25 years).
- 1905 2.17722 [Grand Canyon Railway.] *In*: Editorial Notes [SECTION]. *The Railroad Telegrapher*, 22(10) (October): 1310.
- "E. P. Ripley, President of the Santa Fe and also of the Grand Canyon Railway, a part of the Santa Fe, has issued a notice that 'Owing to the character of this line, particularly as to its grades, and with regard to the fact, that it is solely dependent upon its passenger business, it has been decided that hereafter no free transportation will be issued over the line, except to employes when traveling on business of the company.' This applies to the Grand Canyon Railway, and the notice further announces that half-fare tickets will be sold employes. It is apparent 'they need the money.'" (ENTIRE ITEM)
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- 1907 2.16464 A novel railroad. One from brink to bottom of Grand Canyon of Colorado to be built. *Deseret News*, (August 8): 1 [issue pagination].
- "Santa Fe [Railway] officials have arranged with Ohio people to build a novel railroad from the brink to the bottom of the Grand canyon of the Colorado river. The grade will be so steep it almost can be called[,] it is said, a perpendicular railroad. It is to be about three miles long and will cost fully \$100,000 a mile. It will be a cog railroad, with a rack rail, which will form a continuous double ladder, into which the toothed wheels of the locomotive will work." (ENTIRE ITEM) Cog railway; a pun on "funicular railroad".
- 1907 2.16275 Railroad into canyon. *Popular Mechanics*, 9(10) (October): 1102.
- "The Grand canyon [*sic*] of the Colorado is a mile deep, and down its wall-like side a rock railway will be built. It will probably be the steepest railroad in the world and will save passengers an all-day and dangerous trip on horseback. Its construction will be along lines of other rock roads already in operation." (ENTIRE ITEM) Cog railway?
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- 1914 2.17811 Electrically operated air brake. *In*: Recently Patented Inventions [SECTION]. *Scientific American*, 110(8) (February 21): 166.
- "H. L. Tooker, Grand Canyon, Ariz. This invention provides an electrical control, analogous to the triple valve commonly used for handling the pneumatic elements of the brake mechanism. The enginemen by manipulating a hand lever, can operated the electro-pneumatic control independently of the usual air-controlled mechanism." (ENTIRE ITEM) This item refers to Patent No. 1,084,506, "Electrically-

TIES TO THE EDGE OF THE EARTH

SOUTH RIM

Unsigned (continued)

		Operated Air-Brake"; see <i>U.S. Patent Office, Official Gazette</i> , 196(2) (January 13, 1914): 440. Patent to Harry L. Tooker, Winslow, Arizona (who thus apparently was a worker with the Santa Fe Railway). The fact that the <i>Scientific American</i> note referred to Grand Canyon may indicate that Tooker was associated (at that time?) with the Grand Canyon road. Patent filed June 29, 1911, Serial No. 635,937.
1914	2.21342	[Hearst to construct electric railway to Grand Canyon.] <i>In</i> : Railroads [SECTION]. <i>Southwest Contractor and Manufacturer</i> (Los Angeles), 12(20) (March 21): 29. ▶ "Flagstaff, Ariz.—William Randolph Hearst will construct an electric railway from the city to Grand View Point on the Grand Canyon a distance of 67 miles, it is reported." (ENTIRE ITEM)
1914	2.16248	[Kaibab Plateau timber sale.] <i>In</i> : Salt Lake and Utah [SECTION]. <i>The Timberman</i> (Portland, Oregon), 15(9) (July): 62. ▶ Plans for Southwestern Pacific Railroad (newly incorporated) to utilize Kaibab timber for a new road between Denver and San Diego. "The new line will pass through the Kaibab plateau and skirt the Grand Canyon of the Colorado in Utah and Arizona."
1915	2.17661	The railways and the California expositions; first of two articles on the preparations made by the roads, attendance, passengers carried and exhibits. <i>Railway Age Gazette</i> , 59(11) (September 10): 461-464. ▶ See p. 463: "The Grand Canyon on this line [Santa Fe] was also an added attraction, and during July and August three trains a week were run directly to the Canyon in each direction. On some days as many as 1,500 people visited the Canyon, the average for July being 575 a day, requiring the installation of temporary facilities, such as tents and parking cars." (ENTIRE NOTE)
1916	2.16264	Volcanic cinder ballast on the Albuquerque Division. <i>Santa Fe Magazine</i> , 10(2) (January): 53-55. ▶ Santa Fe Railway, Albuquerque Division, and Grand Canyon Railway. Ballast derived from pits in the San Francisco Peaks area.
1919	2.14945	King Albert's special. <i>Santa Fe Magazine</i> , 14(1) (December): 55-56. ▶ A special train conducted the Belgian king and queen on a cross-country tour. "W. C. Burgess, head electrician at Los Angeles, who accompanied the special to Albuquerque, states that the king and queen enjoyed the trip immensely over the Santa Fe Coast Lines, especially the Indian dances given for them at the Grand Cañon and Isleta, N. M. At the Grand Cañon brakeman L. H. Cochran, who was accidentally injured, was presented with a medal by the king, who held quite a conversation with him. At the Cañon the king also was presented by the governor of Arizona with a fine medal from the Jerome Copper Company. Indian blankets were given the king at Isleta and the Grand Cañon by the Indians and cowboys." Also see photo, p. 55, "Hopi Indians performing for Belgian rulers at the Grand Canyon"; different in that the crowd is seated at the steps of El Tovar rather than in front of Hopi House. (The medal given to brakeman Cochran was one of the many variants of the Order of Leopold II, awarded by the monarch to military and civilians to acknowledge service to Belgium.)

TIES TO THE EDGE OF THE EARTH

SOUTH RIM

Unsigned (continued)

1923	3.471	Must lower rail fares. Lines in Southwest ordered to keep rate down to 3.6 cents. <i>The New York Times</i> , (December 28): 25. ▶ Grand Canyon Railway exempt.
1924	2.30469	[Grand Canyon Railway.] <i>In</i> : Traffic and Finance [SECTION]. <i>Railway Journal</i> (Chicago), 30(1) (January): 16. ▶ "The Santa Fe has been granted authority by the I. C. [Interstate Commerce] Commission to take over and operate the Grand Canyon railway, extending from Williams, Ariz., to the Grand Canyon, 64 miles." (ENTIRE ITEM)
1928	3.535	Hotels in rail valuation. Commerce board reconsiders and decides for Santa Fe. <i>The New York Times</i> , (April 22): 52. ▶ Includes notice of decision that El Tovar and Bright Angel hotels "were essential items of that railroad's carrier equipment".
1929	2.18123	First train to carry passengers to the Grand Canyon of Arizona. <i>Santa Fe Magazine</i> , 24 (December): 38. ▶ <i>See inside front cover of the present bibliography.</i> Famous photograph probably from September 17, 1901, used usually to illustrate the first train to arrive at Grand Canyon. The legend shown above is problematical: "The party shown in this photograph left Williams, Ariz., on September 18, 1901, and took the last stage coach from the end of the railway to the cañon, some eight miles distant." The track had in fact just been completed to the canyon. Grand Canyon Railway historian Al Richmond discusses this photo on pp. 40-41 in <i>Cowboys, Miners, Presidents and Kings: The Story of the Grand Canyon Railway</i> (5th ed., Grand Canyon Railway, 2002). There Richmond identifies the locomotive as "locomotive 282, a ten wheeler 4-6-0 of the 281 class, and a consist of three water cars and a combination passenger/baggage car with engineer Harry Schlee at the controls and conductor Less Waddlee in charge." (Schlee stands on the engine with other individuals.) However, Richmond does not note that the individuals in the <i>Santa Fe Magazine</i> photo are identified by number and status in 1929, though the identifications are problematical as well. For example, the photo legend spells the engineer's name "Slee" and identifies one "Mrs. Martin Buggelu [<i>sic</i> , Buggeln], deceased." Also identified is "Ed Kolb, Grand Cañon," whom Richmond clarifies as Emery Kolb but also notes that Kolb could not have been there since the Kolb brothers, photographers, did not arrive at the canyon until 1902 (in any case that man is partly obscured). Richmond concludes, "Until hard evidence which proves a date other than as given in the <i>Williams News</i> stories [of September 14 and 21, 1901] surfaces, 17 September 1901 appears to be the most logical choice for the first scheduled passenger train from Williams to the Grand Canyon." Previously miscited in <i>THE GRAND CANON</i> as part of an article, "Golden Anniversary of a Sterling Career" (pp. 35-38) commemorating 50 years of service of Santa Fe Railway executive, Edward Lincoln Copeland. The photo is published separately from that article. The annotation here is significantly emended for the present bibliography.
1939	3.663	Train wreck injures 57 near Grand Canyon. No one is seriously hurt in derailment in deep cut. <i>The New York Times</i> , (July 19): 3. ▶ Grand Canyon Railway.

TIES TO THE EDGE OF THE EARTH

SOUTH RIM

Unsigned (continued)

1942	3.676	Grand Canyon line halted. <i>The New York Times</i> , (September 23): 33. ▶ Grand Canyon Railway.
1942	2.194	Canyon train stopped. <i>In: Here and There on the Desert</i> [SECTION]. <i>Desert Magazine</i> , 6(1) (November): 37. ▶ "Grand Canyon—Passenger train service over a branch Santa Fe railroad line from Williams to the north rim [sic] has ceased for the duration. The Arizona corporation commission recently granted the railroad's request to discontinue service when the company asserted that they needed equipment and train crews in main-line service and that travel to the canyon had dropped 77 per cent. Rail traffic to Grand Canyon last August was 1833, compared to 10,839 in August, 1941. Likewise automobile traffic was less than half as heavy as last June. Bus service will be continued by Santa Fe Trailways." (ENTIRE ITEM)
1945	2.29829	Executive Department. <i>The Santa Fe Today</i> (Santa Fe Railway, Chicago), (1) (May 1):. ▶ See p. 6, photo of President Gurley and Vice-President Keefe in Gurley's office. Note print or painting of Grand Canyon on the wall (partly cropped).
1948	2.31807	Camera train "clicks" . . . and Pullman conductor John Ferris goes for train ride . . . as a hobby. <i>The Pullman News</i> (Chicago), 26(4) (April):. [Ellipses are part of title.] ▶ John Ferris, a Pullman conductor by profession, operates a rail excursion to Grand Canyon for enthusiasts from the Railway Club of California. He also makes all the preparations for passengers. The nine-car "Grand Canyon Holiday" train even had its own darkroom, "for those who couldn't wait to have their film developed". Article includes extended remarks about the stay at Grand Canyon.
1949	2.29832	The Advertising Department. <i>The Santa Fe Today</i> (Santa Fe Railway, Chicago), (7) (October 15): 33-39. ▶ Illustrations of advertisements and advertising displays include Grand Canyon articles in them. "Grand Canyon has been a dominant feature for many years in all Santa Fe trail advertising. Many travelers have been influenced into visiting this great attraction . . . because of Santa Fe advertising . . ." (p. 34)
1965	2.279	To the Grand Canyon Village by rail. <i>Sunset</i> , (June): 33.
1979	2.313	Grand Canyon line to be revived? <i>Railway Age</i> , 180 (January 8): 4. [Grand Canyon Railway.]
1983	2.28804	Going . . . going . . . <i>Rocky Mountain Rail Report</i> (Rocky Mountain Railroad Club, Denver), (285) (June): [7]. [Ellipses are part of title.] ▶ Regarding the shutdown and possible resale of the Grand Canyon branch of the Santa Fe (or Grand Canyon Railway).

TIES TO THE EDGE OF THE EARTH

SOUTH RIM

Unsigned (continued)

1983	2.20895	New railroad development. <i>The Webb Spinner</i> (Del E. Webb Corporation, Phoenix), 37 (4th Quarter): 5. <ul style="list-style-type: none">▶ Del E. Webb Recreational Properties in agreement with Railroad Resources, Inc., "to develop and manage a proposed resort and scenic-railroad project from Williams, Ariz., along the Santa Fe's old Grand Canyon line." Resort proposed for Apex, near Grand Canyon Airport.
1989	2.373	Railroad returns to Grand Canyon. <i>National Parks</i> , 63(7/8) (July/August): 9-10. <ul style="list-style-type: none">▶ Grand Canyon Railway.
1989	3.965	Canyon trains back on track. <i>The New York Times</i> , (September 17): XX 3 [also seen as Section 5, p. 5]. <ul style="list-style-type: none">▶ Steam trains on Grand Canyon Railway.
1989	2.29379	"Canyon Trains Back On Track". <i>Hotbox</i> (Teen Association of Model Railroaders), (244/243) (September): [6]. <ul style="list-style-type: none">▶ Reprinted from "The New York Times, Travel Section, Part 5, Page 5, Sunday, September 17, 1989" (see Unsigned, 1989 September 17, ITEM NO. 3.965). Steam trains on Grand Canyon Railway.
1989	2.374	Grand Canyon history revived in September. <i>Arizona History Magazine</i> , 6(5) (September/October): 8. <ul style="list-style-type: none">▶ Grand Canyon Railway.
1989	2.375	Return of the rails. <i>National Parks</i> , 63(11/12) (November/December): 48. <ul style="list-style-type: none">▶ Grand Canyon Railway.
1990	2.29834	The Grand Canyon Railway expands schedule. <i>Rocky Mountain Rail Report</i> (Rocky Mountain Railroad Club, Denver), (367) (April): 6-7. <ul style="list-style-type: none">▶ With two photos by Jim Trowbridge.
1990	2.400	The Grand Canyon Railway is reborn. <i>Rocky Mountain Motorist</i> , 64(7): 18-.
1994	2.555	All aboard! Grand Canyon Railway appeals to families. <i>Arizona . . . Discover It!</i> , 3(2) (Spring): [3]. [Ellipsis is part of title.]
1994	2.26046	The iron horse adventure. <i>Route 66 Magazine</i> , (Summer): 44-. <ul style="list-style-type: none">▶ Grand Canyon Railway.
1994	2.22093	Grand Canyon Railway. <i>Mountain Living Magazine</i> (Flagstaff, Arizona), 12(12) (December): 33.
1995	2.602	Train held up. <i>O' Pioneer</i> (Grand Canyon Pioneers Society), 6(1): 1-2. <ul style="list-style-type: none">▶ Grand Canyon Railway entertainment.

TIES TO THE EDGE OF THE EARTH

SOUTH RIM

Unsigned (continued)

1996	2.704	Railway depots are attractions in themselves. <i>Grand Canyon Railway Territorial Times</i> , 8(1): 5. ▶ Williams and Grand Canyon.
1998	2.799	Ride the rails in luxury. <i>In: Mileposts</i> [SECTION; Rebecca Mong, ed.]. <i>Arizona Highways</i> , 74(1) (January): 54. ▶ Grand Canyon Railway.
1998	2.858	Canyon encounters for students. <i>Flare</i> (Arizona Daily Sun), (October 1): A11. ▶ Grand Canyon Railway "Conductor Club".
1999	2.913	NAU Honors Week, 1999. <i>NAU Today</i> , (April 12): 3. ▶ Includes notice of business administration talk, "Grand Canyon transportation planning: the railroading of visitors", by Dennis Foster.
1999	2.937	Riding the rails; <i>America</i> stellt einige der schönsten Eisenbahn-Routen Nordamerikas vor [<i>transl.</i> 'Riding the rails; America presents some of North America's most beautiful railway routes']. <i>America Journal</i> (Bonn, Germany), 10(4) (July/August): 86-88. [<i>In German.</i>] ▶ Grand Canyon Railway, see pp. 86, 88.
2001	2.8209	100 Jahre Grand Canyon Railway [<i>transl.</i> '100 years of the Grand Canyon Railway']. <i>America Journal</i> (Bonn, Germany), 12(2) (March/April): 10. [<i>In German.</i>]
2001	2.8270	Ruffner will spin historical [<i>sic</i>] tales. <i>In: Railroad Days centennial celebration of the Grand Canyon railway's first trip to the Canyon, Sept. 17, 1901 : Williams, Arizona, September 15-17.</i> Williams, Arizona: Williams-Grand Canyon News, p. 17. ▶ Railroad Days—Official Program. Melissa Ruffner.
2001	2.8271	Many groups bring music to celebration. <i>In: Railroad Days centennial celebration of the Grand Canyon railway's first trip to the Canyon, Sept. 17, 1901 : Williams, Arizona, September 15-17.</i> Williams, Arizona: Williams-Grand Canyon News, p. 20. ▶ Railroad Days—Official Program.
2001	2.8272	Grand Canyon Railway hosts unusual car rally. <i>In: Railroad Days centennial celebration of the Grand Canyon railway's first trip to the Canyon, Sept. 17, 1901 : Williams, Arizona, September 15-17.</i> Williams, Arizona: Williams-Grand Canyon News, p. 21. ▶ Railroad Days—Official Program. Motor cars, or speeders.
2003	2.15852	By Alco to the Grand Canyon. <i>Railways Illustrated</i> (Stamford, Lincolnshire, U.K.), (May):.
2005	2.10319	Trained eyes. <i>In: Taking the Off Ramp</i> [SECTION]. <i>Arizona Highways</i> , 81(6) (June): 7. ▶ Grand Canyon Railway.

TIES TO THE EDGE OF THE EARTH

SOUTH RIM

Unsigned (continued)

2006 2.12680 Steam improvements on the Grand Canyon Railway. *The Westconn Manifest* (National Railway Historical Society, Western Connecticut Chapter), (January): [2].

2006 2.12683 Grand Canyon Railway finds buyer. *Wheel Clicks* (Pacific Railroad Society, San Marino, California), 70(8) (November): 4.

2008 2.12636 [Notice of Grand Canyon Railway ending regular use of steam locomotives.] *In: Potpourri* [SECTION]. *The Semaphore* (South Shore Model Railway Club, Hingham, Massachusetts), 28(9) (September 22): 7.

2016 6.1719 *Momo meets the World Heritage Sites*. [No place]: Breakthrough Bandwagon Books. (On the Globe, Vol. [nos.] 076-101.) [Young-reader fiction.]

► Momo is a dog from Japan, whose world travels are illustrated by photos of those places; one photo, with a small spot, with brief text; a second photo that highlights the spot, "Momo is Here!" See no. 100, Grand Canyon National Park, the text for which indicates that Momo rode the Grand Canyon Railway to Grand Canyon. The photo, however, shows inundated side-canyon meanders in Lake Powell(!).

A

Alter, Jonathan

1984 2.1086 To the Grand Canyon by rail—again. *In: Periscope* [SECTION]. *Newsweek*, 104(27) (December 24): 13.

American Railway Association, Committee on Standard Cipher Codes

1906 2.18268 *The Standard Cipher Code of the American Railway Association : for the use of all departments of the railway service*. [No place]: American Railway Association, 751 pp.

► See p. 674: "Tormodont. Grand Canyon Ry." (ENTIRE NOTE)

Ames, Bruce

1994 2.23116 [Railfan Weekend, Grand Canyon Railway.] *The Listening Post* (B.A.S.E. Club Newsletter) (Bay Area Scanning Enthusiasts, Milpitas, California), (July/August): 16.

► Announcement. Includes notes of radio transmission frequencies.

Antioco, Rebecca

1999 2.7189 A grand way to visit the Canyon. *In: En Route AZ* [FEATURE]. *Highroads* (AAA Arizona), 44(3) (September/October): 38-39.

► Grand Canyon Railway.

TIES TO THE EDGE OF THE EARTH

SOUTH RIM

Appalachian Mountain Club

- 1908 2.13463 Records of Council, April 21. *Appalachian Mountain Club, Bulletin*, 1(7) (May): 3-4.
- ▶ Includes vote of Council "in earnest opposition to the granting of any railway locations within the Grand Canyon National Monument in the Territory of Arizona, or to the introduction of any other artificial features which will in any way injure or detract from the magnificence and grandeur of that remarkable landscape." With additional remarks.
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Arizona Sanatorium and Touring Company

- NO DATE 2.29496 *Arizona Sanatorium and Touring Company : amongst the pines*. Pine Dale, Arizona, and Los Angeles: Arizona Sanatorium and Touring Company, [18] pp. [including wraps]. ("Wood's" Red Seal Print, Los Angeles.) [1906?]
- ▶ Text begins with title, "Prospectus of the Arizona Sanatorium and Touring Company, Inc." Under "Attractions": "*Grand Canyon of the Colorado*. Our parties will view the *canyon* at a point never before visited by tourists, the canyon being grander by far than at the point from which it is usually seen, the railroad touching there because it was more convenient than at a point higher up where it is to be seen to greater advantage." (ENTIRE NOTE)
- NOTE:* The *Holbrook Argus* (Arizona) for November 10, 1906, p. 8, and for December 1, 1906, p. 8, prints "Articles of Incorporation of the Arizona Sanatorium And Touring Company". If the prospectus cited here is in fact from ca. 1906, it is peculiar that the Grand Canyon tour description seems to refer to the eastern Grand Canyon as the destination, in favor of where the railroad had "touched" it, which is the Peach Springs area and even though a railroad branch had in fact finally reached Grand Canyon Village in 1901.
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Atchison, Topeka & Santa Fe Railway Company *see also* Santa Fe Railway

- 1898 2.16038 *Third Annual Report of The Atchison, Topeka & Santa Fe Railway Company for the fiscal year ending June 30, 1898*. [Chicago]: Atchison, Topeka and Santa Fe Railway Co.
- ▶ See p. 13: "Peach Springs and Williams have been abolished as division points, and a new division point has been established at Seligman." "The Territory of Arizona has granted a charter to the Santa Fe & Grand Cañon Railway, which proposes to build a line seventy miles north from Williams, Arizona, to the Grand Cañon of the Colorado. Your Directors have arranged a favorable traffic contract with the projectors of this line." (ENTIRE ITEMS)
-

B

Balestreri, Dave

- 2014 2.29382 President's message. *Line Up* (Motorcar Operators West), 22(2) (Summer): 3.
- ▶ Includes remarks on the speeder run on the Grand Canyon Railway. (For a trip report, see Dan Berg, 2014, [ITEM NO. 2.29381.](#))
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SOUTH RIM

Baltimore, J. Mayne

- 1907 2.15514 Western Railroad Activities [SECTION]. *Brotherhood of Locomotive Firemen and Enginemen's Magazine*, 43(4) (October): 485-486.
- ▶ See "A 'Perpendicular' Canyon Railway." Regarding Santa Fe Railway plan for a cog railway from rim of Grand Canyon to Colorado River.
-

Berg, Dan

- 2012 2.20128 2012 Grand Canyon Railway excursion; October 10, 11, 12, 13, 2012. (Photo contributors: Carol Balesteri, Dan Berg, Ross Kallenberger, Don Lee.) *Line Up* (Motorcar Operators West), 20(3) (Winter): 22-27.
- ▶ Twenty-nine motorcars (speeders) and 60 operators and guests ride from Williams to Grand Canyon on Grand Canyon Railway tracks.
- 2014 2.29381 2014 Southwest Rail Tour; Grand Canyon Railway, May 4, 5 and 6, 2014. (Cover photos by Dan Berg and Phil Nist.) *Line Up* (Motorcar Operators West), 22(2) (Summer): cover, 2, 10-16, back cover.
- ▶ Two-day excursion by motorcars on Grand Canyon Railway.
-

Berkshire Productions

- 1990 26.272 *Climbin' to the Canyon*. Grant G. Geist (producer, director), Dan Bradford (narrator). Brunswick, Ohio: Berkshire Productions. Video. 60:00.
- ▶ "Winter coverage of the Grand Canyon Railway."
-

Bevalian, Isiah

- 2013 6.907 Holiday-get-away; looking for a winter road trip? *Round-Up* (Dobson High School, Mesa, Arizona), 1(2) (Winter): 6.
- ▶ Includes Grand Canyon Railway.
-

Bianchi, Curt

- 1995 2.1445 By steam to the Grand Canyon. (Photos by Joel Jensen.) *Trains*, 55(5): 38-45.
- 1997 2.1446 Steam's comeback kid. (Photos by Joel Jensen.) *Trains*, 57(5): 34-42.
- ▶ Grand Canyon Railway No. 4960.
-

Bill Leverton's Road Company

- 1990 26.148 *The Grand Canyon Railway presents The Steam Train to the Canyon* (Bonnie Leverton, producer). Phoenix: Bill Leverton's Road Company. VHS. 56:00.
-

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SOUTH RIM

Brooke, James

- 1999 3.1074 Grand Canyon blazing trail with light rail line. *The New York Times*, (June 20): 22.
▶ Plan for light rail line from Tusayan to Grand Canyon, to eliminate automobile traffic in the park.
-

Brooks, Benjamin

- 1903 2.8291 The Southwest from a locomotive. (Illustrated by E. L. Blumenschein.) *Scribner's Magazine*, 34(4) (October): 427-438.
▶ Includes a side trip aboard the locomotive to Grand Canyon; also quoted in Spamer (2023).
-

Brummitt, Dan B. [Brummitt, Dan Briarley]

- 1904 2.27101 Notes from the General Conference. *The Epworth Herald* (Chicago and New York), 14(51) (May 21): 1314-1315 (concurrently paginated for issue, 6-7).
▶ See p. 1314: "The opening day of the present General Conference was peculiar. By a series of accidents and blunders, a dozen trains were stalled on the rim of the Grand Canyon in Arizona, for periods varying from twelve to thirty hours. Something over 300 delegates were on these trains, and when Bishop Merrill called the conference to order at the time appointed, there was no quorum present." (ENTIRE NOTE)
-

Bryant, Keith L., Jr.

- 1974 2.1687 *History of the Atchison, Topeka and Santa Fe Railway*. New York: Macmillan Publishing Co., Inc., and London: Collier Macmillan Publishers, 398 pp.
▶ See pp. 83, 120-121, 186, 333, 354-355.
- 1982 2.1688 *History of the Atchison, Topeka and Santa Fe Railway*. Lincoln, Nebraska, and London: University of Nebraska Press, 398 pp.
-

Bryant, L. Marshal

- 1995 2.1689 L. Marshal Bryant, President of the Grand Canyon Railway. *Colorado Plateau Advocate*, (Winter): 11-12.
▶ Guest essay.
-

Burdick, Clayton A.

- 1915 2.13190 The Grand Canyon of the Colorado. *The Sabbath Recorder* (American Sabbath Tract Society, Plainfield, New Jersey), 78(18) (May 3) (3661): 551-555.
▶ Begins with an unusually long description of a fitful train trip from Williams to the canyon, with frequent stops and sidetracking of cars to allow an inadequate engine to bring the whole train up. For example, "Morning found part of us stranded at what is termed the 'Summit,' with the engine and three head coaches gone ahead to the canyon. While we waited here nearly an hour, the most of us alighted to investigate the surrounding country."
-

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C

Capos, Claudia

- 1997 2.19208 All aboard a time machine through history. *Michigan Alumnus* (University of Michigan), 103(3) (Early Spring): 44.
- ▶ University of Michigan alumni trip aboard the American Orient Express transcontinental rail journey. Includes note of stop to be made at Grand Canyon. See also Conley (2006, [ITEM NO. 2.14966](#)).
-

Carter, C. F.

- 1907 2.15046 Surveying through the Grand Canyon. *The Railroad Man's Magazine*, 4(3) (December): 385-395.
- ▶ Stanton railway survey.
-

Cochran, Donna Eastman

- 2001 2.8306 Welcome from Main Street. *In: Railroad Days centennial celebration of the Grand Canyon railway's first trip to the Canyon, Sept. 17, 1901 : Williams, Arizona, September 15-17*. Williams, Arizona: Williams-Grand Canyon News, p. 17.
- ▶ Railroad Days—Official Program.
-

Corbett, Peter

- 2025 2.32477 All aboard for sustainability: Grand Canyon Railway to debut battery-powered train in 2027. *Flagstaff Business News*, 18(4) (April): 1, 35.
-

Coltman, Robert

- 1893 2.19527 Arizona. *In: Letters [SECTION]*. *The Church At Home and Abroad* (General Assembly of the Presbyterian Church in the United States of America, Philadelphia), 13(78) (June): 457.
- ▶ Church minister from Flagstaff reports (mixing information): "This [Winslow] will be an important town in the near future. A railroad is to be built from there to newly discovered coal fields, from which the railroad will get their supply of coal. This road will be continued on to the Grand Canon of the Colorado, which is now attracting so many tourists." (ENTIRE NOTE)
-

Condon, J. G.

- 1922 2.19223 Eastern railroad finds something to advertise; Baltimore & Ohio Railroad exhibits the refreshing aggressiveness of western roads of pre-war days. *Printers' Ink*, 118(12) (March 23): 49-50, 52.
- ▶ Article begins, "The Grand Canyon has been thoroughly sold to the people of the United States. It is something the Western tourist *must* see, and so large and

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important has that "must" become that other lines without a little old Grand Canyon nestling near their right-of-way have been hard put to find something just as good for the purchaser of Pacific Coast transportation. True, many of them have developed excellent attractions of their own, notably national parks of one sort and another, but no railroad traffic official will deny that one of the hardest things he has to buck in persuading a prospective passenger away from the Santa Fé and on to his own road is the popularity of the Canyon."

- 1922 2.23788 Eastern railroad finds something to advertise; Baltimore & Ohio Railroad exhibits the refreshing aggressiveness of western roads of pre-war days. *In*: Traffic Department [SECTION], Passenger [SUBSECTION]. *Baltimore and Ohio Magazine* (Baltimore & Ohio Railroad, Baltimore, Maryland), 9(12) (April): 10-11.
- ▶ Facsimile reproduction of the article published in *Printers' Ink*, March 23, 1922 (see [ITEM NO. 2.19223](#)). Includes editorial note (p. 10), "The article reprinted in fac-simile from 'Printers Ink,' the leading publication of the advertising world, is rather a remarkable tribute to our advertising."
-

Conley, Robert [Conley, Bob]

- 2006 2.14966 The great transcontinental rail journey. *The Local* (National Model Railroad Association, Mid-Eastern Region), 61(2) (March/April): 14.
- ▶ Includes note of Grand Canyon, and photo of the American Orient Express at Grand Canyon. See also Capos (1997, [ITEM NO. 2.19208](#)).
-

Conners, Jo

- 1913 2.18225 (COMPILER) *Who's who in Arizona. Volume I. 1913*. [No place]: Jo Conners, 820 pp. ("Press of The Arizona Daily Star, Tucson, Arizona".)
- ▶ Regarding Grand Canyon, see "George U. Young", pp. 161-163, including notice of Grand Canyon Railway.
-

Cook, James E., AND Kida, Jeff

- 1990 2.2078 The Grand Canyon Railway; return of the iron horse. *Arizona Highways*, 66(5) (May): cover, 1, 4-11.
- ▶ Cover tag: "From Williams to the Grand Canyon: The Iron Horse is Back". See also Kida (2021, [ITEM NO. 2.30131](#)).
-

Corbett, Peter

- 2023 2.31950 Grand Canyon train picks up steam after pandemic setback. *Flagstaff Business News* (Flagstaff, Arizona), 16(7) (July): 17, 32.
- ▶ Grand Canyon Railway.
- 2024 2.31958 GC Railway honored as Flagstaff's Green Business of the Year. *Flagstaff Business News* (Flagstaff, Arizona), 17(4) (April): 1, 28.
- ▶ Grand Canyon Railway.
- 2025 2.32477 All aboard for sustainability: Grand Canyon Railway to debut battery-powered train in 2027. *Flagstaff Business News*, 18(4) (April): 1, 35.
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Crawford, William

- 1990 2.2180 By train to the Grand Canyon: Once again, behind steam, in Pullman green coaches. *Trains*, 50(3): 69-.
▶ Grand Canyon Railway.
-

Crowhurst, Steve

- 2009 2.12325 Railways of the world; your ticket to greener commissions. *Canadian Traveller*, (January): 72-73.
▶ Includes Grand Canyon Railway.
-

Crump, Spencer

- NO DATE 2.2206 *Rails to the Canyon : historical text, pictures and maps*. Corona del Mar, California: Zeta Publishers Co., 80 pp. [1993.]
-

D

Davenport, G. L., Jr.

- 1929 2.2257 Water supplies of the Santa Fe Railway in northern Arizona. *Arizona State Board of Health, Bulletin*, 50: 32-35.
-

Davidson, W. L.

- 1904 2.15149 To the Pacific coast and back. *The University Courier* (American University, Washington, D.C.), 11(2): 6-8.
▶ Item signed "W. L. D." Recounts in part the disastrous time when 2,000 Methodists arrived by rail at Grand Canyon in 1904; also quoted in Spamer (2023).
-

Del Vecchio, Michael J.

- 1997 26.397 *Grand Canyon steam spectacle*. Tampa, Florida: Herron Rail Video. VHS video. 90:00.
▶ Grand Canyon Railway.
-

D'Emilio, Sandra, AND Campbell, Suzan

- 1991 2.2333 *Visions and visionaries : the art and artists of the Santa Fe Railway*. Salt Lake City: Gibbs Smith Publisher, Peregrine Smith Books, 147 pp.
▶ Limited ed. for Santa Fe Railway employees, brown leather with gilt stamping.

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- 1991 2.2334 *Visions and visionaries : the art and artists of the Santa Fe Railway.* Salt Lake City: Gibbs Smith, Peregrine Smith Books, 147 pp.
▶ Trade ed.; hardbound and paperbound states.
- 1995 2.2335 Canyon dreamers: Painting for the railway. *Cañon Journal*, 1(2): 4-15.
-

Di Leo, Amy

- 2014 9.1629 A walk in the park; tips and advice to avert vacation nightmares. *inMotion* (Amputee Coalition, Knoxville, Tennessee), 24(4) (July/August): 24-29.
▶ See p. 28, including brief notice of Grand Canyon Railway.
-

Drake, W. A.

- 1922 2.31782 Story of the early days of the Atlantic and Pacific; now the Coast Lines and the Santa Fe, Prescott & Phoenix lines. *Santa Fe Magazine*, 16(7) (June): 17-19.
▶ See also Smyser (1922, [ITEM NO. 2.31783](#)).
-

Drury, George

- 1995 9.98 (COMPILER) *Guide to tourist railroads and railroad museums.* Waukesha, Wisconsin: Kalmbach Books, 4th ed., 320 pp. (Railroad Reference Series no. 13.)
▶ See pp. 16-17. Grand Canyon Railway is not in earlier editions.
-

Dyar, Olivia

- 2020 2.29161 Stop 11: Williams, AZ—October 22-26, 2019. *In*: 54 days of ramblin' through the Southwest Texas Roses style [FEATURE] (feature photos by Jimmie Andrews and Susan Spruce). *RVW Magazine* (RVing Women, Apache Junction, Arizona), (March/April): 25.
▶ Includes brief note of Grand Canyon Railway trip.
-

Dye, Victoria E.

- 2005 2.10488 *All aboard for Santa Fe : railway promotion of the Southwest, 1890s to 1930s.* Albuquerque, New Mexico: University of New Mexico Press, 163 pp.
-

E

Eaton, William Dunseath

- 1920 2.30855 *Spirit life : or, do we die?* Chicago: Stanton and Van Vliet Co. Publishers, 272 pp. ("Copyright 1920 by Stanton & Van Vliet Co. Entered Stationers Hall, London, England" [title-page verso].)
▶ Author noted on title-page as "Founder and first Editor of The Chicago Herald." See p. 38, writing of a play in which he was involved: "I saw four

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performances, three at Columbus (Ohio) and one at Norwalk, before I had to go first to Arizona, then to New York, on matters relating to western interests that had nothing to do with theatricals. We were about to (and did) build the railway that connects the Santa Fé main line with the Grand Cañon." (ENTIRE NOTE)

Egg, Wilma

- 2015 2.24492 Secretary—Wilma Egg. *A View From the Summit* (Alpine Coach Association, Yakima, Washington), (March): 6-7.
- ▶ Brief report of trip in Southwest, including Grand Canyon Railway trip to Grand Canyon.
-

Eiteljorg Museum

- 2012 6.842 *Jingle Rails: The Great Western Adventure : curriculum guide for Indiana 3rd grade classrooms*. Indianapolis, Indiana: Eiteljorg Museum, 59 pp.
- ▶ An "indoor Garden Railway" (see map layout, p. 7) that "is now an annual installation at the Eiteljorg Museum" (p. 58). See "Grand Canyon National Park", pp. 24-27, which includes stylized scale models of "El Tovar Lodge" (p. 26) and "Grand Canyon Railway" [depot] (p. 27).
-

Elder, Orville

- 1922 *A trip to the Hawaiian Islands with the Press Congress of the World*. Washington, Iowa: The Evening Journal, 274 pp.
- ▶ See Letter 7, "Down Bright Angel Trail", pp. 35-43, written en route, October 3, 1921. "The evening before we reached the Grand Canyon I had a conversation with the brakeman on the train and asked him about the canyon. He had been to see it often. 'I go just as often as I can,' he said. 'It grows on a fellow. It is never the same as it was before. Whenever I meet one of these near infidels I want to take him over to the canyon and say, "look at that." If there's anything in the world that will make a fellow believe in a Creator, that's it.' Since I appeared interested the brakeman talked volubly and very interestingly. His parting injunction was: 'Don't you fail to go down into the canyon. You don't know what it is unless you do and even then you don't know it all.'" Later, "I remembered what the brakeman said: 'Look at that and say there ain't no God, will y'!'"
-

Erickson, R. J.

- 1910 2.19533 Gamma Deuteron—Knox. *In*: Chapter Correspondence [SECTION]. *The Phi Gamma Delta* (The Fraternity of Phi Gamma Delta), 32(6) (April): 636-637.
- ▶ Regarding the Knox College glee club trip to California via private car on the Santa Fe Railway, performing at Santa Fe Reading Rooms. "The Grand Canyon has been a great treat to us. Some of us walked down and back and are now groaning every time we have to move." (ENTIRE NOTE)
-

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F

Farrar, Gilbert P.

- 1917 2.14259 *The typography of advertisements that pay : how to choose and combine type faces, engravings and all the other mechanical elements of modern advertising construction.* New York and London: D. Appleton and Co., 282 pp.
- ▶ See p. 211, and illustrative example several pages afterward; Santa Fe Railway advertisement mentioning Grand Canyon.
-

Fisher, Steve

- 2007 2.22241 A trip in time. *The Costco Connection* (Costco Wholesale, Seattle, Washington), 22(7) (July): 49.
- ▶ Grand Canyon Railway.
-

Flagstaff Live!, Staff

- 2001 2.8553 Grand Canyon Railway celebration; Railroad Days begins on 100th anniversary. *Flagstaff Live!* (September 13-19): 34.
- ▶ **NOTE:** Railroad Days cancelled following the September 11 terrorist attacks.
-

Foreman, Rebecca

- 1998 2.11554 A grand ride to the canyon. *RailNews*, (421) (December), pp. 62-69.
- ▶ Grand Canyon Railway.
-

Frailey, Fred W.

- 1998 2.15515 Take the A trains. This continent's most magnificent rail trips aren't for the rushed or budget-conscious traveler. All aboard. *Kiplinger's Personal Finance Magazine*, 52(5) (May): 115-120.
- ▶ Grand Canyon, p. 120.
-

Frazier, Dan

- _____ 2.2758 Railroad rewards make Grand Canyon even grander. *Flare* (Arizona Daily Sun), _____.
- ▶ Incomplete copy seen. Grand Canyon Railway.
-

Fritz, Bonnie

- 2008 2.12192 Future trip: Grand Canyon rails to the rim. *Ski Chatter* (Don Diego Ski Club, San Diego, California), (81) (June), p. 2.
-

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G

Gerber, Rudy J.

- 1990 2.2872 *Grand Canyon Railroad : illustrated guidebook.* (Photos by Rudy J. Gerber; illustrations and maps by Peg Hogan.) Phoenix: Primer Publishers, 76 pp.
▶ Cover title adds: *A guide to the mileposts, explorations, history, scenery, ghost towns, wildlife, volcanoes, and railroad equipment.*
- 1995 2.2873 *The railroad and the Canyon.* Gretna, Louisiana: Pelican Publishing Co., 127 pp.
-

Golden Rail Video

- 2006 26.391 *Thunder under heaven : the Grand Canyon Railway story.* (Robert Simpson, producer). Glendale, California: Golden Rail Video. DVD. 100:00. (American Railroad heritage collection.)
-

Goodheart Productions

- NO DATE 26.394 *4960, steam star of the Grand Canyon Railway.* [No place]: Goodheart Productions. VHS. 85:00.
-

Goodwin, Harold

- 2012 2.20460 The 2012 Virgin Holidays Responsible Tourism Awards. *In:* Goodwin, Harold, and Font, Xavier (eds.), *Progress in responsible tourism : the 2012 Virgin Holidays Responsible Tourism Awards.* Woodeaton, Oxford, United Kingdom: Goodfellow Publishers Limited, pp. 3-28.
▶ See in category, "Best in responsible transport"; specifically, p. 8, "Highly Commended: Grand Canyon Railway, USA".
-

Grand Canyon Railway

- NO DATE 6.850 *Welcome aboard the Grand Canyon Railway!* [No imprint], [8] pp.
▶ Activity booklet.
- NO DATE 9.1766 *Grand Canyon Railway and Hotel : Est. 1901 : the grandest entrance to the Grand Canyon, departing daily from Williams, Arizona for Grand Canyon National Park.* Williams, Arizona: Grand Canyon Railway, L.L.C., 12 pp. [2021?].
▶ Digital version includes embedded links to online videos.
- 1989 9.152 [News release packet; current plans, and history from 1882; with 9 glossy photos and complimentary ticket.] Williams, Arizona: Grand Canyon Railway, 18 pp.
- 2000 26.393 *100 years to the canyon.* [Williams, Arizona]: Grand Canyon Railway. VHS video. 31:00.
▶ Container adds: "The official history of Grand Canyon Railway".

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[Grand Canyon Railway]

1994 6.96 *Grand Canyon Railway coloring and activity book.* La Jolla, California: Positive Publishing, [32] pp.

Grand Canyon Railway and Hotel

2014 9.1085 *2014 travel planning guide : Grand Canyon Railway and Hotel, est. 1901 : make a grand trip grander : departing daily from Williams, Arizona for the South Rim of the Grand Canyon.* [Flagstaff, Arizona: Xanterra], [22] pp. [including wraps].

2014 9.1320 *2014-2015 travel planning guide : Grand Canyon Railway and Hotel, est. 1901 : make a grand trip grander.* [Flagstaff, Arizona: Xanterra], [22] pp. [including wraps].

Grand Canyon Railway Staff

2023 2.31951 Meet Annabel Chhun from Grand Canyon Railway and Hotel. *Flagstaff Business News* (Flagstaff, Arizona), 16(8) (August): 12.

► Interview. Chhun is the talent recruiter for the business.

Griswold, P. R. "Bob"

2006 2.11238 *The Grand Canyon Railway.* Brighton, Colorado: Sherm Conners, 11 pp., [28] pp. plates.

► "A look at this century old railway; its origins, demise, and rebirth." "This book prepared especially for members of The Rocky Mountain Railroad Club and The Intermountain Chapter of the National Railroad Historical Society."

H

H. V. and H. W. Poor [firm]

1900 2.15274 *Poor's manual of the railroads of the United States.* New York: American Banknote Co., 1,536 pp.

► See "Santa Fe and Grand Canon RR.", pp. 1454-1455; "Santa Fé and Grand Canyon Ry.", p. 1523.

Hadder, Eric

2016 3.1897 In love with locomotives. (As told to Patricia R. Olsen.) *The New York Times*, (July 10) (Business Section): 7.

► Interview with Eric Hadder, chief mechanical officer, Grand Canyon Railway.

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Hadwen, Walter R.

- NO DATE 2.3096 *First impressions of America*. London: Hutchinson and Co., 320 pp. [Foreword dated 1921.]
- ▶ See Chapter 14, "The Grand Canyon of the Colorado", pp. 221-236. With notes on arrival by rail from Williams.
-

Halsey, L.

- 1902 2.18217 Arizona notes. *The Standard* (Chicago), 49(44) (July 5): 1350-1351 [issue pagination, 22-23].
- ▶ See p. 1351: "The new branch road of the Santa Fe to the Grand Canon gives easy access to this wonder of nature." (ENTIRE NOTE)
-

Hamilton, Tom

- 1909 2.13287 For all the world to see. *Santa Fe Employes' Magazine*, 3(10) (September): 1137-1143.
- ▶ A most peculiar association—an embellished narrative of a trail trip into Grand Canyon, illustrated with stock Santa Fe photos of Grand Canyon scenery, yet it describes a trip on the trails of the Santa Fe's hostler arch-nemesis, William Wallace Bass, whose guests often crossed the Colorado River to reach Shinumo Camp up Shinumo Creek on the north side. The trip is fraught with danger, including a storm and flash flood while along the creek, and an account of the precarious return across the river and up to the South Rim on a washed out trail. Bass is not mentioned by name—except pointedly to the geographic feature, "Bass Tomb". Clearly this was a Santa Fe-produced item to discredit Bass. Incidentally, at this very time the railroad had torn up the platform at the Bass Station flag stop on the Grand Canyon Railway, a few miles short of the terminus at Grand Canyon village, where Bass would receive his guests and take them to Bass Camp much farther west.
-

Hamptom, Herbie

- 2011 2.20322 Cats in the canyon (in retrospect). *The Desert Octagon* (Tucson British Car Register), 17(10) (October): [5]-[6].
- ▶ Jaguar automobiles driven to Williams, Arizona, with a trip to Grand Canyon on the Grand Canyon Railway.
-

Harden, Blaine

- 2002 3.326 At Grand Canyon, no way to run a railroad. *The New York Times*, (January 28):.
- ▶ Regarding train station "with neither tracks nor trains", part of a light rail system that is not being built.
-

Harden, Paul

- NO DATE 2.32107 Western Union and the railroad telegraphers (and, the early days of wireless). [Socorro, New Mexico]: [National Radio Astronomy Observatory], 8 pp.
- ▶ Posted online by the author and seen at:
https://hyse.org/pdf/www.aoc.nrao.edu/~pharden/hobby/History/WESTERN_UNION.p

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[df](#) (last accessed December 16, 2025). "Originally published in the *El Defensor Chieftan* newspaper, March 4, 2006, Socorro, New Mexico. Additional photographs included not appearing in the original article." See "Telegrapher Sam Padilla", pp. 4-5, which relates to activities in the Williams-Grand Canyon area.

- 2012 2.20345 [Western Union railroad telegraphs in the Southwest.] *Bandspread* (Cedar Valley Amateur Radio Club, Cedar Rapids, Iowa), (September): 14-21.
- ▶ Reprinted from the *El Defensor Chieftan* (Socorro, New Mexico), without title. See "Telegrapher Sam Padilla", pp. 17-18, which relates to activities in the Williams-Grand Canyon area.
-

Harris, Nancy

- 1992 6.112 *Little engine number 18*. Woodland Park, Colorado: Mountain Automation Corporation, 14 pp. [Young-reader fiction.]
- ▶ Grand Canyon Railway.
-

Hart, Albert Bushnell

- 1907 2.15924 *National ideals historically traced, 1607-1907*. New York and London: Harper and Brothers, 401 pp. (The American Nation: A History. Commonwealth Edition. Volume 26.)
- ▶ "The proof that Americans appreciate their own scenery is the effort of the railroads to open up these wonders to the tourist: the Cañon of the Colorado can be reached by rail at Bright Angel" (ENTIRE NOTE)
-

Hart, Kay

- 1992 2.3206 A memory. *Grand Canyon Pioneers Society, Newsletter*, 2(2): 2.
- ▶ About the author's father, Harry Hibbe. Includes mention of Grand Canyon Railway.
-

Harvey, Jeff

- 2017 6.1199 *A very bunny Arizona : a Grand Canyon State Easter adventure*. [No place]: Familius L.L.C., [32] pp. [Young-reader fiction.]
- ▶ Grand Canyon, pp. [10]-[11]; Grand Canyon Railway, pp. [12]-[13].
-

Harvey, Jim

- 2001 2.8347 Remarkable events of 1901—GCRY's first year. *In: Railroad Days centennial celebration of the Grand Canyon railway's first trip to the Canyon, Sept. 17, 1901 : Williams, Arizona, September 15-17*. Williams, Arizona: Williams-Grand Canyon News, pp. 6-7.
- ▶ Railroad Days—Official Program.
-

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Hauger, Nok-Noi

- 2001 2.8350 Maintenance crew keeps GCRY rolling. *In: Railroad Days centennial celebration of the Grand Canyon Railway's first trip to the Canyon, Sept. 17, 1901 : Williams, Arizona, September 15-17.* Williams, Arizona: Williams-Grand Canyon News, p. 19.
▶ Railroad Days—Official Program.
-

Herow, William C.

- 1996 9.199 *Riding the rails : tourist guide to America's scenic train rides.* Aurora, Colorado: Roundabout Publications, 256 pp.
▶ See pp. 20-21.
-

Hill, J. Rowland

- 1888 2.3401 Arizona's development. *Golden Era*, 37 (September): 467-476.
▶ Includes railroad to Grand Canyon.
-

Houk, Rose, AND Lawsen, Chuck

- 1999 2.7249 Twinkling lights, a parade, and a canyon train ride with Santa make Williams merry. *Arizona Highways*, 75(12) (December): 54-56, inside back cover.
▶ Includes Grand Canyon Railway trip to Grand Canyon.
-

Howe, E. W.

- 1909 2.15190 *Daily notes of a trip around the world. Vol. I. Hawaii, Japan, China, the Philippines, Ceylon.* Topeka, Kansas: Crane and Co., 2nd ed., 375 pp.
▶ By the editor of the *Atchison (Kansas) Globe*. See pp. 13-25, diary entry dated October 29, 1905); this entry beginning with descriptions of Williams and the railway to Grand Canyon. Includes a likewise unusual amount of detail in describing El Tovar and exceptional personal reflections while at the canyon.
-

Hungerford, Edward

- 1922 2.13684 Santa Fe—a study in consistent railroad advertising. *Printers' Ink*, 121(12) (December 21): 53-54, 56, 61-62, 64.
1923 2.13733 A study in consistent railroad advertising; what twenty-seven years of advertising have accomplished for a great railroad system. *Santa Fe Magazine*, 17(4) (March): 43-48.
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Interurban Videos

- 1991 26.396 *The Hassayampa Special*. Glendale, California: Interurban Videos. VHS video. 23:00. (A Max Media production.)
- ▶ Container adds, "Steam to Phoenix via Santa Fe's 'Peavine' ". Grand Canyon Railway.
-

Iron Horse Video Productions

- 1996 26.269 *America's historic steam railroads. Grand Canyon Railway, California Western Railroad*. (Gary Goldman and Dwight Hilson, executive producers; Charles Smith, producer, director; Bob Shriver, host.) Iron Horse Video Productions, Inc. (Copyright Iron Horse Video Productions, Inc., and Goldhil Home Media International. Distributed by Goldhil Video, Thousand Oaks, California.) *Ca.* 60:00.
- ▶ Grand Canyon Railway, see 00:00–29:10.
-

Ito, Taichi [伊藤 太一]

- 1998 2.25183 エコツーリズム手段としての国立公園における公共交通(1)--グランドキャニオン鉄道の復活と展開 [Ekotsūrizumu shudan to shite no kokuritsu kōen ni okeru kōkyō kōtsū (1)—Gurandokyanion tetsudō no fukkatsu to tenkai]. [Public transportation in national parks as a means of eco-tourism (1)—Restoration and development of the Grand Canyon Railway.] 国立公園 [Kokuritsu kōen] [*National Park* (Tokyo)], (May): 16-20. [In Japanese.]
-

J

Jacks, L. P.

- 1933 2.7710 *My American friends*. New York: Macmillan Co., 263 pp.
- ▶ See Chapter 7, "The Grand Canyon of Arizona", pp. 126-131, "February 21st, 1932. (*From my wife's diary.*)" Begins with brief notes regarding riding on the open end of the observation car all the way from Williams to Grand Canyon.
-

Jacobsen, Janet, AND Essenberg, Margaret

- 2011 2.15040 The Grand Canyon . . . on a train? *The Obsidian Bulletin* (Obsidian, Inc., Eugene, Oregon), 71(1) (January): 6-7. [Ellipsis is part of title.]
- ▶ Obsidian, Inc., is a not-for-profit organization.
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SOUTH RIM

Jamison, JoBeth

- 2007 2.11178 Grand Canyon icon still on track. *In: Off-Ramp* [SECTION]. *Arizona Highways*, 83(6) (June): 6.
▶ Grand Canyon Railway.
-

Janus Associates, Inc.

- 1989 2.3661 *Transcontinental railroading in Arizona, 1878-1940 : a context for preserving railroad related properties.* Phoenix: Janus Associates, Inc., for Arizona State Historic Preservation Office, 71 pp. (James Garrison, historical architect; James Woodward, architectural historian; Susan Wilcox, ed.; Robert Trennert, historical consultant; James Ayers, archaeological consultant.)
-

Johnson, Hoyt C.

- 1990 2.3710 A tourism cake with environmental frosting; reborn Grand Canyon Railway. (Photos by Tom Johnson.) *Scottsdale Scene*, (September): 24-30.
- 1994 2.3712 Hissin', puffin' and chuggin' to the Grand Canyon . . . the way to go! (Photos by Tom Johnson and Al Richmond.) *Canyon Magazine*, 1(1): 8-15. [Ellipsis is part of title.]
- 1994 2.3714 The Grand Canyon Railway rides again! *Discovery* (Allstate Motor Club), 34(2) (Summer): 14.
-

Johnson, Lynn, AND O'Leary, Michael

- 1999 2.3720 *All aboard! Images from the golden age of rail travel.* San Francisco: Chronicle Books, 132 pp.
-

Joy, Henry B.

- 1917 2.30393 The traveler and the automobile. *The Outlook* (New York), 115 (April 25): 739-742.
▶ See p. 741: "How many Americans have seen the Grand Canyon of the Colorado, that magnificent spectacle beside which all European wonders fade? A lamentable few. **The spot is isolated and can be reached only by a long, and to some disagreeable, railway journey.** The man who attempts to drive to the Grand Canyon must in a measure break his own trails and take his chances of arriving at a spot which should be the center of a series of magnificent radiating boulevards, connecting with a system of roads reaching to every corner of the Nation." (ENTIRE NOTE)
-

K

Kegley, Howard C.

- 1914 2.16007 Money saving equipment. *The National Builder*, (August): 87-88.
▶ See p. 88, quoting J. Koenig, who worked with electric circular saws on building the Santa Fe Railway Depot at Grand Canyon.

TIES TO THE EDGE OF THE EARTH

SOUTH RIM

Kida, Jeff

- 2021 2.30131 Full steam ahead. *Arizona Highways*, 97(5) (May): 14-15.
▶ Reminiscence of photographing during a 1989 trip on the Grand Canyon Railway. See Cook and Kida (1990, [ITEM NO. 2.2078](#)).

Kimball, Ivory G.

- 1912 2.14212 *Recollections from a busy life, 1843 to 1911*. Washington, D.C.: The Carnahan Press, 229 pp.
▶ See pp. 197-199. Includes a mule trip into the canyon. Also notes that at Grand Canyon they were unable to reserve berths on the train for their return trip eastward from Williams and took a chance that they could obtain berths there. Although none were available, they were told to board, though if nothing could be found they would have to get off the train at the next stop, "but the fact that [the conductor] and I were Masons made everything all right, for he changed the passengers about and gave us the berths needed."

Kincy, Ray

- 2009 2.21116 TCA 55th National Convention. *Central Texas Chapter Newsletter* (Train Collector's Association, Central Texas Chapter), 1(7) (July/August): 6-7.
▶ See also p. 5: "TCA 55th National Convention[,], Phoenix, AZ; photos by Pat Halpin". Text and photos include trip to Grand Canyon via Grand Canyon Railway.

Klein, Chuck

- 2008 2.11643 From the cab of 765. *The Flatwheel* (National Model Railroad Association, Mid-Central Region, Division 4), 42(8) (October):.
▶ Includes brief notice of trip on Grand Canyon Railway.

Knapp, Bruce

- 2013 2.20647 Knapp's Notes [COLUMN]. *The Oil Can* (National Model Railroad Association, Cincinnati Division 7), 7(9) (September): 12.
▶ See "Flagstaff", which includes trip to Grand Canyon aboard Grand Canyon Railway.

Kraft, Susan, AND Chappell, Gordon

- 1999 2.9338 Historic railroads in the National Park System and beyond. *Cultural Resource Management* (U.S. National Park Service), 22(1): 4-6.
-

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SOUTH RIM

Kramer, Barbara

1991 2.3944 Railroad art; good art turned into good business for the Santa Fe Railway. *Southwest Profile*, 14(3) (August/October): 16-17.

L

Le Baron, John K.

1912 2.16505 Which way? The call of the Pacific coast, and the answer to the question. *Suburban Life*, 15(6) (December): 351-353.
▶ Rail travel. See p. 351, Grand Canyon.

Leffler, Albert

2012 2.19510 Recollections from the 3751 Grand Canyon trip 2012. *New Mexico Steam Locomotive Railroad Historical Society* (Albuquerque), 11(2) (April/June): 1-3.
▶ San Bernardino Railroad Historical Society's 4-8-4 locomotive Santa Fe No. 3751. Steam-powered excursion "The Grand Canyon Limited", May 14-19, 2012, from Union Station, Los Angeles, to Grand Canyon and return, in part as a celebration of the Arizona Centennial.

Lell, Thomas M.

1994 2.11553 How to beat the canyon crush; Arizona's Grand Canyon Railway. *Passenger Train Journal*, 25(6) (June): 36-41.

Lewis, Hal

1990 2.8965 Steam to the Grand Canyon. *Railfan and Railroad*, 9(2): 42-50, 69.
▶ Grand Canyon Railway.

Llewellyn, Rich

2018 2.29833 The Grand Canyon Railway. *The Semaphore* (North County Model Railroad Society, Oceanside, California), (51) (July): 18-21.

Lorimer, George Horace

1919 2.14103 "Let's go! Let's go!" in Charles E. Van Loan, *Buck Parvin and the movies : stories of the moving picture game* (George H. Doran Co., New York, 1919), pp. vii-xiii. [An introduction to a Van Loan memorial edition.]
▶ See pp. ix-x: ". . . I like best to remember the days when we were out-of-doors together at the Grand Canyon. Van needed a mountain, a horizon-meeting desert or a canyon to set him off and give him room to play. At the Grand Canyon one can walk a few hundred yards in any direction from the hotel and find himself in a

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great pine forest, or a pathless desert, or the solitudes of the Canyon itself. It was there we met for a fortnight once or twice a year.

"Van's coming always made itself felt far down the line beyond Williams, when the trainmen began dropping back to the smoker to hear him talk. Last year a brakeman called up to me from a station platform: 'Van went through yesterday on number three,' and a little later our conductor stopped and, smiling reminiscently, exclaimed: 'That Van Loan is sure a case!'

"Baron Brant [Charles Brant, manager of El Tovar], the Hopis, the Navajos and all the old-timers were usually at the station to meet him, and as the train pulled in his long wolf howl went up in greeting."

Lowe, Sam, AND Maack, Richard

- 2008 2.11692 Last stop! *Arizona Highways*, 84(11) (November): 38-43.
▶ Train depots; includes Grand Canyon Railway, Williams and Grand Canyon.

Lummis, Charles F.

- 1902 2.3985 A week of wonders. III. *Out West*, 16 (January): 19-24. [Item signed "C. F. L."].
▶ Lummis apparently accompanied a visit by the president and vice-presidents of the Santa Fe Railway who were—a pity—examining the site for a large hotel at Grand Canyon (eventually El Tovar). He interjects, editorially: "The "Santa Fé" railroad now runs (by a branch from Williams) clear to the Grand Cañon. There are a good many of us who deem this a pity; who think anyone too lazy to ride—or walk—sixty miles to see the crowning wonder of the world doesn't deserve to see it. But the Times hold over us; and we are willing to forgive the unearned sightseers—if only they will refrain from squealing, as they stand on the very brink of that Painted Abyss, 'Oh, ain't it pretty!' Them, we would conscientiously shove over the rim."

M

Marek, Richard

- 1906 2.31081 Durch die Prärien Nordamerikas zum Grand Cañon des Colorado [*transl.* 'Through the prairies of North America to the Grand Canyon of the Colorado']. *Zeitschrift für Schul-Geographie* (Wien), 27: 33-48. [*In German.*]
▶ "Nach einem am 8. April 1905 im Naturwissenschaftlichen Vereine für Steiermark gehaltenen Vortrage." [*transl.* 'Based on a lecture given on April 8, 1905, at the Natural Science Association for Styria [Austria]']. Includes remarks on the rail trip from Williams to Grand Canyon, which was part of a field trip to Mexico in 1904 with the 8th International Geographical Congress:
"Bei Williams zweigt von der Hauptlinie, die nach Kalifornien führt, eine Lokalbahn ab, die bis zum Rande des Cañons vordringt. 100 km weit fährt man auf ihr, und auf der ganzen Strecke ist kein einziges Haus, nicht einmal eine Hütte zu sehen, obwohl man vom Waggon aus meilenweit freien Ausblick hat! Das ist der echte Far West, das Land des fernen Westens! Langsam nur fann unser Train auf der ganz primitiven Schienenanlage vorwärts, dabei gibt es stundenlang feine Abwechslung in der Landschaftsszenerie; unsere Gemütsverfassung während dieser Fahrt läßt sich leicht vorstellen! Wir alle wurden von einer nervösen Ungeduld gequält, sie äußerte

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sich vor allem darin, daß wir sozusagen unausgesetzt unseren vielgeplagten Reijemarschall mit der Frage bestürmten: Wann kommt denn endlich der Cañon? Und mit bewunderungswürdigem Gleichmüte gab er zur Antwort: noch 20, noch 10, noch 5 km. Auf einmal blieb der Zug stehen. Unter dem Rufen der Schaffner „all out“ stürzen wir aus unseren Wagen, die uns, in unserer Ungeduld geradezu Kerker geworden waren.“

[*Transl.* 'At Williams, a local railroad branches off from the main line leading to California, which advances to the edge of the canyon. You travel 100 km on it and not a single house can be seen on the whole route, not even a hut in sight, although you have miles of unobstructed views from the wagon! This is the real Far West! Our train only slowly moved forward on the very primitive rail system, while for hours there was fine variety of landscape scenery; our state of mind during this journey is easy to imagine! We were all tormented by a nervous impatience, which expressed itself above all in the fact that we constantly assailed our much-troubled Reisemarshal with the question: When will the canyon finally come? And with admirable indifference he answered: 20 more, 10 more, 5 km more. Suddenly the train stopped. With the conductors shouting "all out", we rush out of our cars, which, in our impatience, had almost become dungeons for us.']

Mason, Harry B.

1909

The trip to Los Angeles. A daily diary written on board the Santa Fe train which took the eastern and middle-western members of the American Pharmaceutical Association to the meeting last month—interesting incidents which transpired along the way. *Bulletin of Pharmacy* (Detroit), 23(9) (September): 360-365.

► Item is signed only "H.M.B." "This morning at 6 o'clock we got into Williams, Arizona, the junction point where we left the Santa Fe to take the winding, climbing road up to the Canyon. We laid over at Williams for two hours to wait for a delayed Western train and meantime ate our breakfast at the very comfortable hotel beside the track—another one of the Fred Harvey inns scattered all along the Santa Fe. The air was cool and bracing and everybody enjoyed the liberty of the open after three or four days of confinement in the Pullmans. Then we all got aboard and the engine fairly groaned and puffed and wheezed as it bravely pulled us up the mountain side—a two hours' climb to the El Tovar."

McGowan, Mike

2001 2.28805

Private car IORP 800290 was headed west on Amtrak No. 5 on 3/3/01. The Budd car is ex-Chicago, Burlington & Quincy 558, a pool car on the North Coast Limited. Tom McOwen out of Cincinnati, Ohio, owns the car. The car ran on the Grand Canyon Railway for a while. *Rocky Mountain Rail Report* (Rocky Mountain Railroad Club, Denver), (499) (April): 6.

► Dome car. Photo and legend only.

McKinney, Katherine

2017 2.31290

For love and trains; a modern-day troubadour hops aboard and spreads her love of parks through song. *National Parks*, 91(4) (Fall): 16-18.

► About singer and guitarist Gigi Love, a Trails & Rails Volunteers in Parks troubadour traveling aboard trains to the national parks. Includes Grand Canyon (pp. 16, 17).

TIES TO THE EDGE OF THE EARTH

SOUTH RIM

McKnight, William Q.

- 1920 2.16003 After a much-postponed journey. *The Herald of Gospel Liberty*, 112(27) (July 1): 636.
▶ Chicago to Japan. Grand Canyon, by rail, *in passing*.
-

McMahon, Pat

- 1997 2.4469 It's grand to be ridin' the rails. *Highroads* (Arizona Automobile Association), 41(6) (March/April): 30.
-

Meyer, Betty Kent [Meyer, Elizabeth Kent]

- 1991 2.4548 Trains. *Grand Canyon Pioneers Society, Newsletter*, 2(2): 1.
▶ Glad that the Grand Canyon trains have started again, with brief reminiscence of riding the trains years ago. Notes that her husband had worked for the Santa Fe.
- 1991 2.4549 Bunny hunt. *Grand Canyon Pioneers Society, Newsletter*, 2(2): 2.
▶ Grand Canyon Railroad.
-

Mills, Ken, AND Mills, Maureen

- 2019 2.28771 Trains in the midwest. *The Looker* (New Romney, Kent, England), (223) (September 25): 27.
▶ Brief report of a trip by English railway enthusiasts, from Las Vegas to Denver. Includes Grand Canyon Railway.
-

Milwaukee Public Television

- 2005 26.389 *Tracks Ahead. Series 2.* Milwaukee, Wisconsin: Milwaukee Public Television. DVD video. (Tracks Ahead program series.)
▶ See "Grand Canyon Railway".
-

Mink, Randy

- 2003 2.9680 All aboard! *Travel America*, 19(2) (September/October): cover, 44-49.
▶ Cover tag: "America's Scenic Trains".
-

Montes, Eduardo

- 2002 2.8751 History on the rails. *Travel 50 and Beyond*, 13(1) (Winter): 12-14.
▶ Grand Canyon Railway.
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SOUTH RIM

Moody, Charles Amadon

- 1900 2.92 To the cañon by rail. "The Santa Fé & Grand Cañon R. R. is now prepared to handle passengers from Williams to the Grand Cañon of the Colorado." *Land of Sunshine*, 13(1) (June): 28-37.
- Item signed "C. A. M." **NOTE:** In 1900 the rail line still had not reached the rim of the canyon, with a stage connection from end of track.
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Moody, John

- 1908 2.13189 The romance of the railways. VIII. The Atchison Topeka and Santa Fe system. *Moody's Magazine*, 6(3) (September): frontispiece (recto and verso), 145-156.
-

Moody's [firm]

- 1917 2.13582 Grand Canyon Ry. **In:** Steam railroad companies of the United States. *Moody's Manual of Railroads and Corporation Securities*, 1917, Volume 1, p. 49.
-

Morgan, D. B.; Graham, Tom; Iverson, Ken; Neves, Vic; Monger, Wayne; Stiles, Hank; Hall, Gary; McGrath, Judy; AND Palmer, Jeff

- 1997 2.29822 To "B" or not to "B" that is the question. *The Train Sheet* (Feather River Rail Society and Portola Railroad Museum, Portola, California), (85) (May/June): 7.
- Regarding the "great swirl of debate going on about the sale of the ALCO FPA-4B unit", or the "ALCO 'B' unit", a purchase offer for which was received from the Grand Canyon Railway. Not illustrated.
-

Muller, Hendrik P. N.

- 1905 *Door het land van Columbus : een reisverhaal. Vereenigde Staten.—Mexico.—Cuba.—Costa-Rica.—Colombia.—Venezuela.—Trinidad.—Curaçao.—Suriname.* [transl. 'Through the land of Columbus : a travelogue. United States . . .'] Haarlem: Erven F. Bohn, 504 pp. [In Dutch.]
- Regarding a trip to America in 1901-1902. See pp. 163-170, about his visit to the Grand Canyon at Bright Angel. In this item (*in translation here*) is the brief note that gives an idea of the comfort level of the train to the canyon: "A small train with wooden benches took me along a narrow track in two and a half hours to the edge of the Grand Canyon of the Colorado River, also called the Grand Canyon of Arizona, where a small wooden hotel contains some sleeping and dining rooms." And afterward, he unusually avails himself to an opportunity to not take the train on the return trip: "We make grateful use of a transport of horses intended for Williams the next day. Seated in the hard but extremely comfortable, wooden, leather-covered cowboy saddles, whose high struts make it easy for the badly tamed horses to ride in front and behind, we ride along the edge of the canyon, which from here is too deep to be clearly observable. Then we gleefully traverse the lonely, proprietary plain that stretches all over Arizona. First we ride through tall prairie grass, and then through desert-like land, where the grass now only shows itself in sparse bundles next to low, scattered pine trees. Stones become many; the land seems forsaken by God. It does not seem probable to me that South African farmers, following their pending plans, would feel happy here."
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N

Nemes Nagy, Ágnes

- 1986 8.908 *A föld emlékei : összegyűjtött versek* [transl. 'Memories of the earth : collected poems']. Budapest: Magvető Könyvkiadó, 269 pp. [In Hungarian.]
- ▶ See p. 229, "Amerikai állomás; A Grand Canyonban" [transl. 'American station; the Grand Canyon'], which reflects upon the then-unused Grand Canyon Depot at Grand Canyon, written during or following the writer's 1979 visit. This poem begins, "Én nem tudom miért, mindig az állomások." [transl. 'I don't know why, it's always the stations'].
-

Northern Arizona's Mountain Living Magazine, Staff

- 2012 2.16919 Uncertain prognostications; what we can expect a hundred years from now. *Northern Arizona's Mountain Living Magazine*, (Special Centennial Edition): 42.
- ▶ Imaginative. Includes bullet train to Grand Canyon.
-

O

Oltrogge, Maureen, AND Probst, Greg

- 1990 2.28351 Taking the train. *Courier* (U.S. National Park Service), 35(2) (March): 16-17.
- ▶ Inaugural run of the revived Grand Canyon Railway.
-

O'Neill, William O. [Buckey O'Neill]

- 1887 2.19826 *Central Arizona : for homes, for health, for wealth*. Prescott, Arizona: Hoof and Horn Print., 130 pp.
- ▶ See p. 49, note, ". . . a survey has been made and the route selected for a railroad from Flagstaff to the Grand Canyon of the Colorado"
-

O'Reilly, Sean

- 1999 2.4945 Riders to the rim; get out of your car and take the iron horse. *In*: O'Reilly, Sean, O'Reilly, James, and Habegger, Larry (eds.), *Grand Canyon : true stories of life below the rim*. San Francisco: Travelers' Tales, pp. 115-118.
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Oronhyatekha (Dr.)

- 1902 2.23820 Official Circular No. 25. *The Forester* (Independent Order of Foresters, Supreme Court, Toronto), 23(2) (February): 33-34. [Also repeated as "Official Circular No. 26", 23(3) (March): 65-66.]
- Announcing the next regular session of the Supreme Court of I.O.F. in Los Angeles. Includes notice of special I.O.F. train that will run from Chicago to Los Angeles and "will stop at the Grand Canyon of Arizona for a few [eight] hours". Item signed "Oronhyatekha, M.D., S.C.R." (Supreme Chief Ranger). The author was a Mohawk Indian, Oronhyatekha (Burning Cloud), baptised as Peter Martin. See also stock photo of Grand Canyon (p. 45) with legend on p. 38.
-

P

Paul, George F.

- 1913 7.424 Solemn with ancient lore, yet vibrant with present life. *Santa Fe Magazine*, 7(5) (April): 55-61. [Fiction.]
- Narrative joins a trip by train in Mexico, en route to tourist destinations in New Mexico (Zuni), arriving at Grand Canyon. Illustrations include stock photos at Grand Canyon as well as photos from Old Mexico.
-

Pearce, Liston Houston

- 1922 2.22244 *Hilltop views*. New York and Cincinnati, Ohio: The Methodist Book Concern, 110 pp.
- See "The Grand Cañon of Arizona", pp. 85-91. *Of additional note*: The Grand Canyon Railway line is referred to as "The Bright Angel Trail" (p. 85).
-

Pease, Donn

- 2004 2.22514 Guitar story. *Central Arizona Model Railroad Club Newsletter* (Paulden, Arizona), (January/March): [unpaginated].
- Regarding Berry "Big B" Brenner, Bright Angel Hotel entertainer being photographed with his guitar after arrival of Grand Canyon Railway steam locomotive. Article notes that the author had written in the previous issue "about the special steam run the Grand Canon Railroad had to celebrate their 20th anniversary." That issue was not available at the time this article was compiled for the bibliography.
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Peglar, Tori

- 2020 9.1704 Take the train; ride the Grand Canyon Railway into the heart of Grand Canyon National Park. *Grand Canyon National Park Journal* (Active Interest Media/National Park Trips, Boulder, Colorado), 2020: 79.

Peglar, Tori, AND Ruland, Mikaela





- 2022 9.1779 Ride the rails. If you want adventure, sightseeing and history all rolled into one on your Grand Canyon vacation, Grand Canyon Railway & Hotel is your ticket. *National*

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SOUTH RIM

Park Journal (Grand Canyon Edition) (National Park Trips, Boulder, Colorado), 2022: 17.

Pentrex

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| 1998 | 26.392 | <i>Grand Canyon Railway</i> . Pasadena, California: Pentrex. VHS and DVD. 60:00.  VHS  DVD VIDEO |
| 2002 | 26.395 | <i>Steam to the Grand Canyon : 3751 NRHS Convention Special</i> . Pasadena, California: Pentrex. VHS and DVD. 120:00.  VHS  DVD VIDEO
▶ National Railway Historical Society annual convention, Williams, Arizona. |
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Phelps, William Lyon

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|------|---------|---|
| 1912 | 2.15433 | <i>Teaching in school and college</i> . New York: Macmillan Co., 186 pp.
▶ See pp. 9-10, writing of teachers' lasting influence on their pupils. "I sat in the smoking-car of the little branch train leaving the Grand Canyon in Arizona. The regular fireman of the locomotive had a day off, and he came and sat with me. I said to him, 'This has been a new experience for me, this Canyon; it is the most wonderful thing I ever saw. Does it affect you the same way? Of course you see it every day. Does it seem wonderful to you? or is it just the beginning and the end of the day's run?' He replied, 'Do you want to know what I think of it?' and then he quoted word for word the whole of Bryant's <i>Thanatopsis</i> . Now I suppose some poor, underpaid school-mistress had taught the boy that poem, and this was her reward." Whether or Phelps's anecdote is from life, or is a lesson, William Cullen Bryant's <i>Thanatopsis</i> , "a consideration of death" (date uncertain but perhaps about 1811-1816), can be read online via Wikipedia, https://en.wikipedia.org/wiki/Thanatopsis , accessed January 31, 2026). |
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Pratt, Edwin A.

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| 1903 | 2.14254 | <i>American railways : reprinted (with additions) from "The Times"</i> . London: Macmillan and Co., Ltd., and New York: The Macmillan Co., 309 pp.
▶ See pp. 168-169. The sole remark pertaining to Grand Canyon: "Of the Santa Fé route as it exists to-day I can only add that it presents an abundance of points of interest for the traveller in America. [. . .] As for the Grand Cañon of Arizona, to my mind it far surpasses in grandeur and sublimity even the Falls of Niagara, and constitutes a still greater 'wonder,'—one, indeed, which it would be worth the while of any one who visits the United States to go across the American continent to see." No specific notice about transportation to the canyon. |
|------|---------|---|
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Q

Quinn, Lucy M.

- | | | |
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| 1936 | 2.26724 | <i>The railroad as a factor in Arizona history</i> . Master's thesis, University of Arizona, 124 pp. |
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SOUTH RIM

R

R., A. T.

- 1900 2.16022 Old Bill Williams. *The Conservative* (Nebraska City, Nebraska), 3(11) (September 20): 7.
▶ Principally about Williams, Arizona, but notes Grand Canyon and the railway, *in passing*.
-

Rand McNally [firm]

- 1902 9.835 *The Rand-McNally official railway guide and hand book. Sept. 1902.* Chicago: American Railway Guide Co., 558 pp.
▶ See "Grand Canyon Railway", p. 312; timetable.
-

Raymond, Rossiter Worthington

- 1911 2.13724 Excursions and entertainments. *In*: Proceedings of the One Hundred and First Meeting, San Francisco, October, 1911. (Transactions of the American Institute of Mining Engineers.) *American Institute of Mining Engineers, Bulletin*, (59) (November): xii-xxxviii.
▶ Refers to travel by "special train" from Chicago to San Francisco, with a stop at Grand Canyon. The train "comprised a combination club- and baggage-car, *San Luis*; a dining-car, No. 14123; and the following Pullman cars: two 10-section, 2-drawing-room cars, *Vallejo* and *Verdugo*; the 7-compartment, 2-drawing-room car, *Tularosa*; and the 6-compartment, 1-drawing-room observation-car, *Jarilla*. See "The Grand Cañon", pp. xiii-xiv, which notes arrival October 3 at 4:30 a.m.
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Read, Margaret

- 1992 9.303 *Steel, smoke and steam : a guide to America's scenic railroads.* Castine, Maine: Country Roads Press, 116 pp.
▶ See p. 85.
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Rice, A. F.; Hopping, Clyde; Maier, Walter A.; AND Blomquist, Eric W.

- 1911 2.15597 Richmond. *In*: Among Ourselves [SECTION]. *Santa Fe Employes' Magazine*, 5(8) (July): 112.
▶ Complimentary note regarding trip to Grand Canyon by California Association of Traffic Agents.
-

Richmond, Al [Richmond, Albert J.]

- 1985 2.5379 *Cowboys, miners, presidents, and kings : the story of the Grand Canyon railway.* (Albert J. Richmond, Sr., ed.) [Flagstaff, Arizona]: Grand Canyon Pioneers Society, Inc., 187 pp.

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- 1986 2.5380 The Grand Canyon Railway: a history. *Journal of Arizona History*, 27(4) (Winter): 425-438.
- 1988 2.5381 Apex, a vanished Arizona logging community. *Journal of Arizona History*, 29(1): 75-88.
▶ Also relates to the Grand Canyon Railway.
- 1989 2.5382 *Cowboys, miners, presidents and kings : the story of the Grand Canyon Railway*. [Williams, Arizona]: Grand Canyon Railway, revised ed. [*i.e.* 2nd ed.], 230 pp. (Printed by Northland Printing, Flagstaff, Arizona.)
- 1990 2.5383 Railway museum opens. *Arizona History Magazine*, 7(1) (January/February): 6.
- 1990 9.310 *Rails to the rim : milepost guide to the Grand Canyon Railway*. [Williams, Arizona]: Grand Canyon Railway, 136 pp. (Northland Printing, Flagstaff, Arizona.)
- 1992 2.10459 Renaissance: Breathing new life into a legendary railway. *Journal of the West*, 31(1) (January): 60-68.
- 1993 2.5388 Steam power returns to the Santa Fe Railway. *Grand Canyon Pioneers Society, Newsletter*, 4(2): 8.
- 1994 2.5390 Railroad and Park Service: For the benefit of the Grand Canyon from beginning of train service on into the future. *In*: Grand Canyon National Park; celebrating 75th anniversary. *Williams-Grand Canyon News* [special supplement, Grand Canyon 75th Anniversary Edition], pp. 21-22.
- 1994 9.522 *Rails to the rim : milepost guide to the Grand Canyon Railway*. [Williams, Arizona]: Grand Canyon Railway, revised ed., 136 pp.
- 1995 2.5391 All aboard for the Grand Canyon: A brief history of railways on the Colorado Plateau. *Cañon Journal*, 1(2): 16-24.
- 1995 2.5393 *Cowboys, miners, presidents and kings : the story of the Grand Canyon Railway*. [Williams, Arizona]: Grand Canyon Railway, revised ed. [*i.e.* 3rd ed.], 230 pp. (Printed by Northland Graphics, Flagstaff, Arizona.)
- 1996 2.5396 Return to yesteryear preceded by difficult journey. *Grand Canyon Railway Territorial Times*, 8(1): 8.
- 1996 2.5397 Rebuilding a legend: Number 4960 nears completion. *Grand Canyon Railway Territorial Times*, 8(1): 9.
- 1996 9.885 *Rails to the rim : milepost guide to the Grand Canyon Railway*. [Williams, Arizona]: Grand Canyon Railway, 3rd ed., 136 pp. (Printed by Northland Graphics, Flagstaff, Arizona.)
- 1998 9.523 *Rails to the rim : milepost guide to the Grand Canyon Railway*. [Williams, Arizona]: Grand Canyon Railway, 4th ed., 136 pp. (Printed by Northland Graphics, Flagstaff, Arizona.)
- 1998 2.15673 Santa Fe's El Tovar—Unique train or mirage? *Journal of the West*, 37(3) (July): 71-76.
▶ Grand Canyon Railway.

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SOUTH RIM

- 1999 2.7500 *Cowboys, miners, presidents and kings : the story of the Grand Canyon Railway.* [Williams, Arizona]: Grand Canyon Railway, 4th ed., 230 pp.
- 2000 2.7293 Buckey O'Neill: A debt we cannot repay. *The Ol' Pioneer* (Grand Canyon Pioneers Society), 11(1) (January/March): 7.
▶ Includes Grand Canyon Railway.
- 2001 2.8426 Cowboys and kings rode the Grand Canyon Railway. *The Ol' Pioneer* (Grand Canyon Pioneers Society), 12(3) (July/September): 12.
- 2001 2.8427 Buckey O'Neill and the Grand Canyon Railway. *In: Railroad Days centennial celebration of the Grand Canyon railway's first trip to the Canyon, Sept. 17, 1901 : Williams, Arizona, September 15-17.* Williams, Arizona: Williams-Grand Canyon News, p. 6.
▶ Railroad Days—Official Program.
- 2001 2.8428 Cowboys and kings rode the Grand Canyon Railway. *In: Railroad Days centennial celebration of the Grand Canyon railway's first trip to the Canyon, Sept. 17, 1901 : Williams, Arizona, September 15-17.* Williams, Arizona: Williams-Grand Canyon News, pp. 8-9.
▶ Railroad Days—Official Program.
- 2001 2.8429 Arizona State Railroad Museum planned for Williams. *In: Railroad Days centennial celebration of the Grand Canyon railway's first trip to the Canyon, Sept. 17, 1901 : Williams, Arizona, September 15-17.* Williams, Arizona: Williams-Grand Canyon News, p. 14.
▶ Railroad Days—Official Program.
- 2001 9.540 *Rails to the rim : milepost guide to the Grand Canyon Railway.* [Williams, Arizona]: Grand Canyon Railway, Centennial ed. [5th ed.], 136 pp.
- 2002 2.9200 *Cowboys, miners, presidents and kings : the story of the Grand Canyon Railway.* [Williams, Arizona]: Grand Canyon Railway, 5th ed., 258 pp.
- 2004 9.886 *Rails to the rim : milepost guide to the Grand Canyon Railway.* [Williams, Arizona]: Grand Canyon Railway, 6th ed., 136 pp.
- 2005 2.10287 The other El Tovar. *The Ol' Pioneer* (Grand Canyon Historical Society), 16(2) (April/June): 3, 10.
▶ Santa Fe Railway train.
- 2005 2.10672 Rails at both rims. *In: Anderson, Michael F. (compiler, ed.), A gathering of Grand Canyon historians; ideas, arguments, and first-person accounts; proceedings of the inaugural Grand Canyon History Symposium, January 2002.* *Grand Canyon Association, Monograph 13*, pp. 15-18.
- 2005 2.10675 Grand Canyon's railroad culture. *In: Anderson, Michael F. (compiler, ed.), A gathering of Grand Canyon historians; ideas, arguments, and first-person accounts; proceedings of the inaugural Grand Canyon History Symposium, January 2002.* *Grand Canyon Association, Monograph 13*, pp. 33-38.
- 2005 2.15674 *Cowboys, miners, presidents and kings : the story of the Grand Canyon Railway.* [Williams, Arizona]: Grand Canyon Railway, 6th ed., 258 pp.

TIES TO THE EDGE OF THE EARTH

SOUTH RIM

- 2006 9.681 *Rails to the rim : milepost guide to the Grand Canyon Railway.* [Williams, Arizona]: Grand Canyon Railway, 7th ed., 136 pp.
- 2017 2.26841 *The story of Grand Canyon Railway : cowboys, miners, presidents and kings.* Grand Canyon, Arizona: Grand Canyon Association, new ed., 194 pp.
- 2020 2.29942 One hundred thirty-seven years of railroads to the Grand Canyon. *In*: Quartaroli, Richard D. (compiler, ed.), *Celebrating 100 years of Grand Canyon National Park, February 2019 : a gathering of Grand Canyon historians : ideas, arguments, and first-person accounts.* Grand Canyon, Arizona: Grand Canyon Association [and Grand Canyon Historical Society], pp. 81-85.

Richmond, Al, AND Pearsall, Marc

- 2004 2.10009 *The Grand Canyon Railway : sixty years in color.* [Williams, Arizona]: Grand Canyon Railway, 112 pp.
- 2007 2.15675 *The Grand Canyon Railway : sixty years in color.* [Williams, Arizona]: Grand Canyon Railway, 2nd ed., 112 pp.

Ricker, George M.

- 1898 2.13557 The Grand Canon—a titanic chasm. *The National Magazine* (Boston), 8(5) (August): [viii]-[xii].
▶ Five unpaginated pages at beginning of issue, preceding the (unrelated) frontispiece, in appearance as like an article but is a promotion for the Santa Fe Railway.

Rogers, W. Lane

- 2008 2.12146 Grand Canyon Railway. *In*: Arizona Capitol Times (compiler), Barry Gartell (ed.), *Times past : reflections from Arizona History.* Phoenix: Arizona Capitol Times, pp. 254-255.
▶ Originally published in *Arizona Capitol Times*, November 28, 1990.

Rouse, W. J.

- 1902 6.523 Bright Angel Trail. *In*: Picken, Lillian H. (compiler), *The Crane fifth reader.* Topeka, Kansas: Crane and Co., pp. 324-329.
▶ Includes remarks on early rail travel to the canyon; also quoted in Spamer (2023).

Runte, Alfred

- 1974 2.31269 Pragmatic alliance; western railroads and the national parks. *National Parks and Conservation Magazine*, 48(4) (April): 14-21.
▶ Includes Grand Canyon.
-

TIES TO THE EDGE OF THE EARTH

SOUTH RIM

Runte, Alfred

- 1984 2.5522 *Trains of discovery : western railroads and the national parks.* Flagstaff, Arizona: Northland Press, 89 pp.
▶ See "Preservation Express; Glacier, the Grand Canyon, and the National Park Service", pp. 38-59.
- 1987 2.5523 *National parks : the American experience.* Lincoln, Nebraska, and London: University of Nebraska Press, 2nd ed., revised, 335 pp.
- 1990 2.5524 *Trains of discovery : western railroads and the national parks.* Niwot, Colorado: Roberts Rinehart, Inc., revised ed., 86 pp.
▶ See "Return to the Grand Canyon", pp. 69-74.
- 1992 2.5525 Promoting wonderland: Western railroads and the evolution of national park advertising. *Journal of the West*, 31 (January): 43-48.
- 1994 2.5526 *Trains of discovery : western railroads and the national parks. Collector's edition.* Niwot, Colorado: Roberts Rinehart Publishers, [3rd ed.], 86 pp.
- 1994 2.5527 Trains for parks: A second chance. Restored rail service to Glacier, Denali, and Grand Canyon offers a way to protect the environment by easing traffic problems. *National Parks*, 68(3/4) (March/April): 30-34.
- 1994 2.5528 Celebrating rails and parks. *Trains*, 54(10): 32.
- 1996 2.5530 The meaning of Grand Canyon and its remarkable railway. *Grand Canyon Railway Territorial Times*, 8(1): 1, 10-11.
- 1998 2.9199 *Trains of discovery : western railroads and the national parks.* Boulder, Colorado: Roberts Rinehart Publishers, 4th ed., 106 pp.
- 2005 2.10775 The greater realities of privatization: A historian's perspective. *The George Wright Forum*, 22(2): 21-25.
- 2006 2.10800 Every magic mile; railroads and renewal. *Sojourns* (Peaks, Plateaus and Canyons Association), 1(1) (Winter/Spring): 22-31.
- 2011 2.16923 *Trains of discovery : railroads and the legacy of our national parks.* Boulder, Colorado; Roberts Rinehart Publishers, 5th ed., 176 pp.
-

S

Sanno, Charles

- 1989 2.9445 Santa Fe's Grand Canyon Railway; born in 1897 and put to rest in 1969, the only railroad to directly serve Grand Canyon National Park now stands at the brink of revival. *Passenger Train Journal*, 21(10) (October): 26-31.
▶ See also letter by Duane Roller, *PTJ* (February 1990): 7.
- 1990 2.9446 Grand Canyon Railway: the trains are back. *Passenger Train Journal*, 21(2) (February): 12-15.

TIES TO THE EDGE OF THE EARTH

SOUTH RIM

Scheid, Christopher

- 2003 2.9502 On the Grand Canyon Railroad . . . getting there is half the fun. *Gateway to Canyon Country*, (Summer): 9. [Ellipsis is part of title.]
▶ Grand Canyon Railway.

Schiner, Lok

- 2006 2.12082 25 Jahre American Railroadfans in der Schweiz, 1981-2006; die 13th Convention (Ausstellung) in Adliswil bei Zürich vom 14/15. Oktober 2006 [*transl.* '25 years of American railroad fans in Switzerland, 1981-2006; the 13th Convention (exhibition) in Adliswil near Zurich on October 14/15, 2006']. *Modellbörse* (Die Zeitschrift für Modellsport, Hobby und Sammeln), 2006(10): 6-9. [*In German.*]
▶ Includes Grand Canyon Railway (though not in miniature in this serial for model enthusiasts, which translates *Model Exchange*, The magazine for model sports, hobbies and collecting).

Schnyder, Joe

- 2019 2.28811 Fall color tour of the Grand Canyon; October 14-17, 2018, Joe Schnyder, excursion coordinator. *Line Up* (Motorcar Operators West), 27(1) (June): 18-21, back cover (back cover illustration legend inside front cover).
▶ Motorcar ("speeder") excursion via Grand Canyon Railway tracks.

Schott, Kristen

- 2008 2.12264 Miss Rodeo Nebraska 2008 Kristen Schott; "Oh, the places you will go!" *Miss Rodeo Nebraska Association*, (Fall): 1-2.
▶ Grand Canyon Railway and Grand Canyon, *in passing*.

Shaffer, Mark

- 2006 2.28807 Grand Canyon Railway for sale. *Canadian Rail* (St.-Constant, Quebec), (512) (May/June): 128-129.

Shulenburg, F. A.

- 1922 2.23796 Angel City Division [SECTION]. *The Sleeping Car Conductor* (Order of Sleeping Car Conductors, Kansas City, Missouri), 5(6) (June): 30-32.
▶ See p. 31: "This one is funny. Lady passenger without any clothes. Why? She had space in car 410 which is the rear car. Had friends in one of the forward cars which was a straight room car. She undressed there and went back to car 410 and to bed. On arrival of train No. 4 at Williams, car 410 was put on train No. 12 which leaves Williams ahead of No. 4. When arising in the morning, found she was without apparel and was very much excited. Found it necessary to remain in bed until train was switched together again at the Grand Canyon and her apparel recovered. The practice of handling cars in this manner was immediately discontinued. Why? Santa Fe service." (ENTIRE NOTE)

TIES TO THE EDGE OF THE EARTH

SOUTH RIM

Singh, P. J.

2001 2.9592 A visit to the Grand Canyon Railway. *ISRS Quarterly Newsletter* (Indian Steam Railway Society, New Delhi), (6) (Summer):.

Singleton, William R.

1848 2.19000 Internal improvement in southwestern Missouri. *The Western Journal, of Agriculture, Manufactures, Mechanic Arts, Internal Improvement, Commerce, and General Literature* (St. Louis), 1(9) (September): 489-496.

▶ Excerpted correspondence from Singleton, of Independence, Missouri, to Major D. D. Berry, of Springfield, Greene County, Missouri, copied from the *Springfield Advertiser* (Springfield, Missouri), pp. 491-496; with unsigned editorial introduction, pp. 489-491. Includes a wonderfully naive speculation without details (p. 496) for a rail line to the confluence of the Jaquesella [*sic*, Little Colorado] and Colorado Rivers, from which point "the Colorado may be easily rendered navigable for steamers of a large class to the head of the California Gulf. And from thence to San Diego, on the Pacific coast, a railroad may be constructed." [See the Introduction to this bibliography for comments.]

Skinny [Harbin, A. E.]

1922 Wild dudes I have met at Grand Cañon. *Santa Fe Magazine*, 17(1) (December): 50-51. [Item signed "Skinny the Ticket Clerk".]

▶ See this item specially quoted in its entirety in the anthology, "My God, there it is!": *The World Encounters the Grand Canyon, 1540-1926* (Raven's Perch Media, 2022), pp. 684-686; with the editor's introduction, "Although I was tempted to omit the parts that would be understood only by those who traveled on the Santa Fe's Pullman sleepers a century ago, and even though some of Skinny's recollections go farther afield than the Grand Canyon (where he worked), what better way to illustrate the troubles of a world long gone, perhaps with a touch of longing. Anyway, by 1922, some of the mainstay questions Skinny passes along were the same as those then being fielded in the new national park by green Grand Canyon rangers—and today. (Some things don't change.)"

Smith, L. Eaton

1903 2.5876 *Flying visits to the City of Mexico and the Pacific coast*. Liverpool, England: H. Young and Sons, 111 pp.

▶ See Chapter 11, "The Grand Cañon" (pp. 97-111), with interesting remarks about the train from Williams to Grand Canyon (pp. 102-103); also quoted in Spamer (2023).

Smith, Lenny

2014 2.28803 "Lenny's Corner" [COLUMN]. *Spur Line* (National Model Rail Road Association, Pacific Southwest Region, Arizona Division), 48(1) (January): 28.

▶ Reminiscences of a chartered-parlor car trip on the Grand Canyon Railway.

TIES TO THE EDGE OF THE EARTH

SOUTH RIM

Smith, E. Quincy [Smith, Edward Quincy]

- 1911 2.13097 *Travels at home and abroad. Volume II : The second trip to Jamaica, the California trip, the bond sale trip.* New York and Washington: Neale Publishing Co., 169 pp.
- ▶ The "California Trip" was with the American Bankers Association, in 1903 (Grand Canyon, see pp. 91-95). Regarding the trip to the canyon he writes, descriptively: "We reached Williams, the junction with the road to the Grand Canyon, at 4:30 in the afternoon (Thursday). The most prominent feature of the surrounding country is 'Bill Williams Mountain,' with its seven rounded and wooded peaks, on the loftiest of which, over ten thousand feet high, is the grave of the famous scout of that name. The railroad passes out of the flat, sandy desert to the region of cedars and junipers, and with three engines we again climbed seventy-five hundred feet, the altitude of the Grand Canyon. A little way out from Williams we passed Red Lake, a volcanic sink-hole, with little water in it, and about halfway to the canyon Red Butte becomes a prominent land mark. This is called by the Indians the 'Mountain of the Clenched Fist,' and the reflection of the bright Arizona sunlight upon its red sandstone explains at once why Red Butte is so much a feature of this section of the painted desert. We reached the Grand Canyon at 8:30, and the entire train was at once emptied of passengers hurrying to the Bright Angel Hotel, for their first view of the glories of the Grand Canyon by moon light."
-

Spamer, Earle E.

- 2023 2.31477 From end-of-track to black Sunday: Riding the rails to Grand Canyon village's first hotels (1901-1904). *The Ol' Pioneer* (Grand Canyon Historical Society), 34(3) (Summer): 1, 2, 5-12.
- ▶ Quotations from early rail travelers. Maps (cover [legend on p. 2] and p. 12) were added by the editor as simple illustrations.
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Stackpole, George F.

- 1912 2.14221 *My travels through Europe and my western trip.* Riverhead, New York: The County Review Press, 133 pp.
- ▶ See pp. 101-105, from a diary entry dated "Grand Canyon, Arizona, Oct. 5, 1906". "At Ash Forks [*sic*] I changed to the Santa Fe Road and rode back 23 miles to Williams, where I arrived at 8 P. M., Thursday. Here I went on board the car that was to start at 11.20 P. M., for the Grand Canyon of the Colorado. I made myself as comfortable as I could in a chair car and passed the night as best I could, arriving at the Grand Canyon about sunrise, Friday morning."
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Steele, David M.

- 1917 2.5974 *Going abroad overland : studies of places and people in the Far West.* New York and London: G. P. Putnam's Sons (The Knickerbocker Press), 197 pp., map.
- ▶ Regarding train travel; travelogue style. See Chapter 4, "Grand Canyon, Titan of Chasms", pp. 34-44, and plate. Mostly about impressions of the canyon, with a few casual notes regarding the trip to the canyon.
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TIES TO THE EDGE OF THE EARTH

SOUTH RIM

Stevens, Bonnie

- 2024 2.31957 Lamberson, McLaughlin, honored for Flagstaff ATHENA Leadership; award recipients share a commitment to community building. *Flagstaff Business News* (Flagstaff, Arizona), 17(3) (March): 1, 28, 30.
- ▶ See p. 30, "Grand Canyon Railway Honored for Green Practices". (ATHENA is not an acronym.)
-

Sturm, Gary L., AND Landgraf, Mark J.

- 1996 2.6111 *The compendium of American railroad radio frequencies*. Waukesha, Wisconsin: Kalmbach Publishing Co., 14th ed., 200 pp. (Railroad Reference Series, 18.)
- ▶ See Grand Canyon Railway, p. 75.
-

Sukuri, Masashi [宿利正史]

- 2019 2.29227 3) 2014年第6号 東京大学公共政策大学院客員教授宿利正史氏 [3] 2014-nen dai 6-gō Tōkyōdaigaku kōkyō seisaku daigakuin kakuinkyōju yadori Seishi-shi] [3] 2014 No. 6 Visiting Professor, Graduate School of Public Policy, The University of Tokyo Masashi Sukuri]. *In*: 一般社団法人交通環境整備ネットワーク 10年史 [10-year history of Transportation Environment Maintenance Network]. Tōkyō: 一般社団法人交通環境整備ネットワーク [Traffic Environment Maintenance Network], pp. 85-89. [In Japanese.]
- ▶ See pp. 85-86, remarks and photographs of a Grand Canyon Railway steam locomotive at the Grand Canyon Depot. One of several articles reprinted from the bulletin of the Transportation Environment Maintenance Network; this one from No. 6 (2014). The 2019 item seen online with the heading, "The history of ecotran 2009-2019".
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Sullivan, R. B.

- 1933 2.30644 Grand Canyon. *In*: Among Ourselves [SECTION]. *Santa Fe Magazine*, 27(11) (October): 65-67.
- ▶ Local news. Includes the note (p. 65), "Among the many distinguished guests of the month was H. R. H. The Maharaja of Baroda and party of five, arrived in regular equipment and spent a day at the cañon, leaving on No. 15."
- 1933 2.30645 Grand Canyon. *In*: Among Ourselves [SECTION]. *Santa Fe Magazine*, 27(12) (November): 63.
- ▶ Local news. Includes: "Guglielmo Marconi, inventor of the wireless, was a park visitor for one day, accompanied by H. C. Chase, superintendent of telegraph for the Santa Fe, who entertained the distinguished guest. Private car movement."
-

Suran, William C. [Suran, Bill]

- 1992 2.6138 All aboard. *Grand Canyon Pioneers Society, Newsletter*, 3(1): 3.
- ▶ Report on the Grand Canyon Pioneers Society trip to the canyon (!) aboard the Grand Canyon Railway.
-

TIES TO THE EDGE OF THE EARTH

SOUTH RIM

Swanson, Jack

- 1990 9.364 (ED.) *Rail ventures*. Ouray, Colorado: Wayfinder Press, 416 pp.
▶ See Grand Canyon Railway, p. 411; brief mention.
-

Swartz, Ted

- 1982 2.6177 The Santa Fe Railway and early Southwest artists. *American West*, 19(5): 32-41.
-

T

Tierney, V. Ronnie [Tierney, Veronica]

- 2019 2.28497 Grand Canyon Railway General Manager: A man in motion; Bob Baker promotes train travel for education, entertainment and preservation. *Flagstaff Business News* (Flagstaff, Arizona), 12(6) (June): 13, 40.
- 2021 2.31016 Making holiday magic with the Polar Express; Jeff D'Arpa oversees the Grand Canyon Railway. *In: Community Profile* [SECTION]. *Flagstaff Business News* (Flagstaff, Arizona), 14(12) (December): 15.
▶ Grand Canyon Railway and Hotel General Manager.
-

Timmonds, Henry C.

- 1933 2.32506 A Santa Fe chronicle; survey of advancements made in passenger train service and equipment during recent years. *Santa Fe Magazine*, 27(4) (March): 33-34.
▶ See p. 33, in 1929 "A new train known as the Grand Canyon Limited was placed in service on a 66-hour schedule eastbound. This train offered an improved service to the famous Grand Canyon by including through Pullman service from Los Angeles to Chicago via the Canyon." (ENTIRE NOTE)
-

Tisdale, Shelby Jo-Anne

- 1996 2.6354 Railroads, tourism, and Native Americans in the Greater Southwest. *Journal of the Southwest*, 38(4) (Winter): 433-462.
-

Trains Magazine, Publisher of

- 2007 9.751 *Tourist trains guidebook : from the publisher of Trains Magazine*. Waukesha, Wisconsin: Kalmbach Publishing Co.
▶ See Grand Canyon Railway, p. 15.
-

TIES TO THE EDGE OF THE EARTH

SOUTH RIM

Treves, Frederick

- 1905 2.14096 *The other side of the lantern : an account of a commonplace tour round the world.* London, Paris, New York and Melbourne: Cassell and Co., 424 pp. [Also later printings.]
- ▶ See "The Scene at the End of the World", pp. 415-419. Treves, a well-placed British surgeon, wrote of his world tour at the start of the twentieth century. America was the last leg of his trip, by which time it seems that he was about out of words, writing only of Yosemite and, last, the Grand Canyon before suddenly reappearing in England. It is an object lesson of the dangers incumbent in having seen the world—and then, this. It told him only about "the end of the world". How he got there he does not say—it had to have been on the train—though one wonders what route his train took to arrive at the canyon. (*See in the Introduction to the present bibliography.*)
-

Turner, Herbert Hall

- 1904 2.13702 From an Oxford Note-Book [COLUMN]. *The Observatory* (London), 27(350) (November): 417-422.
- ▶ The column is unsigned, but Turner is identified through other sources as the author of the Oxford Note-Book column. This is an addendum to a previously concluded series of articles about the writer's travel by rail across the United States, which chiefly pertained to astronomical subjects. This addition comprises miscellaneous notes not in the series. See pp. 420-421, regarding troubles of rail travel in northern Arizona, including Grand Canyon Railway, and a visit to Grand Canyon in August 1904. (Also quoted in Spamer, 2023.)
-

U

U.S. Forest Service

- 1993 2.18169 *Remembering the centennial : national forests 1891-1991.* [No place]: U.S. Forest Service, 122 pp. (FS-535.)
- ▶ See p. 29, "Grand Canyon Historic Railway" (Grand Canyon Railway).
-

V

Valhalla Video Productions

- 1997 26.250 *Grand Canyon weekend of steam.* Tustin, California: Valhalla Video Productions. Video. 56:00. VV-29.
- ▶ Grand Canyon Railway.
-

TIES TO THE EDGE OF THE EARTH

SOUTH RIM

Van Camp, Robert C., AND Holt, David

- 2000 26.399 *Great scenic railway journeys : the West.* Winston-Salem, North Carolina: RVC Video Productions. VHS video. 60:00.
▶ Includes Grand Canyon Railway.
- 2004 26.400 *Great scenic railway journeys : the West.* Winston-Salem, North Carolina: Wide Eye Productions. DVD video. 62:00.
▶ Includes Grand Canyon Railway.
-

Viedebantt, Klaus; Pinck, Axel; Minkoff, Sammy; AND Mosler, Axel M.

- 2015 9.1177 *Auf Schienen um die Welt : die 55 schönsten Reisen mit der Eisenbahn* [transl. 'Around the world by train: the 55 most beautiful railway journeys']. München: Bruckmann Verlag GmbH, 192 pp. [In German.]
▶ See "30. Grand Canyon Railway. Im rollenden Bahnmuseum zur 'Großen Schlucht'" [transl. 'Grand Canyon Railway. In the rolling railway museum to the "Grand Canyon"'], p. 101.
-

W

W., J. G.

- 2006 2.10776 Getting enough iron in your life? *Trains*, (April): 52-56.
▶ Includes Grand Canyon Railway.
-

Wagner, Jan

- 2019 2.29378 S.D. Miata Club road trip to the Grand Canyon and Grand Canyon Railroad. *Armed Forces Dispatch* (Carlsbad, California), 59(22) (September 26): 15.
▶ Item credited as "AutoMatters™ & More #609". (S.D.: San Diego. Regarding Mazda Miata automobiles. Grand Canyon Railway.
-

Walker, Dale L.

Biographical materials about William Owen "Buckey" O'Neill include his promotion of a railroad to Grand Canyon.

- 1975 2.6641 *Death was the black horse: The story of Rough Rider Buckey O'Neill.* Austin, Texas: Madrona Press.
- 1975 2.6642 *Buckey O'Neill : the story of a Rough Rider.* (Foreword by Barry Goldwater.) Tucson: University of Arizona Press, 200 pp.
▶ Originally published as *Death Was the Black Horse.*
- 1997 2.6643 *Rough Rider : Buckey O'Neill of Arizona.* Lincoln, Nebraska, and London: University of Nebraska Press, 200 pp. (Bison Books ed.)

TIES TO THE EDGE OF THE EARTH

SOUTH RIM

- 1998 2.6644 O'Neill, "Buckey" [William Owen]. *In*: Lamar, Howard R. (ed.), *The new encyclopedia of the American West*. New Haven, Connecticut, and London: Yale University Press, pp. 824-825. [Square brackets are part of title.]
-

Walsh, John H., AND Suzzallo, Henry

- 1914 2.14147 *Walsh-Suzzallo arithmetics. Book two. Practical applications*. Boston, New York, and Chicago: D. C. Heath and Co., 502 pp.
▶ See pp. 369-370, problems using a railroad timetable that includes Williams and Grand Canyon.
-

Walter, Richard

- 2011 2.18578 *From the President. Southwestern* (Electrical Apparatus Service Association, Southwestern Chapter, Plano, Texas), (Spring): 2.
▶ Includes trip to Grand Canyon aboard Grand Canyon Railway.
-

Walz, Robert D.

- 2012 2.4486 *ATSF 3751 to the Grand Canyon. Santa Fe 5000 Fifty Hundred Team News* (Amarillo, Texas), 2(1) (4th Quarter): 41-47.
▶ Report of excursion of 14-car passenger train from Los Angeles to Grand Canyon and return, pulled by Santa Fe 4-8-4 3751. The train double headed with Grand Canyon Railway 4960 from Williams, Arizona, to Grand Canyon and return.
-

Wasserman, Paul, AND Merando, Sam

- 2009 6.1119 *A look back at the 2009 National Convention . . . our "hosts with the most"—the TCA Desert Division Kids Club! Keeping Track* (Train Collectors Association Kids Club, Strasburg, Pennsylvania), 6(3) (October): [unpaginated]. [Ellipsis is part of title.] [Young-reader title.]
▶ Photos with legends. Includes Grand Canyon Railway and Grand Canyon.
-

Way, Thomas E.

- 1980 2.6724 *A summary of travel to Grand Canyon*. Prescott, Arizona: Prescott Graphics, 14 pp.
1990 2.6726 *Destination: Grand Canyon*. Phoenix: Golden West Publishers, 112 pp.
-

Webb, Jerry

- 1989 2.28806 *New train to Grand Canyon? The Trainmaster* (National Railway Historical Society, Pacific Northwest Chapter, Portland, Oregon), (May): 6.
▶ Grand Canyon Railway.
1989 2.21108 *The Grand Canyon Line starts. The Trainmaster* (National Railway Historical Society, Pacific Northwest Chapter, Portland, Oregon), (November): 1, 7.
▶ Grand Canyon Railway.
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TIES TO THE EDGE OF THE EARTH

SOUTH RIM

Werhan, Ronald W. [Werhan, Ron]

- NO DATE 2.26789 Trains. [In untitled newsletter] (Grand Canyon Pioneers Society), ([ca.] November/December 1989): 1-2.
► Memories of riding trains, with brief remarks on Grand Canyon Railway.
-

Wheeler, Stephen

- 2002 2.9554 Railway to the rim. *Going Places* (Automobile Association of America South), (September/October):.
-

Whitaker, Priscilla

- 1997 2.7989 "Life's pretty short," says the Marshal of the Grand Canyon Railway. *Flagstaff Live!*, (March 20-April 2): 57.
-

Widmann, Ann

- 2001 2.8471 GC Railway owners delight in celebration. *In: Railroad Days centennial celebration of the Grand Canyon railway's first trip to the Canyon, Sept. 17, 1901 : Williams, Arizona, September 15-17.* Williams, Arizona: Williams-Grand Canyon News, p. 10.
► Railroad Days—Official Program.
-

Wiley, Hugh

- 1924 7.1123 *The prowler.* New York: Alfred A. Knopf, 272 pp. [A novel.]
► Principal characters are African-Americans, whom the author has, condescendingly, speak in a stiffly contrived Black-English dialect. See in Chapter 7, passing references to Grand Canyon, including this regretful dialogue between two train porters (p. 100):

Whah at you thinks you is gwine?
"I figgered us was headed f'r Chicago."
"You figgered wrong! Dis is a Canyon car. All yo' white folks gits out in five minutes mo'. Dey is headed f'r dis El Tovar Hotel up f'm de station. Git rustlin'! You is almost in."
The Wildcat got rustling. "How come dis Hell Too Far place? Ain't far 'nuff to give me time to brush down my white folks. Seems like de big man in Los Anxious told me something 'bout Grand Canyon, but I figgered he was alludin' to me an' dem big guns in de A.E.F. wah."

TIES TO THE EDGE OF THE EARTH

SOUTH RIM

Willett, Matt

- 1994 2.14322 Railroads column. *The Listening Post* (Bay Area Scanner Enthusiasts, Milpitas, California), (November/December): 6-7, 20.
- ▶ See p. 7: "The Golden Gate Railroad Museum and Grand Canyon Railway are negotiating lease terms that will send the GGRM's 2472 steam engine to Arizona. Money from the lease will be used to restore a 0-6-0 steam locomotive that the GGRM will be restoring." (ENTIRE NOTE)
-

Williams, Walter

- 1922 2.31785 [Telegram.] *In*: Unsigned, "Press Congress Special". *Santa Fe Magazine*, 16(1) (December): 22.
- ▶ Williams, President of the Press Congress of the World and dean of the Missouri University School of Journalism, compliments the Santa Fe Railway for its efficiency of service during travel to the west coast en route to Honolulu for the congress's convention. Notes, "The opportunity to visit the Grand Cañon of Arizona permitted the delegates to see one of the seven wonders of the world, where every attention was given by your interests to our party." (ENTIRE NOTE) Item includes photo, "World Press Congress delegates at Grand Canyon" and opening paragraph: "Delegates to the Press Congress of the World left Chicago on a special operating as extra No. 3, on September 29, traveling via the Grand Cañon, where they spent the day, then on to San Francisco and from there to Honolulu, where the convention was held."
-

Winter, Brian

- 1991 2.6995 Grand Canyon Railway. *Arizona R.V. Adventurer Magazine*, (Summer): 22.
-

Wrinn, Jim

- 2010 2.15814 Grand Canyon goes green; ultimate tourist line. *Trains*, 70(5) (May): cover, 3, 24-31.
- ▶ Cover tag: "Grand Canyon Railway goes green".
-

Y

Yoan, Niek

- 2011 2.15731 (ED.) *Grand Canyon Railway : rail transport, Williams, Arizona, Grand Canyon National Park*. [No place]: Miss Press, 168 pp. [An on-demand publication.]
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TIES TO THE EDGE OF THE EARTH

SOUTH RIM

Z

Ziegenbein, Ken W.

- 1981 2.12071 Grand Canyon line sold. *Arkansas Railroader*, 12(10) (November): [2].
▶ Santa Fe sale of Grand Canyon line to Grand Canyon Railway; mention, credited to *The Trainmaster* (Portland, Oregon).
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Zimmerman, Karl

- 1992 2.7126 All aboard for the South Rim. *Americana*, 20(3) (August): 44-50.
▶ Grand Canyon Railway.
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NORTH RIM

Unsigned

1886	2.14251	Grand Canon of the Colorado. Reached via the Union Pacific and Utah Southern Railroads. <i>Union Pacific Employes' Magazine</i> , (February): frontispiece. <ul style="list-style-type: none"> ► Further but brief description appears in (March): 50.
1900	2.26495	Denver & Rio Grande. <i>In</i> : Construction [SECTION]. <i>The Railway Age</i> , 29(19) (May 11): 490. <ul style="list-style-type: none"> ► "This company is reported to be surveying a route from Durango, Colo., to the Grand Canyon in Arizona." (ENTIRE ITEM)
1903	2.16434	R.G.W. to extend to Swamp Point. Surveys made from Marysvale through to the Colorado River for the road. Taps fine mining country. Eastern syndicate has obtained possession of tract of country around the district to be developed. <i>Deseret News</i> , (November 10): 5 [issue pagination]. <ul style="list-style-type: none"> ► Denver & Rio Grande Western Railroad plans include "a big hotel and laying out the great park" on Grand Canyon North Rim.
1906	2.16452	Grand Canyon branch. R. C. Kerens confirms story that Clark will build one. <i>Deseret News</i> , (March 14): 2 [issue pagination]. <ul style="list-style-type: none"> ► Plans for rail line from Moapa along Moapa River [Muddy River] to "Grand Canyon" and tourist development there to compete with the Santa Fe; also a crossing of the Virgin River at Rioville and continuing to Chloride to connect with the Arizona & Utah rail line. (Clearly an impractical flight of fancy.)
1908	2.16466	To harness the Colorado. <i>Deseret News</i> , (January 9): 3 [issue pagination]. <ul style="list-style-type: none"> ► Power-production dam at Lees Ferry proposed. Includes note, "It is the reported intention of the eastern syndicate of capitalists to build an electric railroad from Bright Angel trail [<i>i.e.</i>, Old Bright Angel Trail, North Rim] to either the Clark road at Lund or the D. & R. G. at Marysvale."
1909	2.16475	Road into Grand Canyon. Company formed today for development of enterprise. <i>Deseret News</i> , (October 28): 6 [issue pagination]. <ul style="list-style-type: none"> ► Utah Southern railroad company, from Lund, Utah, to Grand Canyon.

TIES TO THE EDGE OF THE EARTH

NORTH RIM

Unsigned (continued)

- 1909 2.13018 [North Rim rail connection.] *In:* Along the Trail [SECTION]. *Santa Fe Employes' agazine* (Railway Exchange, Chicago), 4(1) (December): 90.
- ▶ "Preliminary surveys are being made for a railway to connect the Grand Canyon of Arizona with the Salt Lake Route, which claims that the view is finer from its side of the canyon. This claim, however, will be taken with a grain of salt by those who have seen the canyon from the Williams side." (ENTIRE NOTE)
- 1909 2.23790 Railroad to Grand Canyon. *The Salt Lake Mining Review* (Salt Lake City), 11(17) (December 15): 36.
- ▶ Company organized in Salt Lake City to "build a branch line from the Salt Lake road at Lund to the Grand Canyon of the Colorado [. . .] to be known as the Utah Southern railroad . . . to reach the rich timber region along the big plateau of the Colorado grand canyon. [. . .] Besides, it is expected that during the spring and summer seasons a great tourist business can be worked up, as the scenery along the canyon which will be reached by the new railroad rivals the beauties of the Grand Canyon of Arizona reached by the Santa Fe, which carries an average of 50,000 people over its road to the latter point."
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- 1910 2.16479 Relocation of Salt Lake Route. Destined to open up vast fertile territory. *Deseret News*, (February 5): 2 [issue pagination].
- ▶ Also notes the possibility of a rail line from St. George, Utah, to Bright Angel Point at Grand Canyon.
- 1910 2.16481 New road will tap St. George. Northern Arizona, southern Nevada and southern Utah in the route. Capitalized at \$24,000,000. Iron Mountain, St. George and Grand Canyon Railroad originated by Salt Lakeers under Arizona charter. *Deseret News*, (March 23): 2 [issue pagination].
- ▶ Rail line also projected "into the Grand Canyon country".
- 1910 2.15086 Utah notes. From correspondents and other sources. *In:* Contract News Section. *Engineering-Contracting* (Chicago), 33(14) (April 6): 74 [separately paginated section].
- ▶ Includes two notes relating to the proposed Iron Mountain, St. George & Grand Canyon Railroad Co., including "a branch line from Kanara through the Buckskin timber range [Kaibab Plateau] to the Grand Canyon".
- 1910 2.16485 Railroad into Dixie country. Strong reasons cited why the proposed line should be built. Engineer Burgess' paper. The Iron Mountain, St. George and Grand Canyon Railroad's proposition to the club. *Deseret News*, (June 18): 5 [issue pagination].
- ▶ Synopsis of M. T. Burgess presentation to Commercial Club.
- 1910 2.17702 Utah notes. *From:* Items Concerning Contractors and Their Work [SECTION]. *In:* Contract News Section. *Engineering-Contracting* (Chicago), 33(26) (June 29): 40 ["Contract News Section" is separately paginated].
- ▶ Includes note about the proposed Iron Mountain, St. George & Grand Canyon Railroad.
- 1910 2.16487 Map of St. George line. *In:* Railroad News [SECTION]. *Deseret News*, (July 11): 6 [issue pagination].
- ▶ M. T. Burgess presented map of surveys for rail line leaving the Salt Lake Route at Thermo going to St. George and Grand Canyon. A Kingman branch is also

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NORTH RIM

Unsigned (continued)

- projected via St. Thomas. (Article is about the map but the map is not illustrated in the paper.)
- 1910 2.16489 Road to St. George. Work on construction is scheduled to begin in thirty days. *Deseret News*, (August 10): 2 [issue pagination].
▶ Iron Mountain, St. George & Grand Canyon Railroad.
- 1910 2.19194 Iron Mountain, St. George & Grand Canyon. *In*: Railway Construction [SECTION]. *Railway Age Gazette*, 49(21) (November 18): 985.
- 1910 2.19195 Grand Canyon, Iron Mountain & Southern. *In*: Railway Construction [SECTION]. *Railway Age Gazette*, 49(22) (November 25): 1023.
- 1910 2.19196 Utah & Grand Canyon. *In*: Railway Construction [SECTION]. *Railway Age Gazette*, 49(25) (December 16): 1167.
- 1910 2.16490 Beauties of Grand Canyon. Louis B. Boucher of Trinidad, Colo., talks of possibilities for a railroad. For combination of tours. Excursions to river gorge including trip to Yellowstone Park would be profitable for the roads. *Deseret News*, (December 20): 10 [issue pagination].
▶ Advocates construction of rail line to Point Sublime. Comment of note: "My personal interest in Grand Canyon lies in the fact that I was the first man to build a trail from the cliff down its almost perpendicular side to the river bottom, 6,888 feet below."
- 1910 2.12921 [Articles of incorporation filed for Utah & Grand Canyon Railroad Co.] *Engineering-Contracting* (Chicago), 34 (December 21) (Contract News Section): 33 [section separately paginated].
- 1910 2.15360 Salt Lake City. *In*: Editorial Correspondence [SECTION]. *Engineering and Mining Journal*, 90(26) (December 24): 1272.
▶ Utah & Grand Canyon Railroad articles of incorporation filed.
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- 1911 2.21587 New Utah railroads. *Engineering and Mining Journal*, 91 (April 15): 777.
▶ Notes in part, "The Utah & Grand Cañon Railroad, which is to open up a new section in southern Utah between Lund, on the Salt Lake route, and Knarraville, near the Washington-Iron county line, and which is to continue toward St. George and on to Searchlight, Nev., to connect with the Santa Fé, has acquired the right of way through most of the private property in its route and has applied to the Government for right of way over the Government land, through which it is to pass. [. . .] It is understood that the same company has made surveys for a proposed line between Marysvale, the terminus of the San Pete Valley branch of the Denver & Rio Grande, southeast to the Grand cañon."
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- 1914 2.24706 Utah to the Grand Canyon by rail. *Utah Educational Review*, 7(8/9): 24-26.
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- 1915 2.12873 Situation at the Grand Canyon. *American Scenic and Historic Preservation Society, 20th Annual Report, 1915*, pp. 284-285.
▶ Regarding government railroad from Marysville, Utah, to Kaibab National Forest, Arizona, and establishment of government townsite on North Rim.

TIES TO THE EDGE OF THE EARTH

NORTH RIM

Unsigned (continued)

1918	2.30793	[Railroad to North Rim.] <i>In</i> : Mine, Mill and General Construction News [SECTION]. <i>The Salt Lake Mining Review</i> (Salt Lake City), 19(21) (February 15): 36. <ul style="list-style-type: none">▶ "A recent bulletin of the Union Pacific system said: "The Salt Lake Route is giving some consideration to the construction of a railroad from Lund, Utah, to the northern rim of the Grand Canyon of Arizona, by way of Cedar City and Zion canyon." (ENTIRE NOTE)
1922	2.13150	Takes railroad passengers to scenic points. <i>In</i> : News of the Road [SECTION]. <i>Bus Transportation</i> , 1(6) (June): 356. <ul style="list-style-type: none">▶ C. G. Parry will extend service from Lund to Marysville, Utah, to convey Denver and Rio Grande Western Railroad passengers from there to Grand Canyon [North Rim].
1929	2.12774	Alumni news. <i>Ohio State Engineer</i> , (March): 16-. <ul style="list-style-type: none">▶ See p. 16, "W. B. Bredbeck, '06, is an engineer on the Union Pacific Railroad, working out of the chief engineer's office at Omaha, Nebraska. He has been down in Utah on construction work for the new line into the north rim of the Grand Canyon." (ENTIRE NOTE)

B

Bryan, James W.

1914	2.23805	Government railroad development in Kaibab National Forest. Extension of remarks of Hon. James W. Bryan, of Washington, in the House of Representatives, Monday, September 14, 1914. <i>Congressional Record</i> , 51(Part 17, Appendix): 946-951. <ul style="list-style-type: none">▶ Kaibab Plateau.
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D

Denver and Rio Grande Railroad, AND Rio Grande Western Railway

1904	9.843	<i>Sight places and resorts in the Rockies : a brief preachment of charming resorts and wonderful sights in the Rocky Mountains with a galaxy of useful hints of how to reach them.</i> Denver: Passenger Department, Denver and Rio Grande Railroad and Rio Grande Western Railway, 6th ed., 72 pp. <ul style="list-style-type: none">▶ See map, p. [4]. See also: "Grand Canon of the Colorado", p. 12; "For the Grand Canon of the Colorado", pp. 60-61 (including the "much talked of Grand Canon of the Colorado in Utah and Arizona" [<i>sic</i>], p. 61); "Henry Mountains and the Grand Canon", pp. 61-62 (including "the overland tour to the Henry Mountains and Dandy Crossing in the Grand Canon of the Colorado, just below Cataract Canon" (pp. 61-62)
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NORTH RIM

and reference to "Marble Canon", p. 61; illustration, "Grand Canon of the Colorado, from Moran's Point", p. 61. (Note that "Grand Canyon" is nomenclaturally applied to canyon reaches in Utah and by inference to Arizona's Grand Canyon.)

Dixie [*pseudonym*]

1910 2.16484 Southeastern Utah needs railroads more than anything. *Deseret News*, (June 4): 26 [issue pagination].

E

Ellis, William Arba

1911 2.18238 (COMPILER, ED.) *Norwich University, 1819-1911 : her history, her graduates, her roll of honor. Published by major-General Grenville M. Dodge, C. E.,] A .M., LL.D. Vol. 3. Sketches of the trustees, presidents, vice-presidents, professors, alumni, past cadets, honorary graduates and under-graduates, 1867-1915.* Montpelier, Vermont: The Captal City Press, 760 pp.

► Under "1892" see "Hon. Edmond Henry Ryan, C. E.", pp. 267-268, which notes in part (p. 268), "In 1909, he was appointed attorney for the Utah and Grand Canon R. R. Co., and still retains this position."

G

Grant, Heber J.

1928 2.21055 President Heber J. Grant. *In: Ninety-Ninth Semi-Annual Conference of the Church of Jesus Christ of Latter-Day Saints : held in the Tabernacle, Salt Lake City, Utah, October 5, 6, and 7, 1928 : with a full report of all the discourses.* Salt Lake City: Church of Jesus Christ of Latter-day Saints, pp. 2-12.

► See "An Interesting and Profitable Trip", pp. 5-6, pertaining to an official trip of some 200 people to visit the natural wonders of southern Utah and the Grand Canyon North Rim, as guests of the Union Pacific Railroad.

I

Ivins, Anthony W.

1928 2.10324 *Address of Mr. Anthony W. Ivins at the dedication of the Union Pacific's Grand Canyon Lodge at the Grand Canyon of the Colorado River in Arizona, September 15, 1928.* [No place]: [Union Pacific System], 16 pp.

► This was the first Grand Canyon Lodge, which burned by accident in 1932. The second lodge was put up in 1937 and it was destroyed in a tragic wildfire in 2025.

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- 1935 2.10388 *An address delivered by President Anthony W. Ivins upon completion of the Union Pacific Lodge at Grand Canyon, Utah [sic].* Salt Lake City: Union Pacific System, 16 pp. (Printed by The Seagull Press.).
- ▶ Cover title: *An address by Anthony W. Ivins*, with a pen and ink illustration of Grand Canyon Lodge. With an unsigned Foreword (p. 2) posthumously acknowledging Ivins and notes that at the time of his death he was First Counselor in the First Presidency of the Church of Jesus Christ of Latter-day Saints.
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L

Landes, H. D.

- 1921 2.19298 Salt Lake City District. *In: Among the Contractors [SECTION]. The Earth Mover*, 8(8) (October): 18.
- ▶ "There are rumors that the Salt Lake and Los Angeles R. R. Co., which was recently purchased by the Union Pacific System, will within a short time build a branch line running from Lund, Utah, to Bright Angle [sic] Point, which is on the North rim of the Grand Canyon. This branch will open up a large and fertile farming land in Southern Utah, as well as new coal fields and the Kaibab forest. This extension when constructed will touch one of the largest timber reserves in the United States, and as well as a commercial road will be a scenic route." (ENTIRE NOTE)
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R

Richmond, Al

- 2005 2.10672 Rails at both rims. *In: Anderson, Michael F. (compiler, ed.), A gathering of Grand Canyon historians; ideas, arguments, and first-person accounts; proceedings of the inaugural Grand Canyon History Symposium, January 2002. Grand Canyon Association, Monograph 13*, pp. 15-18.
-

Rust, David D.

- 1910 2.5551 From Salt Lake to the Grand Canyon. *Improvement Era*, 13(5) (March): 408-412.
- ▶ A charmingly brief telling expanded by photographs, by a Mormon entrepreneur, of an uncommon trip to the North Rim, in the shadow of greatly increasing visits (bolstered by the Santa Fe Railway) to the South Rim. "The racer [model of automobile] took the lead through the forest, with Gordon Woolley at the wheel. 'Uncle Dee' was by his side with his ax and pick, living up to his promise and prophesying to the people as he passed that this was forerunner to a railroad. But they kept on doubting."
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DENVER, COLORADO CAÑON & PACIFIC RAILROAD

Unsigned

- 1889 3.1442 Through Grand Cañon. *The New York Times*, (April 1):.
 ▶ Regarding the Stanton expedition.
- 1889 2.22032 [Grand Canyon railway survey.] *Engineering News*, 21 (April 6): 299.
 ▶ "The Grand Cañon of the Colorado is in the hands of railway projectors, who propose, according to press accounts, to construct a road from a point near the Grand Junction in Western Colorado, through the Grand Cañon to some point on the California coast, probably San Diego. The road would be known as the Denver, Colorado Cañon & Pacific R. R., with \$2,000,000 capital stock. The length of the railway would be about 1,050 miles, including the 200 miles through the Cañon. According to all accounts, the railway construction through this gorge will be exceedingly difficult and exceedingly costly. It has only been traversed by white men three or four times, and only once without loss of life." (ENTIRE ITEM)
- 1889 2.15637 Denver, Colorado Canyon & Pacific. *Engineering News*, 21 (April 6): 320.
- 1889 2.15639 Denver, Colorado Canon & Pacific R. R. Co. *Engineering News*, 21 (May 25): 467.
- 1889 2.12497 [Denver, Colorado Cañon & Pacific Railroad.] *Engineering News and American Railway Journal*, 22(27) (July 6): 21.
- 1889 2.12498 [Denver, Colorado Cañon & Pacific Railroad.] *Engineering News and American Railway Journal*, 22(28) (July 13): 35.
- 1889 2.12499 [Denver, Colorado Cañon and Pacific Railroad.] *Engineering News and American Railway Journal*, 22(30) (July 27): 73.
- 1889 2.17219 Colorado River canon routes. *In*: Railway Projects [SECTION]. *Railway World*, 15(31) (August 3): 735.
- 1889 2.12500 Chief Engineer Stanton on the Denver, Colorado Canyon and Pacific R.R. *Engineering News and American Railway Journal*, 22(33) (August 17): 160-162.
- 1889 2.15550 The Grand Cañon railway project. *Railway World*, 15(33) (August 17): 770-771.
- 1889 2.12501 An adventurous survey. *Engineering News and American Railway Journal*, 22(35) (August 31): 194-195.
 ▶ Excerpts from correspondence of R. B. Stanton.

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DENVER, COLORADO CAÑON & PACIFIC RAILROAD

Unsigned (continued)

- 1889 2.15337 [Exhibition of photographs by Robert Brewster Stanton.] *In*: Engineering Societies [SECTION]. *Engineering and Building Record*, 20(17) (September 21): 231 [number also published in London October 5].
- ▶ Meeting of American Society of Civil Engineers, date and location not specified; "Robert B. Stanton exhibited after the close of the meeting, a large number of photographs of scenery in the Grand Canon of the Colorado, where he has recently been making a railroad survey." (ENTIRE ITEM)
- 1889 2.12502 [Denver, Colorado Canon and Pacific Railroad.] *Engineering News and American Railway Journal*, 22(45) (November 9): 451.
- 1889 2.15625 Denver, Colorado Canon and Pacific. *In*: Railway Projects [SECTION]. *Railway World*, (November 30): 1142-1143.
- 1889 2.12503 [Denver, Colorado Cañon & Pacific Railroad.] *Engineering News and American Railway Journal*, 22(49) (December 7): 549.
- 1889 2.13372 Incidents of the Twenty-Sixth Annual Convention; at Denver, Colo., October 16, 1889. *Locomotive Engineers Monthly Journal*, 23(12) (December): 967-972.
- ▶ See p. 969, brief remarks of H. B. Chamberlin, successor to Frank M. Brown as president of Denver, Colorado Cañon and Pacific Railroad.
- 1889 2.16783 [Lecture notice.] *In*: Notes and News [SECTION]. *Science*, (December 20): 421.
- ▶ "A course of public lectures was begun before the New York Academy of Sciences . . ."; including "'Grand Cañon of the Colorado' (illustrated by the lantern), by Professor Rossiter W. Raymond of Brooklyn." Denver, Colorado Cañon & Pacific Railroad.
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- 1890 2.21492 [Denver, Colorado Cañon & Pacific Railroad.] *Engineering News and American Railway Journal*, 23 (February 8): 133.
- 1890 2.23780 Colorado Springs, Colorado. *Frank Leslie's Illustrated Newspaper*, 70(1797) (February 22): 68-75. [Item signed "Ed."].
- ▶ See "Hon. H. B. Chamberlin, Denver", pp. 74-75, which includes (p. 75): "Mr. Chamberlin is president of the railroad company which, under Colonel R. B. Stanton, is now making the survey of the Grand Cañon of the Colorado River—a river-bed six thousand feet below the surface of the plateau. If successful it will be the second miracle in railway engineering performed in the West—the first being that which proposes to run the locomotive to the top of Pike's Peak—an eminence nearly four miles higher than the cañon of the Colorado." (ENTIRE NOTE)
- 1890 2.21493 The Colorado Canon railroad survey. *Engineering News and American Railway Journal*, 23 (March 8): 233.
- 1890 2.21494 [Denver, Colorado Cañon & Pacific Railroad.] *Engineering News and American Railway Journal*, 23 (March 15): 249.
- ▶ "The latest advices from the Cañon are that Chief Engineer Stanton and his party of railroad surveyors reached the mouth of Diamond Creek, on the Arizona line, on March 1. The trip through the Grand Cañon of the Colorado had been one of much danger and excitement, but had been, so far, successful in every way. A short stretch only of comparatively open river remains to be covered before the party emerges." (ENTIRE ITEM)

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Unsigned (continued)

- 1890 2.21495 [Stanton railroad survey.] *Engineering News and American Railway Journal*, 23 (March 22): 276.
▶ Includes quotation from a letter received from Robert B. Stanton dated March 8 at Peach Springs, Arizona.
- 1890 2.21496 [Denver, Colorado Cañon & Pacific Railroad.] *Engineering News and American Railway Journal*, 23 (March 29): 300.
▶ Includes quotation from an item in the *Denver Republican* that was received from Robert B. Stanton.
- 1890 2.15812 [Denver, Colorado Cañon & Pacific Railroad.] *In: Miscellanea [SECTION]. Engineering* (London), 49 (April 4): 424.
▶ "The adventurous survey for a railroad down the Grand Cañon of Colorado [*sic*], which has been in progress for some time, is now completed, so far as the preliminary work is concerned, and from the information thus gained it seems that there will be little difficulty in running a line through this awful gorge, as there is a natural bench from 20 ft. to 150 ft. above high water mark. Indeed it is stated that the line will not require one-half the heavy work that has been necessary in constructing lines amongst the mountains of Colorado." (ENTIRE ITEM)
- 1890 2.18141 Denver, Colorado Canon and Pacific. *In: Railway Projects [SECTION]. Railway World*, 16(14) (April 5): 329-330.
- 1890 2.18969 [Denver, Colorado Cañon & Pacific Railroad.] *In: General Mining News [SECTION]. Engineering and Mining Journal*, 49(14) (April 5): 390.
▶ Refers to the railroad as the "Dover, Colorado Cañon & Pacific Railway".
- 1890 2.13655 [Denver, Colorado Cañon & Pacific Railroad.] *In: Useful and Scientific Notes [SECTION]. English Mechanic and World of Science* (London), 51(1307) (April 11): 135.
- 1890 2.21491 [Denver, Colorado Cañon & Pacific Railroad.] *In: The Week [SECTION]. The Iron Age*, 45 (April 17): 641.
▶ "Chief Engineer Robert B. Stanton, who is making the survey of the Grand Canyon of the Colorado River, pronounces the route practicable for a railroad, as the grades can be overcome and the curvatures will be slight, through a distance of 900 miles. The scenery surpasses anything elsewhere found in America." (ENTIRE ITEM)
- 1890 2.14229 [Robert Brewster Stanton in San Diego.] *The Great Southwest* (San Diego and National City, California), 2(7) (July): 1.
▶ "Colonel Stanton, who recently completed a survey of the Grand Cañon route, is coming to San Diego again and will remain here two or three months and complete his report. He and the other surveyors are enthusiastic over the Grand Cañon. They say it has scenery more glorious than anything else in this country. Colonel Stanton says the outlet of the road will be San Diego, the Colorado being left at Yuma. A branch will also be built down to the gulf and both places be made ports of entry. He thinks there will be a grand rush of travel to this country when the road is completed." (ENTIRE NOTE)

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Unsigned (continued)

- 1890 2.15647 Survey in Colorado canon. *In*: Notes [SECTION]. *The Journal "Industry"*, 2(24) (July): 191.
- ▶ "A survey has been made for a railway through the Great Cañon of the Colorado River, and is reported as showing the scheme to be practicable, but what a railway is wanted there for is by no means clear, unless it be for a 'scenic route.' There is little that need be carried into, or out of the cañon, and as to the country around, there is nothing there to carry, or likely to be that warrants railway connection." (ENTIRE ITEM)
- 1890 2.16658 [Robert Brewster Stanton lecture.] *In*: The World's Photography Focussed [SECTION]. *Wilson's Photographic Magazine*, 27(376) (August 16): 499.
- ▶ Brief summary of stereopticon presentation by Stanton at the annual convention of the American Society of Civil Engineers.
- 1890 2.13388 [Brief abstract of Stanton article on Colorado River railway, in *Scribner's Magazine* for November.] *In*: Exchanges [SECTION]. *The Railway Conductor*, 7(21) (November 1): 774.
- 1890 2.23803 Project for building a railroad through the cañon of the Colorado River. *Scientific American*, 63(19) (November 8): 289.
- ▶ Stanton survey. Denver, Colorado Cañon & Pacific Railroad.
- 1890 2.15372 [Brief notice of Stanton article on Colorado River railway, in *Scribner's Magazine* for November.] *In*: Exchanges [SECTION]. *The Railway Conductor*, 7(22) (November 15): 816.
- ▶ Refers to Stanton (1890, ITEM NO. 2.5951).
- 1890 2.30478 The Grand Canon of the Colorado River. *The Railway Review* (Chicago), 30(46) (November 15): 679.
- ▶ Notice of lecture having been given by Robert Brewster Stanton to the Denver Society of Civil Engineers and Architects on November 13.
- 1890 2.63 Railway project for the Colorado River. *Utah Monthly Magazine*, 7(3) (December): 108-110.
- 1890 2.15643 [Robert Brewster Stanton lecture.] *Denver Society of Civil Engineers, Transactions*, 2 (July-December): 39.
- ▶ Meeting of November 13, 1890. ". . . Mr. Robert B. Stanton, Chief Engineer of the Denver, Colorado Canon & Pacific Railroad, gave an illustrated lecture on the feasibility of constructing a railroad through the canons of the Colorado river. A very large audience was in attendance." (ENTIRE ITEM)
- 1890 2.30102 Progetto di costruzione d'una ferrovia lungo il "Cañon," del fiume Colorado [*transl.* 'Project for the construction of a railway along the "Cañon" of the Colorado River']. *Giornale dei Lavori Pubblici e delle Strade Ferrate* (Società degli Ingegneri e degli Architetti Italiani, Roma), 17(50) (December 10): 435. [*In Italian.*]
- ▶ "Dal «*Scientific American*»." (*i.e.*, Unsigned, 1890, ITEM NO. 2.23803).
- 1890 2.16657 Verarbeiten für eine Bahnlinie durch die Schluchten (Cannons) des Rio Grande in Colorado. (Engineering News 1889, Sept., S. 269 u. 278 Mit Plänen u. Ansichten.) [*transl.* 'Work for a railway line through the canyons of the Rio Grande in Colorado . . .'] *In*: Bericht über die Fortschritte des Eisenbahnwesens [*Report on railway*

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Unsigned (continued)

systems progress] [SECTION]. *Organ für die Fortschritte des Eisenbahnwesens in technischer Beziehung* (Vereins deutscher Eisenbahn-Verwaltungen), New Series, 27(2/3): 108-109. [In German.]

► Abstract of Robert Brewster Stanton's (1889, **ITEM NO.** 2.5948) article, "The Denver, Colorado Canon and Pacific Railroad Project" in *Engineering News and American Railway Journal*. Note the misinterpretation, "Rio Grande in Colorado".

1891	2.28033	<p>The cañons of the Colorado. <i>Goldthwaite's Geographical Magazine</i> (New York), 1(7) (July): 501-502.</p> <p>► Brief, confused remarks relating to the Stanton survey for the Denver, Colorado Cañon & Pacific Railroad, though none are noted by name. Indicates that "mining prospectors" will descend the river "provided with life boats, life saving appurtenances, provisions and implements".</p>
1891	2.18109	<p>The survey of the great Colorado canon. <i>Engineering</i> (London), 52 (July 10): 48.</p>

1892	2.71	<p>The proposed railway through the grand cañons of the Colorado. <i>Scientific American</i>, 66(24) (June 11): 369.</p> <p>► Abstract of Stanton (1892, ITEM NO. 2.5952).</p>
1892	2.13386	<p>The proposed railway through the grand canons of the Colorado. <i>Brotherhood of Locomotive Engineers, Monthly Journal</i>, 26(9) (September): 844-846.</p> <p>► Abstract of Stanton (1892, ITEM NO. 2.5952).</p>
1892	2.13124	<p>Le chemin de fer du Colorado [<i>transl.</i> 'The Colorado railroad']. <i>In</i>: <i>Chronique Scientifique</i> [SECTION]. <i>Bibliothèque Universelle et Revue Suisse</i>, XCVIIe année, troisième période, 56: 208-209. [In French.]</p> <p>► Stanton expedition. Item title taken from table of contents, p. 671.</p>

1893	2.16408	<p>A rescue on the Colorado. <i>Deseret News</i>, (July 8): 631 [p. 14 in issue pagination].</p> <p>► A partial synopsis of Robert Brewster Stanton's article in <i>The Cosmopolitan</i>, "Engineering with a Camera in the Canyons of the Colorado" (see ITEM NO. 2.5953), regarding the injury and rescue of Franklin A. Nims; with quotation favorable to Mormons.</p>
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1901	2.15427	<p>Perils of the Colorado. <i>Our Paper</i> (Massachusetts Reformatory, Concord Junction), 17(15) (April 13): 228.</p> <p>► Recount of the drowning of Brown during the Stanton expedition.</p>
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1923	3.466	<p>Langdon Gibson dies; explorer-scientist. Brother of illustrator spent 18 months with Peary on northern coast of Greenland. <i>The New York Times</i>, (September 6): 15.</p> <p>► Gibson here noted to have been "one of the seven members of the Stanton expedition, which completed the first [<i>sic</i>] exploration in 1890 of the Grand Canyon and the Colorado River".</p>
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TIES TO THE EDGE OF THE EARTH

DENVER, COLORADO CAÑON & PACIFIC RAILROAD

A

Adams, Cyrus C.

- 1891 2.28034 Railroads pioneer the way. *Goldthwaite's Geographical Magazine* (New York), 1(1) (January): 13-15.
- See p. 14, remarks on the prospect for a survey of a railroad through Grand Canyon (*i.e.*, the Stanton survey for the Denver, Colorado Cañon & Pacific Railroad).
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Anderson, George G.

- 1890 2.26183 President Anderson's address. *In*: Annual Convention [SECTION]. *Denver Society of Civil Engineers, Transactions*, 2, (July/December): 22-29.
- See p. 24: "It is also understood that construction is about to commence on the Colorado Canon railroad, the explorations for which, conducted by a member of this society [*i.e.*, Robert Brewster Stanton] under extraordinary circumstances of a unique and hazardous character, were completed early in the spring. The construction of this road, besides opening up a new, unexplored and presumably rich country, and providing another 'scenic' route, will form another trunk line to the Pacific Coast."
(ENTIRE NOTE)
-

C

Chappell, Gordon

- 1976 2.15648 Railroad at the rim; the origin and growth of Grand Canyon Village. *Journal of Arizona History*, 17 (Spring): 89-107.
- 1999 2.9339 A Grand Canyon Railway; project for a new century—the 20th. *Cultural Resource Management* (U.S. National Park Service), 22(10): cover, 2, 15-17.
-

Crook, A. R.

- 1906 2.13617 Misrepresentations of nature in popular magazines. *Science*, New Series, 24 (December 14) (624): 779.
- Letter, claiming that E. W. G. Wesson's article in the December 1906 issue of *The Wide World* is taken directly from R. B. Stanton's account of the expedition through Grand Canyon.
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TIES TO THE EDGE OF THE EARTH
DENVER, COLORADO CAÑON & PACIFIC RAILROAD

D

Dana, F. L.

1889 2.15641 *The great West : a vast empire. A comprehensive history of the trans-Mississippi states and territories. Containing detailed statistics and other information in support of the movement for deep harbors on the Texas-Gulf coast.* Denver: Excelsior Printing Co., 262, XXXV pp. + advertisements.

► Title-page indicates author is "Secretary of the Inter-State Deep Harbor Committee and Editor of the Colorado Exchange Journal." See "H. B. Chamberlin", pp. 145-148, and portrait; specifically note on pp. 146-147, "He is . . . vice president of Denver, Colorado Canon and Pacific Railroad, a new line from Denver to San Diego, California, via the celebrated Colorado canon, the most picturesque and grandest canon in the world, and will be the popular tourist's route to the Pacific . . ."

G

Gaudard, Jules

1898 2.23078 Études préliminaires pour chemin de fer dans les Cagnons du Colorado [*transl.* 'Preliminary studies for a railway in the canyons of Colorado']. *Société Vaudoise des Ingénieurs et des Architectes, Bulletin* (Lausanne), 24^e Année, 5(8): 123-129. [*In French.*]

► Regarding the Stanton expedition (pp. 123-126), with remarks on rail projects elsewhere in the country and in other nations. ". . . les cagnons (gorges) de la rivière ouest du Colorado . . ." [*transl.* 'the canyons (gorges) of the Colorado River of the West'] pertains to the Denver, Colorado Cañon & Pacific Railroad.

H

H.

1890 2.3089 Washington letter. *American Geographical Society, Journal*, 22: 317-350.

► See "Colorado Cañon", pp. 334-337; apparently from correspondence received from Robert Brewster Stanton, from the Colorado River.

Hekkers, James

1980 2.31628 The Colorado River Railroad survey. *Colorado Outdoors*, (January/February): 35-44.

1981 2.3318 The Colorado River Railroad survey. *American History Illustrated*, 16(4): 30-37.

TIES TO THE EDGE OF THE EARTH

DENVER, COLORADO CAÑON & PACIFIC RAILROAD

Hendrix, E. R.

- 1907 2.30278 In "God's reservation". *Christian Advocate* (Methodist Episcopal Church, South, Nashville, Tennessee), 68(33)(3480): 1030-1031 (also paginated concurrently for issue, 6-7).
- ▶ Begins with remarks on the Petrified Forest, but is principally about Grand Canyon. Includes the notable statement (p. 1031/7) (among other misstatements): "It is not strange, then, that men should be afraid of these awful depths, which dispute any one's right to enter them. Only two successful expeditions have ever been made the entire length of the canyon, and even the leaders of these, Major Powell and Mr. Stanton, were once and again dragged by their men from the water after losing consciousness."
-

Herben, Stephen J.

- 1904 2.28627 Across the continent to the General Conference—II. *The Christian Advocate* (New York), 79(19) (May 12): 28-29 (concurrently paginated for volume, 756-757).
- ▶ En route to Los Angeles, Grand Canyon, and Needles, California, *in passing*, p. 28/756. Also, regarding the train's schedule delayed ten hours by the time they arrived in New Mexico (p. 29/757): "The chief anxiety was to get to the Grand Canyon, in order to spend the Sabbath there in mute admiration of the wonders of nature as spread out in the most marvelous panorama ever presented to the gaze of mortal man. But the Canyon program was not carried out according to the original arrangement; more of which later."
- 1904 2.28628 Across the continent to the General Conference—III. *The Christian Advocate* (New York), 79(20) (May 19): 19-20 (concurrently paginated for volume, 795-796).
- ▶ This installment pertains chiefly to the stay at Grand Canyon, which with 2,000 people there at once caused problems in food and water supplies and train departure times. [See also Earle Spamer, "From End-Of-Track to Black Sunday: Riding the Rails to Grand Canyon Village's First Hotels (1901-1904)", *The Ol' Pioneer* (Grand Canyon Historical Society), 34(3) (Summer 2023): 5-12 ([ITEM NO. 2.31477](#)).]
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Holloway, J. F.

- 1894 2.15905 Our club. *Cassier's Magazine*, 6(36) (October): 468-479.
- ▶ The Engineers' Club of New York. See p. 478, "Who, that was privileged to listen to our versatile member and mining engineer, can ever forget the splendidly painted word picture he gave us in an after-dinner talk, and which might well have been called 'The Vision of the Canyon of the Colorado?'"'. A brief recollection of a presentation probably made by Robert Brewster Stanton.
-

K

Knowles, J. Harris

- 1898 2.14216 *A flight in spring : in the car Lucania from New York to the Pacific coast and back during April and May, 1898, as told by the Rev. J. Harris Knowles.* New York: [no

TIES TO THE EDGE OF THE EARTH

DENVER, COLORADO CAÑON & PACIFIC RAILROAD

imprint], 204 pp. ("Seven hundred and fifty copies privately printed for Frederick Humphreys, M.D.")

► Travel by private rail car, hosted by Frederick Humphreys. See pp. 168-170, about the "memory of a service" at the Denver cathedral, the "funeral of a gentleman who lost his life in the wild waters of the Grand Cañon of the Colorado." The man is not identified other than as a member of a "railroad surveying party", who certainly was Frank Brown, president of the Denver, Colorado Cañon & Pacific Railroad. The service (in 1889) was conducted as a funeral, as if the body were present. (Frederick K. Humphreys (1816–1900) in 1853 founded in New York the Humphreys Homeopathic Medicine Company.)

L

Lane, D. R.

1953 2.7731 Down the Grand Canyon by rail; men were lost and boats were smashed in the perilous journey down the Green and Colorado Rivers to the Gulf of California. *Westways*, 45(1): 4-5.
► Regarding the Stanton expedition.

Lewis, Lawrence

1908 2.18024 The Royal Gorge of the Arkansas River in Colorado; the wonderful cañon, deep and narrow, through which a transcontinental railway runs. *Travel Magazine*, 13(4) (January): 194-197.
► See p. 196: "The Grand Cañon of the Colorado in Arizona is not traversed by a railroad; nor is it likely to be, for it leads nowhere." (ENTIRE NOTE) (*Cited for its incongruous historical association with the Stanton expedition.*)

M

Mariger, Lawrence C.

1889 2.13179 The D. C. C. & P. R'y. *The Deseret Weekly*, 39(4) (July 20): 117 [concurrently paginated for issue, 20].

Marston, O. Dock [Marston, Otis Reed "Dock"]

1969 2.4340 For water-level rails along the Colorado River. *The Colorado Magazine* (State Historical Society of Colorado, Denver), 46(4) (Fall): 287-303.
► Regarding the Stanton expedition.

TIES TO THE EDGE OF THE EARTH

DENVER, COLORADO CAÑON & PACIFIC RAILROAD

McHenry, Donald Edward

- 1935 2.4443 W. H. Edwards; a Colorado River pioneer. *Grand Canyon Nature Notes*, 9(11): 378-382.
▶ Stanton expedition.
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McLeod, Robert W.

- 1983 2.27724 A Grand Canyon railroad. *NMRA Bulletin* (National Model Railroad Association), (April): 38-42.
▶ Robert Brewster Stanton; Denver, Colorado Cañon and Pacific Railroad.
-

N

Nims, Franklin A.

[Whereas Nims, photographer on the Stanton expedition, was injured and carried off of the river in Marble Canyon, the citations here are included for their historical perspective.]

- 1890 2.4892 Through the Colorado River. *Commonwealth* (Commonwealth Publishing Co., Denver), 3 (August): 257-272.
- 1892 2.4893 Through mysterious cañons of the Colorado. *Overland Monthly*, Series 2, 19 (March): 253-270.
- 1896 2.10382 Profile negatives canned. *Wilson's Photographic Magazine*, 33: 73-78.
- 1896 2.10387 Photography in exploration. *Photography*, (August 27): 562-563.
▶ Reprint of most of the article from *Wilson's Photographic Magazine* (1896, [ITEM NO. 2.10382](#)), with an editor's introductory paragraph.
- 1967 2.4894 *The photographer and the river, 1889-1890 : the Colorado cañon diary of Franklin A. Nims with the Brown-Stanton railroad survey expedition.* (Dwight L. Smith, ed.) Santa Fe, New Mexico: Stagecoach Press, 76 pp.
▶ "Limited Edition[.] The first printing is limited to six hundred copies." Dust jacket title: *The photographer and the river, 1889-90 : Franklin A. Nims' Colorado canyon diary.*
-

P

Pace, Paul S.

- 2016 2.24959 To a far shore; Robert Brewster Stanton and the Colorado River railroad survey. *The Nevada Traverse* (Nevada Association of Land Surveyors), 43(1): 4-6, 24-26; (2) (June): cover, 3, 4-6, 24-25.
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TIES TO THE EDGE OF THE EARTH
DENVER, COLORADO CAÑON & PACIFIC RAILROAD

R

Reynolds, Ethan Allen

- 1889 2.5354 In the whirlpools of the Grand Cañon of the Colorado. *The Cosmopolitan*, 8(1) (November): 25-34.
 ▶ Remark in Stanton (1965, p. 45, footnote 2), by editor Dwight L. Smith: "None of the first railway party ever saw the Grand Canyon, and Reynolds left the party at Lee's Ferry, sixty-five miles above the head of the Grand Canyon." The article, however, includes the drownings of Brown, Hansbrough, and Henry in Marble Canyon.
- 1890 2.5355 In the whirlpools. *Great Divide*, 3 (May): 44-45.
-

Ross, Olin J.

- 1904 2.13821 *The sky blue : a tale of the iron horse and of the coming civilization*. Columbus, Ohio: The author, 280 pp.
 ▶ See p. 104. About the imagined runs of great trains; in this case the "Sky Blue" running eastward, which ". . . runs down by the Grand Cannon [*sic*], where the Colorado river has cut its way for three hundred miles through the rock to an average depth of nearly a mile . . ." (ENTIRE NOTE) Perhaps inspired by the Denver, Colorado Cañon & Pacific.
-

S

Smith, Dwight L.

- 1960 2.5861 The engineer and the canyon. *Utah Historical Quarterly*, 28(3) (July): 263-274.
 ▶ Robert Brewster Stanton.
- 1962 2.5862 (ED., ANNOTATOR) Robert B. Stanton's plan for the Far Southwest. *Arizona and the West*, 4(4): 369-380.
- 1963 2.7521 A survey of the history of exploration of the Colorado River. *The 1962 brand book of the Denver Posse of the Westerners : eighteenth annual volume*. Denver: Johnson Publishing, pp. 249-271.
- 1971 2.23901 The Nims and Czar incidents in the Denver press. *The Colorado Magazine* (State Historical Society of Colorado, Denver), 48(1): 49-58.

Smith, Dwight L., AND Crampton, C. Gregory

- 1987 2.5863 (EDS.) *The Colorado River survey : Robert B. Stanton and the Denver, Colorado Canyon & Pacific Railroad*. Salt Lake City: Howe Brothers, 305 pp.
 ▶ Robert Brewster Stanton. Denver, Colorado Cañon & Pacific Railroad.
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TIES TO THE EDGE OF THE EARTH

DENVER, COLORADO CAÑON & PACIFIC RAILROAD

Spearman, Frank H.

- 1898 7.350 The duffer; how the duffer of the Glen Ellyn golf links surprised the hero of the Grand Cañon and blocked the veteran of La Salle Street. *Munsey's Magazine*, 19(6) (September): 895-901. [Fiction.]
- ▶ Principal character may be construed to be Robert B. Stanton.
-

Stanton, Robert Brewster

- NO DATE 2.25147 Engineering in the depths of the Grand Canyon. *In: The Grand Canyon of Arizona : being a book of words from many pens, about the Grand Canyon of the Colorado River in Arizona.* [No imprint], pp. 56-74. [2016?] [An on-demand publication.]
- ▶ Volume text reset, illustrations omitted. Denver, Colorado Cañon & Pacific Railroad.
- 1889 2.15640 The Colorado Canon survey. *Engineering News*, 21 (June 8): 532.
- ▶ Letter to the editor, signed "S."; with appended note by the editor: "We shall hope to be able to give further details later of this interesting survey through one of the greatest wonders of the globe."
- 1889 2.5948 The Denver, Colorado Canon and Pacific Railroad project. *Engineering News and American Railway Journal*, 22 (September 21): 269-272, folded leaf facing p. 276.
- 1890 2.5949 Colorado Cañon. *American Geographical Society, Journal*, 22: 334-337.
- ▶ From Stanton's notebook; with introductory paragraph and an interjection by unsigned author.
- 1890 2.5950 Col. Stanton's recent descent of the Colorado River. *American Naturalist*, 24(281) (May): 463-466.
- ▶ From Stanton's notebook; with introductory paragraph and an interjection by an unsigned writer. Reprinted from *The Evening Star* (Washington, D.C. newspaper). Introductory paragraph also notes that the account was given to *The Republican* (Denver newspaper).
- 1890 2.17597 The Denver, Colorado Canon and Pacific Railway project. *Engineering News*, 24(42) (October 18): 341-344, 353-357.
- ▶ Includes Stanton photos and drawings made from Stanton photos by [F. P.] Burt of *Engineering News*. (*NOTE*: Regarding F. P. Burt, see back cover of the present bibliography.)
- 1890 2.5951 Through the Grand Cañon of the Colorado. *Scribner's Magazine*, 8(5) (November): 591-613.
- ▶ Denver, Colorado Cañon & Pacific Railroad.
- 1890 2.13453 Through Great Granite Gorge. *The Railway Conductor*, 7(22) (November 15): 792-793.
- ▶ From Stanton (1890, *Scribner's Magazine*; see [ITEM NO. 2.5951](#)). Author's name given as "R. B. Stannon" [*sic*].
- 1891 2.13448 Through Granite Gorge. *The Railroad Trainmen's Journal*, 8(83) (January): 7.
- ▶ From Stanton (1890, *Scribner's Magazine*; see [ITEM NO. 2.5951](#)).

TIES TO THE EDGE OF THE EARTH

DENVER, COLORADO CAÑON & PACIFIC RAILROAD

- 1892 2.5952 Availability of the cañons of the Colorado River of the West for railway purposes. *American Society of Civil Engineers, Transactions*, 26(523): 283-361, Plates 26-36 [NOTE: Plate 26 follows p. 361; other plates inserted within article.]
▶ Includes "Discussion" by various authors, pp. 332-361: Alfred Francis Sears (pp. 332-339); O. F. Nichols (pp. 339-342); Samuel M. Rowe (p. 342); John E. Early (pp. 342-344); J. Francis Le Baron (pp. 344-349); Laltham Anderson (p. 349); J. L. Barlow (pp. 349-351); Lewis Kingman (pp. 351-355); and reply by Stanton (pp. 355-361).
- 1893 2.5953 Engineering with a camera in the cañons of the Colorado. *The Cosmopolitan*, 15(3) (July): 291-303.
- 1893 2.5954 *The cañons of the Colorado River of the West, U.S.A. : three papers.* New York: The author.
▶ Collected reprints of Stanton (1890, 1892, 1893).
- 1902 2.5955 Engineering in the depths of the Grand Canyon. *In: The Grand Canyon of Arizona : being a book of words from many pens, about the Grand Canyon of the Colorado River in Arizona.* [Chicago]: Santa Fe, Passenger Department, pp. 43-53.
- 1906 2.26563 Engineering in the depths of the Grand Canyon. *In: The Grand Canyon of Arizona : being a book of words from many pens, about the Grand Canyon of the Colorado River in Arizona.* [Chicago]: Santa Fe, Passenger Department, pp. 43-53.
- 1909 2.26564 Engineering in the depths of the Grand Canyon. *In: The Grand Canyon of Arizona : being a book of words from many pens, about the Grand Canyon of the Colorado River in Arizona.* [Chicago]: Santa Fe, Passenger Department, pp. 43-53.
▶ Denver, Colorado Cañon & Pacific Railroad.
- 1965 2.5959 *Down the Colorado.* (Dwight L. Smith, ed.) Norman, Oklahoma: University of Oklahoma Press, 237 pp.
▶ Stanton's unpublished manuscript on the Denver, Colorado Cañon & Pacific Railroad expedition.
- 1978 2.5960 Through the Grand Canyon of the Colorado. *In: Babbitt, Bruce (compiler), Grand Canyon: An anthology.* Flagstaff, Arizona: Northland Press, pp. 37-45.
▶ Abridged from "Through the Grand Cañon of the Colorado", *Scribner's Magazine* (1890); see [ITEM NO. 2.5951](#).
- 1999 2.5962 Marie's bad week. *Boatman's Quarterly Review*, 12(3) (Summer): 40.
▶ Excerpt from Stanton (1890, *Scribner's Magazine*; see [ITEM NO. 2.5951](#)). Wreck of the boat *Marie* in the Granite Gorge.

Stiles, Helen J.

- 1964 2.7829 Down the Colorado in 1889. *The Colorado Magazine* (State Historical Society of Colorado, Denver), 41(3) (Summer): 225-246.
▶ Robert Brewster Stanton.

Sulte, Benjamin

- 1913 2.12282 Les Canadiens sont partout! [*transl.* 'Canadians are everywhere!'] *In: Masicotte, Édouard-Zotique (compiler, annotator) Anecdotes canadiennes suivies de Mœurs,*

TIES TO THE EDGE OF THE EARTH

DENVER, COLORADO CAÑON & PACIFIC RAILROAD

coutumes et industries d'autrefois : mots historiques-miettes de l'histoire [transl. 'Canadian anecdotes followed by Manners, customs and industries of yesteryear: historical words - fragments of history']. Montreal: Librarie Beauchemin Ltd., 236 pp. [In French.]

► Reference to, but without mentioning names, the Stanton Expedition's meeting of Felix Lantier in the Grand Canyon.

W

Warman, Cy

1906 2.13456 *The story of the railroad*. New York: D. Appleton and Co., 280 pp. + advertisements. (The Story of the West Series; Ripley Hitchcock, ed.)

► See remarks concerning the Stanton railway survey, pp. 239-240.

1906 2.13656 *The Last Spike and other railroad stories*. New York: Charles Scribner's Sons, 286 pp.

► See pp. 221-222, reference to John Hislop and his work on Grand Canyon rail survey, *in passing*.

Wellington, A. M.

1889 2.6804 Canyons and railway lines. *Engineering News and American Railway Journal*, 22 (September 21): 278-279.

Wesson, E. W. G.

1906 2.13616 Down the Grand Canyon. *The Wide World* (London), 18(104) (November): 129-137.

► **NOTE:** Seemingly plagiarized from Robert Brewster Stanton; see Crook (1906, [ITEM NO. 2.13617](#)).

CONVENTION AND EXPOSITION VISITS TO THE GRAND CANYON BY RAIL

PARTICULARLY IN THE early 20th century to about 1940, it was customary for delegates en route to or returning from conventions on the West Coast, and groups and individual visitors to expositions, to incorporate into their itinerary a stop at the Grand Canyon. Of course, virtually every one traveled by rail, attracted and propelled by the seemingly limitless advertising of the Santa Fe Railway. And occasionally there was a meeting actually held at the canyon. This list includes those that have been noticed in the published literature. Surely there are more.



SHRINERS AND ROTARIANS' SPECIALS PARKED AT GRAND CANYON

This picture was taken on June 3 when twelve trains were in the yards, which consisted of a total of 124 pullman cars. Photograph by Fred Harvey.

The Santa Fe Magazine, Vol. 16, no. 8 (July 1922), p. 53

A packed yard was not frequent but did occasionally happen. Note also the water tank cars on the side track at right, which delivered the thousands of gallons of water used daily at the South Rim, as no inner-canyon source had yet been developed. A locomotive can also be seen on the side track at left beside the (original) Santa Fe Railway power house. (The currently standing, now historic, power house was built in 1926.)

TIES TO THE EDGE OF THE EARTH

CONVENTION AND EXPOSITION VISITS

LIST OF VISITS THUS FAR COMPILED FROM PUBLISHED SOURCES

- 1901 Commercial Club of Chicago
- 1902 Independent Order of Foresters
- 1902 National Wholesale Druggists' Association
- 1903 American Bankers' Association
- 1903 American Ornithologists' Union
- 1903 Christian Endeavor Society [International Convention in Denver]
- 1903 General Assembly of the Presbyterian Church in the United States of America
- 1903 Grand Army of the Republic
- 1903 National Bee-Keepers' Association
- 1903 [Master plumbers' trade union; source seen does not mention the union's name]
- 1903 Spanish-American War Nurses, 4th Annual Meeting
- 1904 8th International Geographical Congress
- 1904 The Epworth League [Methodists]
- 1904 Knights Templar, U.S.A., Grand Encampment, 29th Triennial Conclave, Grand Encampment
- 1905 Medical Society of the Missouri Valley
- 1905 National Editorial Association
- 1905 National Women's Christian Temperance Union
- 1906 National Educational Association [National Education Association today]
- 1907 National Educational Association
- 1908 American Ornithologists' Union
- 1908 National Association of Life Underwriters
- 1909 American Pharmaceutical Association
- 1909 Benevolent and Protective Order of Elks
- 1909 [Undertakers' national convention; referred to by President William Howard Taft]
- 1910 American Bankers' Association
- 1910 American Chemical Society
- 1910 Astronomical and Astrophysical Society of America
- 1910 Concatenated Order of Hoo-Hoo
- 1910 [Homoeopathic medical convention; source seen does not mention by name]
- 1910 Hotel Men's Mutual Benefit Association
- 1910 The Solar Union
- 1911 American Academy of Medicine

TIES TO THE EDGE OF THE EARTH

CONVENTION AND EXPOSITION VISITS

- 1911 American Library Association
- 1911 American Institute of Architects
- 1911 American Institute of Mining Engineers
- 1911 American Medical Association
- 1911 Fort Wayne Medical Society
- 1911 National Electrical Jobbers
- 1912 Brotherhood of Locomotive Firemen and Enginemen, Grand Union Meeting
- 1912 International Stereotypers' and Electrotypers' Union
- 1912 Transcontinental Excursion of 1912 of the American Geographical Society of New York
- 1912 Western Ice Manufacturers' Association
- 1913 International Association of Ticket Agents
- 1913 National Association of Letter Carriers
- 1913 Train Dispatchers' Association of America
- 1914 8th International Congress of Applied Chemistry
- 1914 American Pomological Society
- 1914 International Gas Congress
- 1915 American Bankers' Association
- 1915 American Electric Railway Association
- 1915 American Home Economics Association
- 1915 American Institute of Banking
- 1915 American Library Association
- 1915 American Nurses' Association
- 1915 American Seed Trade Association
- 1915 American Society of Heating and Ventilating Engineers
- 1915 American Society of Mechanical Engineers
- 1915 American Veterinary Medical Association
- 1915 Beta Theta Pi (ΒΘΠ) [fraternity]
- 1915 Crane Co. [manufacturers of Crane Valves and Fittings]
- 1915 International Engineering Congress
- 1915 National Association of Stationers and Manufacturers
- 1915 National Electrical Contractors' Association of the United States
- 1915 National Retail Monument Dealers' Association of America, Inc.
- 1915 Northern Baptist Convention
- 1915 Telephone Pioneers of America
- 1915 United National Association of Post Office Clerks

TIES TO THE EDGE OF THE EARTH

CONVENTION AND EXPOSITION VISITS

- 1915 Western Fruit Jobbers' Association of America
- 1915 [Representatives en route to the dedication of Universal City, California]
- 1916 American Institute of Mining Engineers
- 1916 Congressional Union for Woman's Suffrage
- 1916 Daughters of the American Revolution
- 1916 New England Knights Templar
- 1917 Chicago Cubs [baseball team]
- 1917 Imperial Japanese Railways mission to the U.S.
- 1919 American Greeters
- 1919 United States National Lawn Tennis Association [individual players may visit Grand Canyon]
- 1920 *Brooklyn Daily Eagle*
- 1920 Drapers' Chamber of Trade [England]
- 1920 Travelers Protective Association of America
- 1920 [A national laundry organization; source seen does not mention its name]
- 1921 Benevolent and Protective Order of Elks
- 1921 Big Tree Club [Pacific Mutual Life Insurance Company of Los Angeles salesmen's convention]
- 1921 California Press Association
- 1921 National Association of Chiropodists
- 1921 National Association of Creditmen
- 1921 Press Congress of the World
- 1922 American Bar Association
- 1922 American Institute of Mining and Metallurgical Engineers
- 1922 International Association of Fire Engineers, "Eastern Regulars" section
- 1922 National Dental Association
- 1922 Rotary International
- 1922 Shriners [Ancient Arabic Order of the Nobles of the Mystic Shrine; more recently as Shriners International]
- 1923 Amalgamated Association of Street and Electric Railway Employees of America
- 1923 American Legion, 5th Annual National Convention
- 1923 National Tuberculosis Association
- 1924 Shriners
- 1925 Woman's Home Missionary Society of the Methodist Episcopal Church
- Gaps in years hereafter reflect a decline in the number of citations that were digitally accessible, most probably due to copyright restrictions still in place
- 1928 Delta Gamma Fraternity (Menasha, Wisconsin)
- 1929 Shriners

TIES TO THE EDGE OF THE EARTH

CONVENTION AND EXPOSITION VISITS

1934 American Public Health Association

1935 British Medical Association

1941 Theta Chi [OX] [fraternity]

Following the resumption of the Grand Canyon Railway, special convention trips generally did not travel to or offer side trips to the Grand Canyon in the same fashion as in pre-war days.

2009 Train Collector's Association, 55th National Convention [trip via Grand Canyon Railway]

RAILROAD ADVERTISEMENTS FOR THE GRAND CANYON

BEGINNING IN THE late 19th century, the railroads advertised the Grand Canyon as a must-see destination, either as the purpose of a trip or as an engaging stop on a journey across the country. In the years before 1901, though, the advertisements more often than not failed to note that the trip to the canyon would be conducted by wagon from a nearby (or not so nearby) station. Still, it was a destination.

The advertising copy reproduced on the following pages is a sampling. Advertisements appeared everywhere—in magazines and local newspapers across the nation. These are among those that were found serendipitously during several decades of work on bibliographies about the Grand Canyon and the Colorado River. The breadth of material presented here is hitherto undocumented. One travels from the fledgling days of the first visits to the canyon at Peach Springs, detraining and finding Julius Farlee willing to lodge and conduct a few tourists into the canyon, all the way to the river down Peach Springs Wash and Diamond Creek. Soon afterward, entrepreneurs conducted train passengers from Flagstaff across dozens of miles of plateau country to the accommodations of John Hance at his Glendale Spring locale at the head of Hance Canyon, where visitors who did not just sortie along the rim could be conducted into the canyon—first on what is generously called the Old Hance Trail, which involved a couple of rope-assisted descents and ascents farther down, and later on the New Hance Trail on which tourists could ride all the way to the river by trail.

The Atlantic & Pacific Railroad was the corporate entity that ran trains across its tracks in New Mexico and Arizona to the West Coast, though it soon promoted itself as the “Santa Fe Route,” which eventually became part of the Atchison, Topeka & Santa Fe Railway. The separate Santa Fe & Grand Canyon Railroad was founded in 1897, when tracks began to be built to service mines in the vicinity of Anita, south of the canyon. The railroad changed hands a few times and was soon acquired by the AT&SF. Entrepreneurial businessmen, chiefly William O. “Buckey” O’Neill, who had established the fledgling community of Grand Canyon at the head of Bright Angel Trail, convinced the railroaders to extend the rails all the way to the village. And after a short period during which passengers detrained at the end of the track to ride a few miles by stage or wagon, in September 1901 the first passengers arrived by rail straight into the village.

TIES TO THE EDGE OF THE EARTH

RAILROAD ADVERTISEMENTS

Starting in 1884, the railroads modestly advertised the Grand Canyon as a sightseeing stop on journeys west or east; and indeed, several authors wrote of their experiences from the rail stops. At first, when all there was was the Peach Springs destination, several writers pointedly noted that the once-a-day eastbound trains on which they rode arrived at Peach Springs at 2 a.m. The Santa Fe more boldly advertised the independently operated stage trip from Flagstaff, mostly omitting the fact that it was at least a twelve-hour journey to the Grand Canyon; but the people came, not in droves but the business was there, enough for the railroad to propose the purchase of automotive vehicles for the overland canyon trip from rail stops though no progress came of those anticipations. Only when the railroad was built to the rim of the Grand Canyon did more seriously dedicated advertising begin, occluding the fact that the hostelrys at the canyon were simple—a number of writers all used the same word, “primitive.”⁷

The 101 advertisements on the following pages are only samplings of variations and other more distinctly different ads. The publications in which they were placed are only examples of the widely cast advertising net, which help illustrate some of the more less prominent venues in which the railroad looked for customers. *The Santa Fe Magazine* for March 1923 also reprinted a lengthy article by railroading journalist and author Edward Hungerford that outlined the successful history of 27 years of Santa Fe advertising, with examples that could not avoid the Grand Canyon traffic.⁸

With these ads one may experience again how the railroad promoted its service and amenities, and the outstanding hospitality of the Fred Harvey organization. In these cases they specifically attracted customers to the Grand Canyon, where of course the Santa Fe had a greatly vested interest. The layout and typography of the advertisements are studies in themselves; even the ornamental borders on many of them are distinctly Santa Fe products.

⁷ See in the anthological collection by Earle E. Spamer, *“My God, there it is!”: The World Encounters the Grand Canyon, 1540-1926* (Raven’s Perch Media, 2022, <https://ravensperch.org>); and see also Spamer, “From End-of-Track To Black Sunday: Riding the Rails to Grand Canyon Village’s First Hotels (1901-1904),” *The Ol’ Pioneer* (Journal of the Grand Canyon Historical Society), Vol. 34, no. 3 (Summer 2023), pp. 5-12.

⁸ Edward Hungerford, “A Study in Consistent Railroad Advertising: What Twenty-seven Years of Advertising Have Accomplished For a Great Railroad System,” *The Santa Fe Magazine*, Vol. 17, no. 4 (March 1923), pp. 43-49; largely reprinted from *Printer’s Ink*, “Santa Fe—A Study in Consistent Railroad Advertising,” *Printer’s Ink*, Vol. 121, no. 12 (December 21, 1922), pp. 53-54, 56, 61-62, 64.

“ALL THE YEAR”

— — — — —

THE

— — — — —

Atlantic and Pacific

— — — — —

RAILROAD.

Through line between the Pacific Coast and the East, in connection with

The Southern Pacific,

Atchison, Topeka & Santa Fe,

St. Louis & San Francisco

Railroads, thereby forming the best and shortest line between the East and the West with all the modern improvements and conveniences for safety and comfort.

Pullman Palace Sleeping Cars

WITHOUT CHANGE,

Are run through between ST. LOUIS, KANSAS CITY and SAN FRANCISCO.

Through tickets to all the principal cities east and west on sale at the following stations: Albuquerque, N. M., Holbrook, Winslow, Flagstaff, Peach Springs, Kingman, Prescott, Arizona, and the Needles, California.

— — — — —

STAGE CONNECTIONS.

Via **LAGUNA** to the Indian village of Acoma, 16 miles.
 Via **WINGATE** to Ft. Wingate, 3 miles; Zuni 45 miles.
 Via **MANUELITO** to Ft. Defiance (Navajo agency), 25 miles; Canyon de Chelle, 65 miles; Keams Canyon, 90 miles.
 Via **HOLBROOK**. Tri-weekly stages to St. Johns, 85 miles; Ft. Apache, 90 miles; Springerville, 95 miles; Show Low, 50 miles; Taylorville 35 miles; Moqui Indian village (no regular stage) 90 miles.
 Via **WINBLOW** to Brigham City and Sunset.
 Via **ASH FORK** daily stages to Prescott and Whipple Barracks, 54 miles; daily stages from Prescott to Phoenix, and tri-weekly stages to Ft. Verde.
 Via **PEACH SPRINGS** to the Grand Canyon of the Colorado, 13 miles.
 Via **KINGMAN** daily stages to Stockton Hill, 10 miles; Mineral Park, 16 miles; Cerbat, 14 miles.
 Via **TUCCA** to Signal, 40 miles.
 Via **NEEDLES**, steamer to Yuma, Colorado River agency, Fort Mohave, Mohave City, Hardyville, Ariz, and Eldorado Canyon, Nevada.

F. W. SMITH, **C. B. WILLIAMS,**
 Gen'l Supt. Gen'l Passenger Agt.
ALBUQUERQUE, N. M.

Advertisement in the book, *Chautauqua Historical and Descriptive: A Guide To the Principal Points of Interest On Lake Chautauqua....* (Fairbanks, Palmer and Co., Chicago, 1884). Notes a 13-mile stage connection to Grand Canyon from the Peach Springs station (see arrow below), although there is no hint as to the condition of the road that roughly descended through Peach Springs Wash to Diamond Creek.

STAGE CONNECTIONS.

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 Via **KINGMAN** daily stages to Stockton Hill, 10 miles; Mineral Park, 16 miles; Cerbat, 14 miles.

TIES TO THE EDGE OF THE EARTH

RAILROAD ADVERTISEMENTS

The Titan of Chasms.

A MILE DEEP, 13 MILES WIDE, 217 MILES LONG, AND PAINTED LIKE A FLOWER.

The Grand Canon of the Colorado River, in Arizona, is now for the first time easily accessible to tourists. A regular stage line has been established from Flagstaff, Arizona, on the Atlantic & Pacific Railroad, making the trip from Flagstaff to the most imposing part of the Canon in less than 12 hours. The stage fare for the round trip is only \$20.00, and meals and comfortable lodgings are provided throughout the trip at reasonable price. The view of the Grand Canon afforded at the terminus of

the stage route is the most stupendous panorama known in nature. There is also a trail at this point leading down the Canon wall, more than 6,000 feet vertically, to the river below. The descent of the trail is a grander experience than climbing the Alps, for in the bottom of this terrific and sublime chasm are hundreds of mountains greater than any of the Alpine range.

A book describing the trip to the Grand Canon, illustrated by many full-page engravings from special photographs, and furnishing all needful information, may be obtained free upon application to Jno. J. Bryne, 723 Monadnock Block, Chicago, Ill.

Advertisement in *First Maine Bugle* for **July 1892**, here promoting the stage trip from Flagstaff. In this year the A & PRR introduced its first promotions for "The Titan of Chasms," which became for years a bugle call to the traveling public. Variations of size and typography were used for the same text in numerous magazines and books. (The *First Maine Bugle* was the journal of the First Maine Cavalry Association, Rockland, Maine.)

 **10,000** —

**AFTER SEEING THE WORLD'S FAIR,
? WHICH WAY?**

**Why not a tour through the
NEW WEST?**

Reduced rates from all stations along the line
of the  to and from

**Colorado, Utah, New Mexico,
Arizona, California, Old Mexico.**

Circle tours—10,000 miles in the system. Only line reaching the Grand Cañon of the Colorado River, and the Montezuma Hotel, Las Vegas Hot Springs, New Mexico.

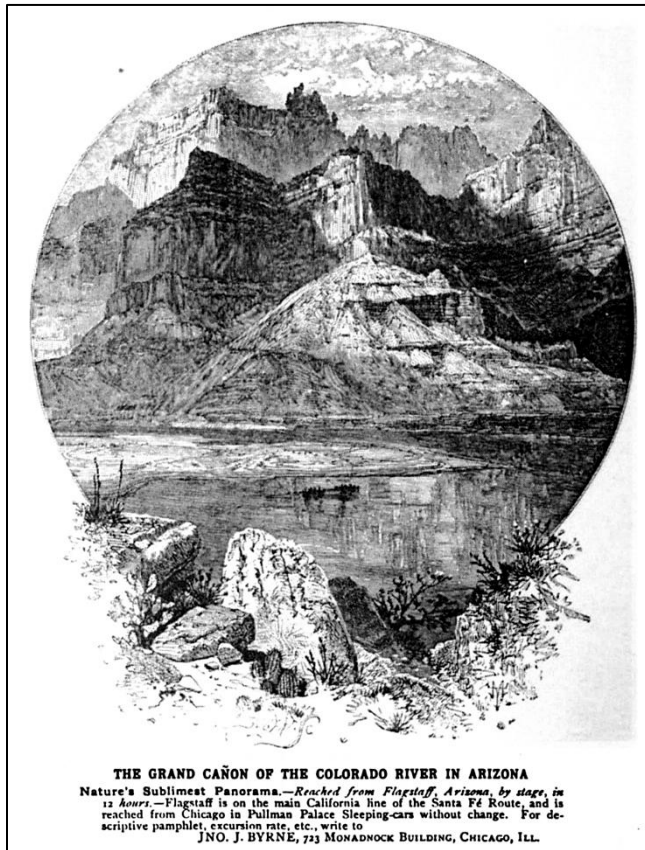
GEORGE T. NICHOLSON,
G. P. & T. Agt., Topeka, Kans.

J. P. HALL,
Colorado Passenger Agt., Denver, Colo.

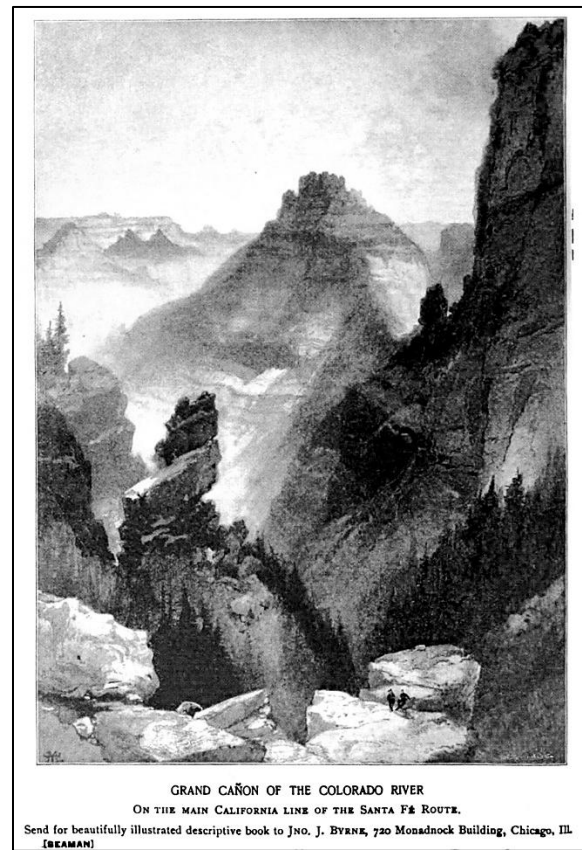
Advertisement in *The Colorado Magazine* for **August 1893**, specifically pointing out in a note that the "Santa Fe Route" was the "Only line reaching the Grand Cañon of the Colorado River," though not mentioning the stage connection thence.

TIES TO THE EDGE OF THE EARTH

RAILROAD ADVERTISEMENTS



Advertisement in *Harper's Chicago and the World's Fair*, by Julian Ralph (Harper and Brothers, New York, 1893), promoting a stage connection from Flagstaff. Targets the traveler who may be heading to the Chicago World's Fair.



Advertisement in the Scribner's Magazine Advertiser, a part of *Scribner's Magazine*, Vol. 13 (1893).

The Santa Fe entity initiated elaborate, illustrated full-page advertisements in conjunction with the widely promoted world's fair in Chicago. The illustrations borrowed from the well-remembered explorations of the Colorado River and Grand Canyon by John Wesley Powell. The *Harper's Chicago* advertisement borrowed from Powell monograph, while the credit to "Beaman" in the *Scribner's* advertisement is taken from a photo by E. O. Beaman who was connected with the second Powell expedition, which photo was used by the painter Thomas Moran (not credited) to create the image. (Compare the 1894 advertisement that follows.) Of course, the illustrations gave the impression that these scenes could be seen by the travelers who did take the excursions; even perhaps misleading the reader that the Beaman view might be seen from the train "On the main California line of the Santa Fe Route."

TIES TO THE EDGE OF THE EARTH

RAILROAD ADVERTISEMENTS

Advertisement sizes and presentations depended upon the venue (and thus a perception of potential sales therefrom). In more widely read magazines, as in *The Outlook*, "A Family Magazine" for **June 15, 1894** (right), a full-page advertisement illustrated with a Thomas Moran painting that in turn was taken from a photo by E. O. Beaman (not credited, and compare the 1893 advertisement on the previous page). In **October 1894**, the Santa Fe placed a simple small-print notice in *The Irrigation Age* (below), promoting the newly published booklet (not noted by title), *Grand Cañon of the Colorado River*, first published in 1892 but helpfully clarifying "Arizona" beginning in 1893.

Grand Cañon
of the
Colorado River
in Arizona



From a Painting
by
Thomas Moran

Over a mile deep, 13 miles wide, 217 miles long—and painted like a flower!

Grand Cañon of the Colorado River in Arizona

The GRAND CAÑON of the COLORADO RIVER in ARIZONA is now easily accessible to tourists. A regular stage-line makes tri-weekly trips to the Cañon from Flagstaff, A. T., in less than twelve hours. The view of the Grand Cañon afforded at the terminus of the stage route is the most stupendous panorama known in nature. A trail at this point leads down the Cañon wall more than 6,000 feet vertically to the river below.

The scene is wilder, grander, and more beautiful than the imagination can picture.

A book describing this region, illustrated by full-page engravings from special paintings by well-known artists, will be mailed free.

Excursion tickets now on sale at principal cities in the East, to Grand Cañon and return, or the side-ride may be taken in connection with a trip to California over the **Santa Fé Route**.

On the way thither, stop at the Montezuma Hotel, Las Vegas Hot Springs, New Mexico, for a few days' rest and recreation.

For information, pamphlets, etc., address any representative of Santa Fé Route, or
GEO. T. NICHOLSON, Room 710, Monadnock Bldg., Chicago.

GRAND CANYON OF COLORADO RIVER.

On the Santa Fe route, in Northern Arizona, 1,262 miles from Kansas City, is the town of Flagstaff. A tri-weekly stage line runs from Flagstaff to the Grand Canyon of the Colorado River. More than a mile in depth, this is the sublimest of gorges—a Titan of chasms. Twenty Yosemites might be hidden unseen below and Niagara would look scarcely larger than a brook.

Don't fail to visit this first wonder of the world. You can "read up" about it by asking C. A. Higgins, A. G. P. & T. A., A. T. & S. F. R. R. Co., Chicago, Ill., to mail you a free copy of an illustrated book describing this terra incognita. The book is no common affair; but is entertainingly written, beautifully illustrated and a gem of the printer's art.

THE OFFICIAL TRAIN
OF THE
AMERICAN MEDICAL ASSOCIATION

Will leave Chicago May 28, for San Francisco, at 5:00 P.M., via the
Hagerman Pass Line
of the **Santa Fe Route.**

Delegates and other visitors to the Convention in San Francisco who take this train will be carried direct through the great health and pleasure resorts of Colorado, viz: Pueblo, Colorado Springs, Denver, Manitou, Cascade, Woodland Park, Ute Pass, Green Mountain Falls, Manitou Park, Leadville, Glenwood Springs, over Hagerman Pass, the most exalted railroad pass in the United States, and through Salt Lake City, Utah. Stop-overs may be made at any point desired.

Those who desire will be taken by way of the
Grand Canon Line of the Santa Fe Route,

which leads through Central New Mexico, past Raton, Las Vegas, Santa Fe and Albuquerque; through that region of Arizona which has become famous by reason of the cliff and cave dwellings; the Grand Canon of the Colorado River, the Chalcedony Forest and the San Francisco Mountains, and thence through Southern California. Return tickets via any route desired by the purchaser.

Copies of illustrated books, "To California and Back," and "The Grand Canon of the Colorado River," free.

For tickets and Pullman reservations apply to
J. M. CONNELL,
City Passenger Agent, - - 212 Clark St., Chicago, Ill.

SANTA FE SYSTEM
GRAND CAÑON ROUTE.

Elegantly Upholstered Reclining Chair Cars Free of Charge. Weekly
Excursions to Boston with Through Tourist Car to Chicago,
leaving San Francisco every Thursday.

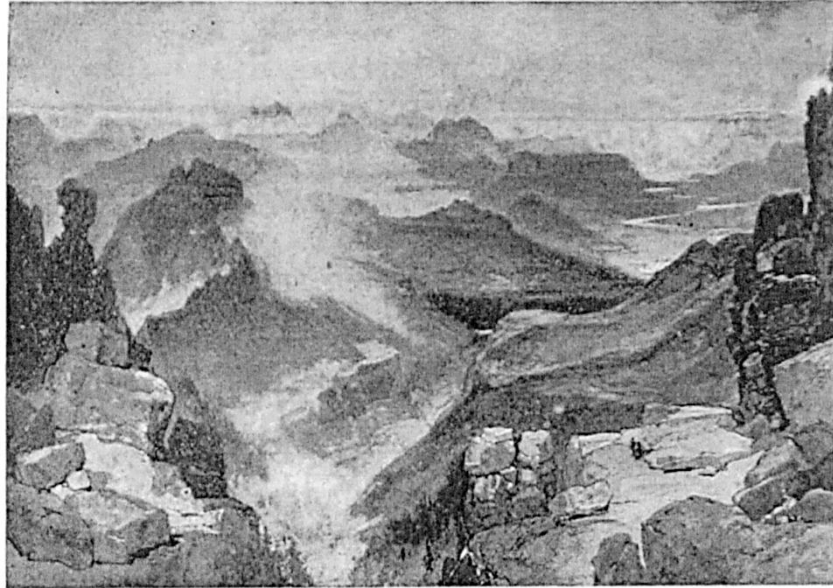
— — — — —
— — — — —
— — — — —
Lowest Passenger Rates — — — — —
— — — — —
— — — — —
To ALL POINTS in the
United States, Canada or Mexico.

— — — — —
— — — — —
GRAND CAÑON OF THE COLORADO RIVER

This is a Mammoth Opening in the Earth **Seven
Thousand Feet Deep and Eighteen Miles
Wide.**

— — — — —
— — — — —
Send for Beautifully Illustrated Book to
W. A. BISSELL,
GENERAL PASSENGER AGENT,
650 Market Street, - San Francisco, Cal.

Large display advertisements were used to attract groups as well as the individual passenger. The promotional page (left) in the prestigious *Journal of American Medical Association* for **April 7, 1894**, was posted by a travel agent who offered two different railways, northern and southern routes, to plug tour- or health-related stops for those who were attending the AMA convention in San Francisco. The *Pacific Educational Journal* for **January 1895** targeted individuals and small groups traveling east via the Santa Fe. The advertisement for the Grand Canyon, though prominent in this ad, simply remarks that the Grand Canyon "is a Mammoth Opening in the Earth," hardly as enticing as the usual effervescent Santa Fe ads (compare next page).



Grand Cañon of the Colorado River.

The Titan of Chasms.

A mile deep, 13 miles wide, 217 miles long

— and —

Painted Like a Flower.

THE GRAND CAÑON of the Colorado River in Arizona is now easily accessible to tourists. A regular stage line is in operation from Flagstaff, Arizona, on the Atlantic & Pacific Railroad, making the trip from Flagstaff to the most imposing part of the Cañon in less than 12 hours. The stage fare for the round trip is only \$20, and meals and comfortable lodgings are provided throughout the trip at a reasonable price. The view of the Grand Cañon afforded at the terminus of the stage route is the most stupendous panorama known in nature. The descent of the trail leading down the Cañon wall, more than 6,000 feet vertically to the river below, is a grander experience than climbing the Alps, for in the bottom of this terrific and sublime chasm are hundreds of mountains grander than any of the Alpine range.

A Book Free.

A BOOK describing the trip to the Grand Cañon, **illustrated by many full page engravings** from special paintings by **Thomas Moran**, and furnishing all needful information **may be obtained FREE** upon application to **GEO. T. NICHOLSON**, Room No. 762, Monadnock Block, Chicago, Ill.

The Atlantic & Pacific Railroad took the opportunity to insert a full-page display ad on the last page of a clergyman's book about his trip around the world, targeting a specialty market of interested travelers who might wish to undertake the stage trip to the Grand Canyon from Flagstaff. It has begun the widespread and continuing use of the tags, "The Titan of Chasms" and "Painted Like a Flower." (*Our Journey Around the World*, by Rev. Francis E. Clark [A. D. Worthington and Co., Hartford, Connecticut, 1895, a subscription publication.]


TIES TO THE EDGE OF THE EARTH

RAILROAD ADVERTISEMENTS

**FOR
YOUR
VACATION**

TAKE A TRIP TO
THE

**GRAND
CANYON
OF THE COLORADO**




The rates are low and the provisions for comfort ample. Write to or call on the nearest agent of the

SANTA FE ROUTE for full information, or to **JOHN J. BYRNE, Gen'l Pass. Agent** Los Angeles, Cal., for a copy of illustrated descriptive book.

The Santa Fe Route specially advertised the Grand Canyon for vacation and general travelers alike with these advertisements. The ad above is simply for the Grand Canyon in *The Land of Sunshine* for **October 1895**, without details. The ad below targets the California-bound traveler, indicating that of all the great scenery to be seen en route the Grand Canyon “surpasses them all” (though mentioning only parenthetically, “reached by stage from Flagstaff”) (*The American Italy: Southern California*, by J. W. Hanson [W. B. Conkey Co., Chicago, **1896**]).

The Santa Fe Route

to California is noted as the shortest from Chicago, Kansas City and St. Louis to Los Angeles and San Diego, and as short as any other to San Francisco.



GRAND CANON OF THE COLORADO RIVER.—From Painting by Thos. Moran.

The reader is requested to address G. T. Nicholson, G. P. A., Monadnock Building, Chicago, for free copy of an illustrated book that briefly describes the Grand Canon region.

Through trains, solidly vestibuled, run through without change between the terminals named. They carry Pullman palace and tourist sleepers.

The scenic features of the Santa Fe Route commend it to travelers who enjoy seeing something that is novel and strange. All the way across through Kansas, Colorado and New Mexico there are many wonderful sights. But the Grand Canon of the Colorado River in Arizona (reached by stage from Flagstaff) surpasses them all.

Through Excursion ^s . ⊗ Attentive Employe ^s . ⊗ Superb Equipment.	ATLANTIC & PACIFIC R. R. <hr style="width: 50%; margin: auto;"/> SANTA FE ROUTE	Vigilant Management. ⊗ Rock . . . Ballast ⊗ Steel Rail ^s .
--	--	--

An ideal vacation can be enjoyably and profitably spent at the Grand Cañon of the Colorado River—a mammoth rent in the earth, seven thousand feet deep and eighteen miles wide. A beautifully illustrated book, descriptive of the Cañon, will be mailed free upon application to the undersigned.

Through Palace and Tourist Sleeping Cars,
 in charge of experienced porters, leave San Francisco for Chicago daily. Each week a personally conducted Tourist Excursion runs through to Boston. Lowest rates are made to all points in the United States, Canada, Mexico, or Europe.

— THE CHICAGO LIMITED, —
 a magnificent train, consisting of Pullman's newest Sleeping Cars, Vestibule Reclining Chair Cars and Dining Cars, runs daily through without change; Los Angeles to Chicago and Kansas City with annex cars on sharp connection for Denver and St. Louis.

Further information will be cheerfully given at our
Ticket Office, 644 Market St., "Chronicle" Building, San Francisco.
H. C. BUSH, A. G. P. A., A. & P. R. R.,
 SAN FRANCISCO, CAL.

This promotional advertisement for the A & PRR is specially designed to point out the safety of its equipment and the amenities to be enjoyed, while specially drawing attention to the potential for a vacation stop at the Grand Canyon (with no mention of the stage connection). (*Pacific Educational Journal*, April 1896.)

TIES TO THE EDGE OF THE EARTH

RAILROAD ADVERTISEMENTS



GRAND CAÑON OF THE COLORADO RIVER IN ARIZONA

The Grand Cañon of the Colorado River in Arizona
HAS BEEN WAITING FOR YOU *... ..*
SEVERAL THOUSAND YEARS!

It is 217 Miles Long...13 Miles Wide...Over
a Mile Deep *... ..*
and Painted Like a Flower. *..*

Reached only via the....
SANTA FE ROUTE

For Illustrated Book address G. T. NICHOLSON,
Room 1561, Great Northern Building, CHICAGO

This advertisement for the Grand Canyon, employing an uncredited Thomas Moran illustration, interestingly inserts an ambiguous, though contemporarily scientifically reasonable note that the canyon “has been waiting for you several thousand years!” (*Self Culture*, July 1896.) In other variations of this ad, a different Moran illustration is used, with credit.

TIES TO THE EDGE OF THE EARTH

RAILROAD ADVERTISEMENTS


**FOR
YOUR
VACATION**

TAKE A TRIP
TO THE

**Grand
Canyon
OF THE
Colorado**

The rates are low and the provisions for comfort ample Write to or call on the nearest agent of the

**SANTA
FE
ROUTE**



for full information, or to **JOHN J. BYRNE, Gen'l Pass. Agent, Los Angeles, Cal.,** for a copy of illustrated descriptive book.

AT THE FOOT OF THE HANCE TRAIL.

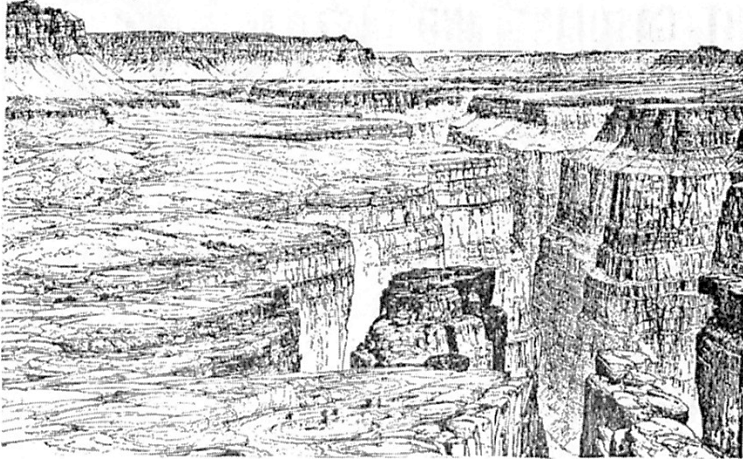
FOR YOUR VACATION

TAKE A TRIP
TO THE

**Grand
Canyon
OF THE
Colorado**

The rates are low and the provisions for comfort ample Write to or call on the nearest agent of the

**SANTA
FE
ROUTE**



GENERAL VIEW OF THE GRAND CAÑON.

for full information, or to **JOHN J. BYRNE, Gen'l Pass. Agent, Los Angeles, Cal.,** for a copy of illustrated descriptive book.

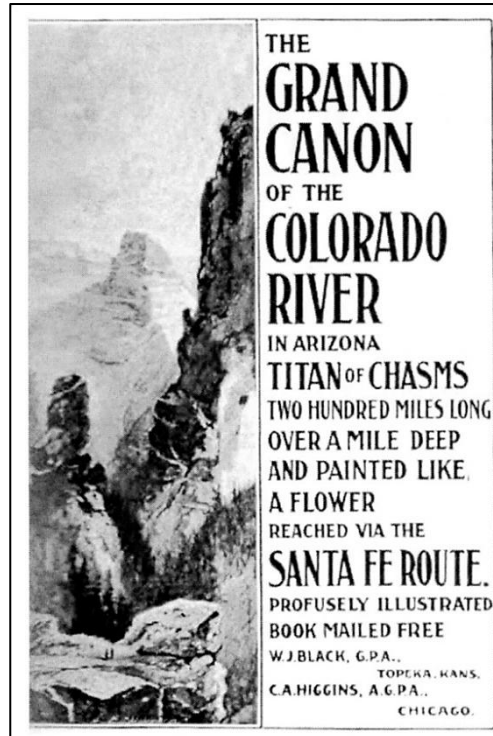
Two simple advertisements to catch the attention of a general readership. At top is the ad in the **August 1897** issue of *Land of Sunshine*, which unusually uses a photograph from a location that even the Santa Fe's trail riders would not see, on the Hance Trail. Below it is an ad that employs an illustration from Clarence E. Dutton's 1882 monograph, *Tertiary History of the Grand Cañon District*; the ad from *The Land of Sunshine* for **October 1897**.

TIES TO THE EDGE OF THE EARTH

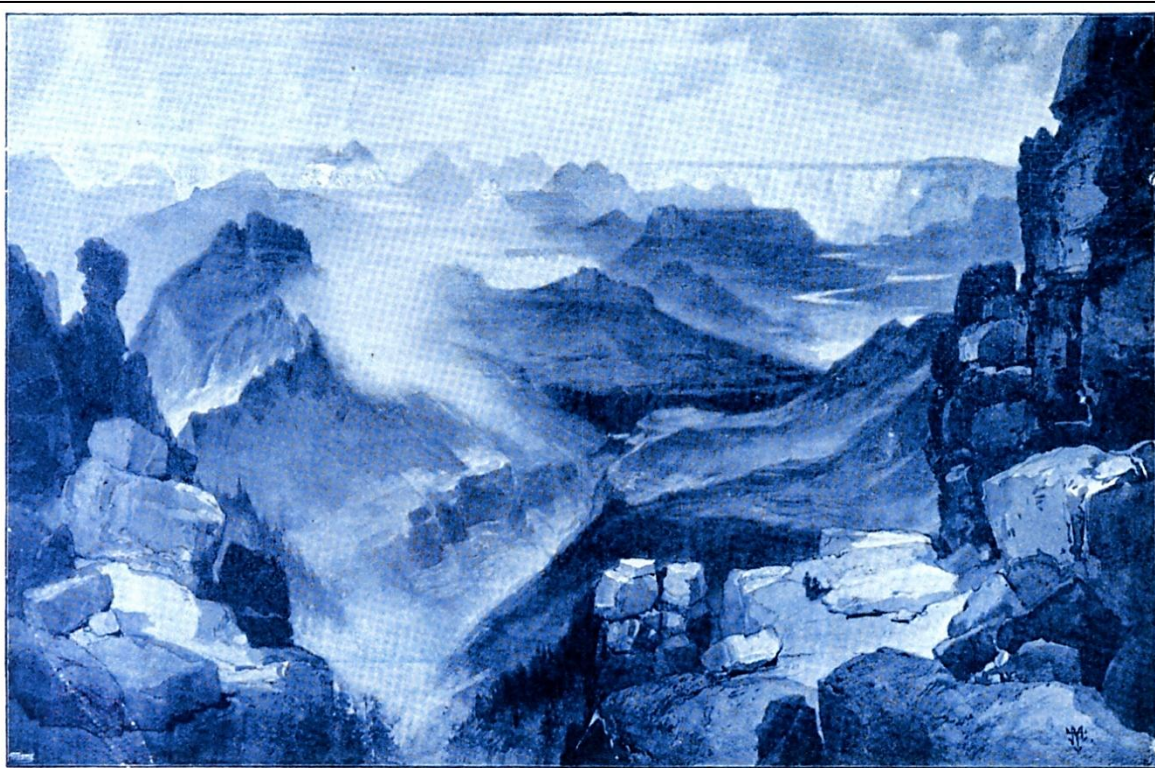
RAILROAD ADVERTISEMENTS

A very simply arranged ad from the **August 1897** *Music* magazine that promotes the Santa Fe's illustrated booklet. Presumably the efficiency of the Post Office Department would still deliver inquiries to the names and cities indicated in the ad.

Below is an unusual use of lithographic color for an advertisement placed on the inside front cover of *The Railway Magazine* for **January 1897**, employing an uncredited illustration by Thomas Moran.



THE
**GRAND
CANON**
OF THE
**COLORADO
RIVER**
IN ARIZONA
TITAN OF CHASMS
TWO HUNDRED MILES LONG
OVER A MILE DEEP
AND PAINTED LIKE
A FLOWER
REACHED VIA THE
SANTA FE ROUTE.
PROFUSELY ILLUSTRATED
BOOK MAILED FREE
W. J. BLACK, G. P. A.,
TOPEKA, KANS.
C. A. HIGGINS, A. G. P. A.,
CHICAGO.



GRAND CAÑON OF THE COLORADO RIVER IN ARIZONA.

This Titan of Chasms is located on the line of the Santa Fe Route. The Grand Cañon district has a length of 217 miles. Its most profound depths are near Flagstaff, Arizona, the gorge here being 6,600 feet deep and 12 miles wide from rim to rim. Tourists will find the Grand Cañon greater, grander and more beautiful than pen and brush can depict.

For descriptive illustrated book address: G. T. NICHOLSON, G. P. A., A. T. & S. F. Ry., Chicago. Round-trip tickets on sale at reduced rates, over the Santa Fe Route.

**Santa Fe
Route**

The Most Comfortable Way to Travel . . .

Across the Continent !

Every day in the year Pullman Palace Sleeping Car, and Pullman Tourist Sleeping Cars leave Oakland Mole for Chicago and the East, going on fast time.
The only route reaching The Grand Canyon of the Colorado River and the Las Vegas Hot Springs. Descriptive pamphlets, handsomely illustrated, may be had for the asking.

Harvey's Dining Rooms and Lunch Counters
Offer Good Food Well Cooked and Temptingly Served at Reasonable Prices.

The altitude of the plateaus and mountains crossed render the trip cool and pleasant after the desert is passed. No matter which way you go the desert must be crossed and there is less of it on the Santa Fe than on other lines. It is a popular mistake to suppose it is a hot line. Close connections are made in Chicago and Kansas City for all Eastern cities.

Ticket offices 628 Market St. San Francisco, and 1118 Broadway Oakland.

JNO. L. TRUSLOW,
Gen'l Agt., Passenger Dept., S. F., Cal.

JNO. J. BYRNE,
Gen'l Passenger Agt., Los Angeles, Cal.

**Read
These
Books**

To California and Back,
176 pp., 176 illustrations. 5 cts.

The Moki Snake Dance,
60 pp., 64 illustrations. 3 cts.

Grand Canon of Colorado River, 32 pp., 15 illustrations. 2 cts.

New Mexico Health Resorts, 80 pp., 31 illustrations. 2 cts.

Arizona Health Resorts,
72 pp., 18 illustrations. 2 cts.

Las Vegas Hot Springs and Vicinity, 48 pp., 39 illustrations. 2 cts.


Mailed free for postage named.

They tell the story of wonderful sights and scenes, and special resorts for tourists and home-seekers in the Great West. They are published by the

Santa Fe Route,

are literary and artistic, and will make you better acquainted with the attractions of your own land.

C. A. HIGGINS,
A.G.P.A., A.T. & S.F. R'y, CHICAGO.
...Great Northern Bldg.



**YOU HAVE
ABANDONED YOUR
TRIP TO EUROPE**

YOU WANT TO GET YOUR FAMILY AWAY FROM THE COAST AND SPANISH FLOTILLAS----- WHY NOT SEE THE GREAT WEST....

THE CLIMATE AND ATTRACTIONS OF CALIFORNIA ARE DELIGHTFUL IN SUMMER.... GO THERE. OR

VISIT GLORIOUS COLORADO. TAKE IN THE GRAND CANON OF THE COLORADO RIVER IN ARIZONA. RENEW YOUR HEALTH AT LAS VEGAS HOT SPRINGS. NEW MEXICO.

INQUIRE OF THE
ATCHISON, TOPEKA & SANTA FE
RAILWAY AGENTS...

A series of unassuming advertisements on which references to the Grand Canyon have to be hunted. *Top*, an unusual reference to the Harvey Houses along the railway and the remark that the Santa Fe Route has less of deserts en route than on other lines. From the *Western Journal of Education* for **October 1898**. *Left*, a simple list of booklets available from the Santa Fe company, now for sale for pennies presumably to cover postage, in the *National Suffrage Bulletin* for **December 1898**. *Right*, targeting those who might waver at an overseas trip at a time when the "Spanish Flotillas" may be hunting, suggesting domestically safe havens for travelers and their families; from the **July 7, 1898** issue of *Life*.



Grand Canon of Arizona..

**220 miles long, 9 to 18 miles wide, a
mile deep, and painted like a flower.**

You may visit this tremendous scene at trifling cost. It is a side trip en route to or from the **N. E. A. Convention** at Los Angeles this summer. Extremely low rates will be made by the **SANTA FE ROUTE**. The Grand Canon is only one of the numberless attractions of this exceptional opportunity.

*Write for particulars and free
descriptive books. Address*

J. A. LUCAS, Agent,

**The Atchison, Topeka & Santa Fe Railway,
EMPORIA, KANSAS.**

Correspondence Solicited.

This promotion targets travelers to the National Educational Association meeting in the **May 1899** issue of the *State Normal Monthly* of the Kansas State Normal School. Compare the ads placed in the May and June issues of a more widely distributed magazine on the next two pages, which address specifics about the stage trip to the canyon from Flagstaff.

GRAND CAÑON
OF THE
GOLORADO
IN ARIZONA

Stage leaves Flagstaff Mondays, Wednesdays, and Fridays at 7.00 a. m., arrives at Flagstaff Tuesdays, Thursdays and Saturdays. Fare for the Round Trip \$15.00, and rate at the Canon Hotel \$3.00 per day. The distance is about 65 miles---and the drive, over a smooth, dustless road, is of entrancing interest---past glorious mountains and through forests of pine. For round trip rates and beautifully illustrated pamphlet descriptive of this wonderful canon, address any agent of the SANTA FE ROUTE, or

JNO. J. BYRNE,

Gen'l Passenger Agent,

LOS ANGELES, CAL.

SEASON OPENS MAY 1st

A noticeable full-page display with ample white space in *The Land of Sunshine* for **May 1899** promises to distance itself from the reputation of a difficult stage ride to the Grand Canyon from Flagstaff. Compare the ad placed in the next month's issue (see next page).



River Gorge, Grand Cañon of Arizona.

GRAND CAÑON OF ARIZONA

Two Hundred Miles Long
Over a Mile Deep
and
Painted Like a Flower

Reached Only by
the Santa Fe Route

Stage Leaves Flagstaff
Mondays, Wednesdays and Fridays.
Returning, Arrive at Flagstaff
Tuesdays, Thursdays and Saturdays,

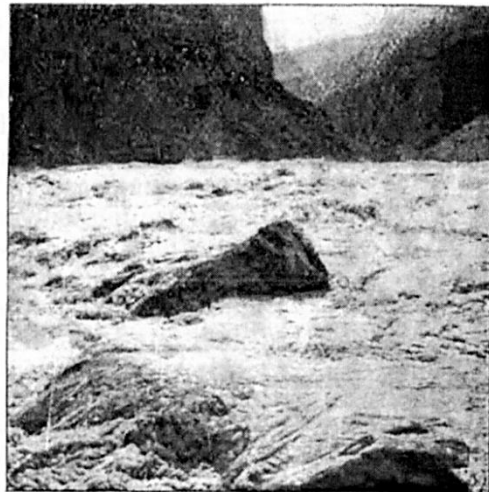
SIX-HORSE STAGES MAKE THE TRIP IN
TEN HOURS

Excursion Rates
from all points
on the Santa Fe Route

To Holders of
N. E. A. Tickets

\$30.00 for the round
trip from Los Ange-
les, or \$10.00 from
Flagstaff to the Cañ-
on and return.

JNO. J. BYRNE,
General Passenger Agent,
Los Angeles.

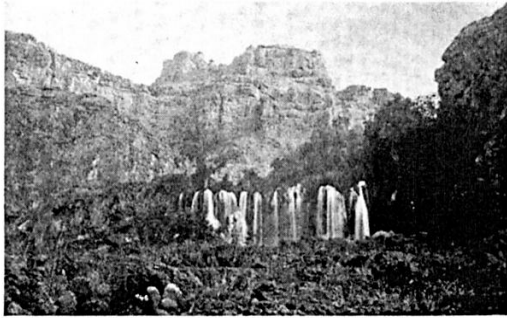


Colorado River, Grand Cañon of Arizona.

A full-page display in *The Land of Sunshine* for **June 1899** fully exposes the stage trip from Flagstaff to the Grand Canyon. The ad also is directed to those who are attending the National Educational Association meeting in Los Angeles, who might be enticed to make a special trip to the canyon from there. Note that the fare for the round trip alone from Flagstaff has decreased from the May 1899 ad (see previous page).

TIES TO THE EDGE OF THE EARTH

RAILROAD ADVERTISEMENTS



IN THE GRAND CAÑON OF THE COLORADO.



AN INDIAN PUEBLO.



IN THE PETRIFIED FOREST.
(See opposite page)

N. E. A.

N. E. A.

ON THE OPPOSITE PAGE

are a few

Characteristic Views to be Seen
Along the Line

of the

SANTA FE ROUTE

on your trip to the

**National Educational Association
Meeting**

To be held in Los Angeles, Cal., July 11-14, 1899

Low Excursion Rate Tickets will be sold, with ample limit, and allowing stop over. For full particulars as to Rates, Limit, Palace and Tourist Berths, or profusely illustrated descriptive books "To California and Back," "Southern California," and "Resorts on the Santa Fe," write to the following agents:

- | | |
|---|---|
| ATCHISON, Kan., 316 Commercial Street..... | D. E. FARNSWORTH, City Pass'r and Tkt. Agt. |
| BOSTON, Mass., 332 Washington Street..... | S. W. MANNING, General New England Agent. |
| | HERBERT A. CLAY, Traveling Agent. |
| | H. M. FLETCHER, Traveling Agent. |
| CHICAGO, 109 Adams Street..... | J. M. CONNELL, General Agent Pass'r Dept. |
| CINCINNATI, O., 417 Walnut Street..... | GEO. T. GUNNIP, General Agent Pass'r Dept. |
| COLORADO SPRINGS, Colo..... | C. C. HOYT, City Passenger Agent. |
| DALLAS, Tex., 246 Main Street..... | CHAS. L. HOLLAND, Passenger Agent. |
| DENVER, Colo., 1700 Lawrence Street..... | J. P. HALL, General Agent Pass'r Dept. |
| DES MOINES, Ia., 818 Equitable Bldg..... | E. L. PALMER, Passenger Agent. |
| DETROIT, Mich., 63 Griswold Street..... | F. T. HENDRY, General Agent Pass'r Dept. |
| EL PASO, Tex., Wells, Fargo & Co.'s Building..... | F. B. HOUGHTON, General Agent. |
| FT. WORTH, Tex., 403 Main Street..... | S. A. KENDIG, Passenger Agent. |
| GALVESTON, Tex., Depot, 224 Tremont Street..... | H. K. ROWLEY, Ticket Agent. |
| HOUSTON, Tex., 208 Main Street..... | J. R. GREENHILL, Passenger Agent. |
| KANSAS CITY, Mo., N.-E. cor 10th and Main..... | GEO. W. HAGENBUCH, Pass'r and Ticket Agt. |
| LEAVENWORTH, Kan..... | GEO. J. CHAPLIN, General Agent. |
| MINNEAPOLIS, Minn., 617 Guaranty Loan Bldg..... | C. C. CARPENTER, Passenger Agent. |
| MONTREAL, Que., 138 St. James Street..... | D. W. HATCH, Traveling Agent. |
| NEW ORLEANS, La., 642 Gravier Street..... | A. LANDRY, General Agent. |
| NEW YORK CITY, 377 Broadway..... | E. F. BURNETT, General Eastern Pass'r Agt. |
| PEORIA, Ill., Woolner Bldg..... | C. L. CHAMBERS, Passenger Agent. |
| PUEBLO, Colo., 308 North Main Street..... | R. H. HIGGINS, City Ticket Agent. |
| ST. JOSEPH, Mo., Board of Trade Bldg..... | L. O. STILES, City Pass'r and Ticket Agent. |
| ST. LOUIS, Mo., 108 North Fourth Street..... | J. W. TEDFORD, General Agent. |
| SYRACUSE, N. Y., Lock Box 71..... | CHAS. A. MARSH, Passenger Agent. |

W. J. BLACK,
Gen'l Pass. Agt.,
Topeka, Kas.

JNO. J. BYRNE,
Gen'l Pass. Agt.,
Los Angeles, Cal.

C. A. HIGGINS,
Asst. Gen'l Pass. Agt.,
Chicago, Ill.

N. E. A.

N. E. A.

A special two-page spread in *The Land of Sunshine* for **April 1899** targets people and groups heading to the National Educational Association meeting in Los Angeles, illustrating "characteristic views" that could be seen along the Santa Fe Route. The Grand Canyon view (top) is a view on Havasu Creek, a place where the travelers would not be able to visit during a brief Grand Canyon stop; nor is the long stage connection mentioned.

Grand Cañon of Arizona

220 miles long, 9 to 18 miles
wide, a mile deep, and painted
like a flower.

You may visit that tremendous scene at trifling
cost. It is a side trip en route to or from the N.
E. A. Convention at Los Angeles this summer.
Extremely low rates will be made by the **Santa
Fe Route.**

The Grand Cañon is only one of numberless
attractions of this exceptional opportunity.

Write for particulars and free descriptive
books.

General Passenger Office
The Atchison, Topeka & Santa Fe Railway
Chicago

Grand Cañon of Arizona

220 miles long, 9 to 18 miles
wide, a mile deep, and painted
like a flower.

**"The Greatest, Grandest, Most Wonderful
Sight in the World!"**


Excursion rates via the **Santa Fe Route.**
Write for illustrated descriptive book and full
particulars to

General Passenger Office
The Atchison, Topeka & Santa Fe Railway
Chicago

A series of advertisements in *The Conservative* from July through September 1899 varied its promotional message, as displayed by these two box ads.

TIES TO THE EDGE OF THE EARTH

RAILROAD ADVERTISEMENTS



On the way to Grand Cañon of Arizona

California

Visit the Grand Cañon of Arizona, the most wonderful scenic panorama in the world.


It is 217 miles long, 13 miles wide, more than a mile deep, and painted like a flower. Interpretation by pen, brush or camera fails. It must be seen. It is on

The Santa Fe Route

Easily reached from Williams, Arizona, by railroad, with only 11 miles stage ride.

Illustrated pamphlets describing the Grand Cañon and **The California Limited.**

General Passenger Office
The Atchison, Topeka & Santa Fe Railway Co.
CHICAGO



This attractive advertisement with illustration by E. L. Smythe, 1900, from an undetermined source, notes that the Grand Canyon was now “Easily reached from Williams, Arizona, by railroad, with only 11 miles stage ride.” For the first time the Santa Fe’s Grand Canyon illustrations included human staffage and further appealed to the pioneer feeling with the inclusion of a pack animal.

(Obtained through Internet Archive, <https://archive.org/details/SantaFeRailroad1900A.>)

**A Railroad
to the
Grand
Cañon
of Arizona**

Has superseded the
stage route.
This marvelous scene is
now quickly reached
at small cost without
fatigue.

Trains for the
Grand Cañon connect
with the California
trains of the

Santa Fe Route

at Williams.

For particulars
address

General Passenger Office
The Atchison, Topeka & Santa Fe Railway Co.
CHICAGO

**Grand
Cañon of
Arizona**

Most wonderful scene
in the world, now
quickly and comfortably
reached by rail instead
of by a long stage ride.

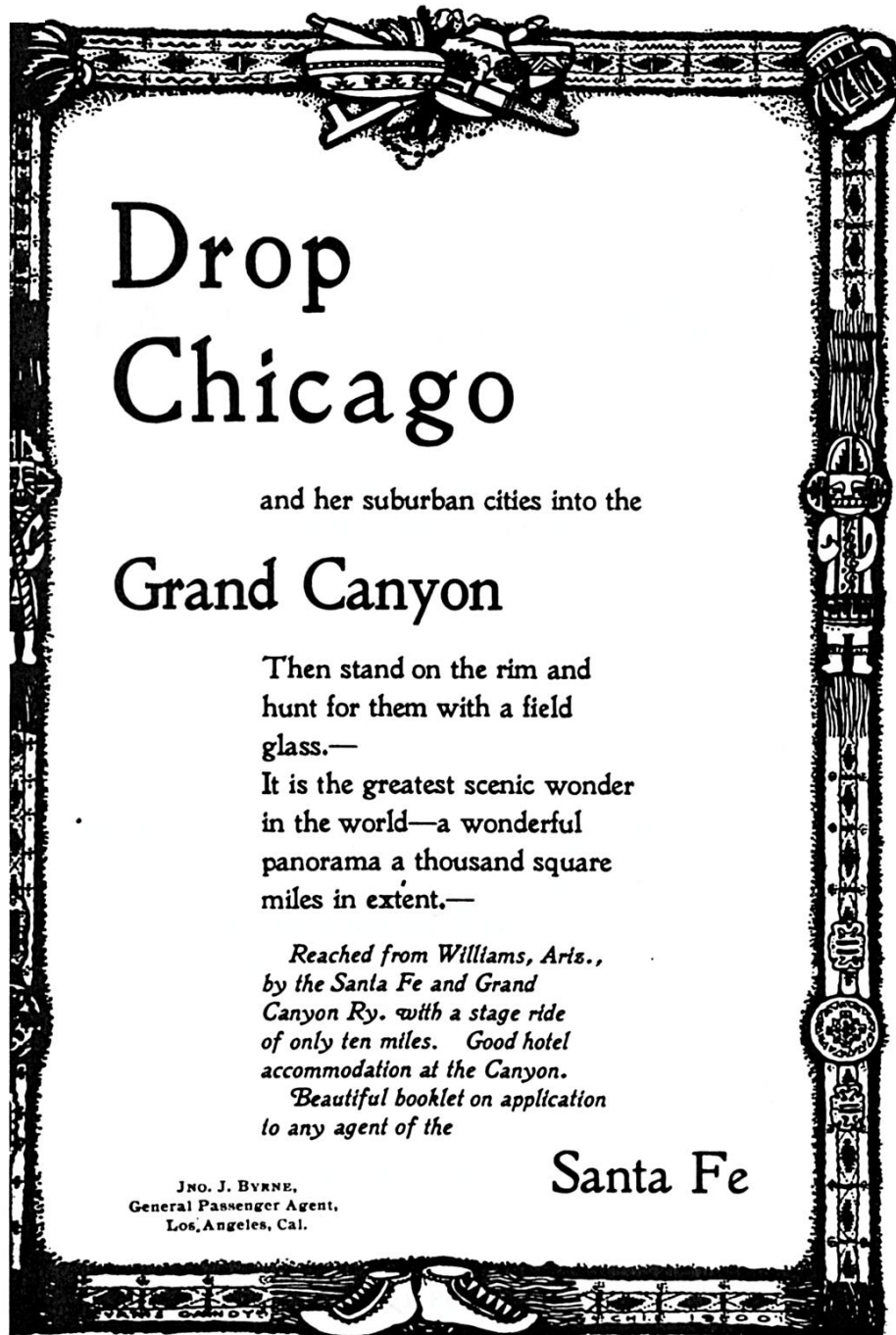
An inexpensive side
excursion to a
California trip
on the

Santa Fe Route

For full particulars
apply to

General Passenger Office
The Atchison, Topeka & Santa Fe Railway Co.
CHICAGO

Prominent columnar advertisements in *The House Beautiful* for **June and July 1900** (left and right) draw attention for the first time that the Grand Canyon could now be visited by rail rather than a long stage ride. Typographical and size variants appeared widely in other venues. While it was pointed out that passengers would transfer at Williams (rather than Flagstaff, where previously stage transportation was had), the track had not yet reached Grand Canyon village. Travelers detrained several miles from the village and transferred to stages, which by some accounts were effectively only crowded, springless wagons [see Earle Spamer, "From end-of-track to black Sunday: Riding the rails to Grand Canyon village's first hotels (1901-1904)," *The Ol' Pioneer* (Journal of the Grand Canyon Historical Society), Vol. 34, no. 3 (Summer 2023), pp. 5-12].



Drop Chicago

and her suburban cities into the

Grand Canyon

Then stand on the rim and
hunt for them with a field
glass.—
It is the greatest scenic wonder
in the world—a wonderful
panorama a thousand square
miles in extent.—

*Reached from Williams, Ariz.,
by the Santa Fe and Grand
Canyon Ry. with a stage ride
of only ten miles. Good hotel
accommodation at the Canyon.
Beautiful booklet on application
to any agent of the*

Santa Fe

JNO. J. BYRNE,
General Passenger Agent,
Los Angeles, Cal.

This full-page, eye-catching (startlingly at first) advertisement in *The Land of Sunshine* in 1901, was the last gasp of train-stage travel to the Grand Canyon, one of few ads that separately mentioned the Santa Fe & Grand Canyon Railway. The ad's promise of "Good hotel accommodation at the Canyon" was actually only fair, inasmuch as the Bright Angel cabin-tent accommodations were the only available lodging for the number of people who would be needing "rooms." Note that the stage ride is now shortened to ten miles as compared to eleven miles in other end-of-track ads.

Grand Canyon of Arizona A Railroad to the Rim

In 1890—Tri-weekly stage ride of 75 miles, from main line of Santa Fe to Grand Canyon. 48 hours each way. Fare, \$20. Closed in winter.

In 1900—Railroad 55 miles. Stage 10 miles. Daily service. Time, 5 hours. Open practically all the year. Fare, \$10.

In 1901—Better Facilities than ever before: Railroad all the way, 65 miles. Daily trains; time cut in two. Round trip from main line, only \$6.50. Pullman between Grand Canyon and California.

Speaking of the Grand Canyon, Charles F. Lummis says:

"Possibly it is no more wonderful than the fact that so tiny a fraction of the people who confess themselves the smartest in the world have ever seen it." . . . A mile deep, 13 miles wide, 217 miles long. The chief attraction of a trip to California.

THE LUXURIOUS CALIFORNIA LIMITED, DAILY
CHICAGO to LOS ANGELES and SAN FRANCISCO.

On the **Santa Fe**

Address nearest Atchison, Topeka & Santa Fe R'y System Office for new travel books, "Grand Canyon of Arizona" and "To California and Back." Sent for ten cents.

NEW YORK, 377 Broadway.	CHICAGO, 109 Adams St.	LOS ANGELES, 200 Spring St.
BOSTON, 332 Washington St.	KANSAS CITY, 10th & Main Sts.	SAN FRANCISCO, 647 Market St.
DETROIT, 151 Griswold St.	DES MOINES, 308 Equitable Bldg.	GALVESTON, 224 Tremont St.
CLEVELAND, Williamson Bldg.	MINNEAPOLIS, 503 Guaranty Loan Building.	DALLAS, 246 Main St.
CINCINNATI, 417 Walnut St.	DENVER, 1700 Lawrence St.	SAN ANTONIO, 201 E. Commerce Street.
PITTSBURG, 402 Park Bldg.	SALT LAKE CITY, 411 Dooly Bldg.	ATLANTA, 24 No. Pryor St.
ST. LOUIS, 108 N. Fourth St.		

A full-page advertisement in *The Black Cat* ("A Monthly Magazine of Original Short Stories") for **November 1901**, two months after the first train arrived in Grand Canyon village, assuredly offers a history of railroad-sponsored tours to the Grand Canyon, with steadily decreasing fares and inconvenience, from the long stage ride (from Flagstaff) to the end-of-track transfer on the new Grand Canyon spur, and finally the rail trip directly into the village.

TIES TO THE EDGE OF THE EARTH

RAILROAD ADVERTISEMENTS

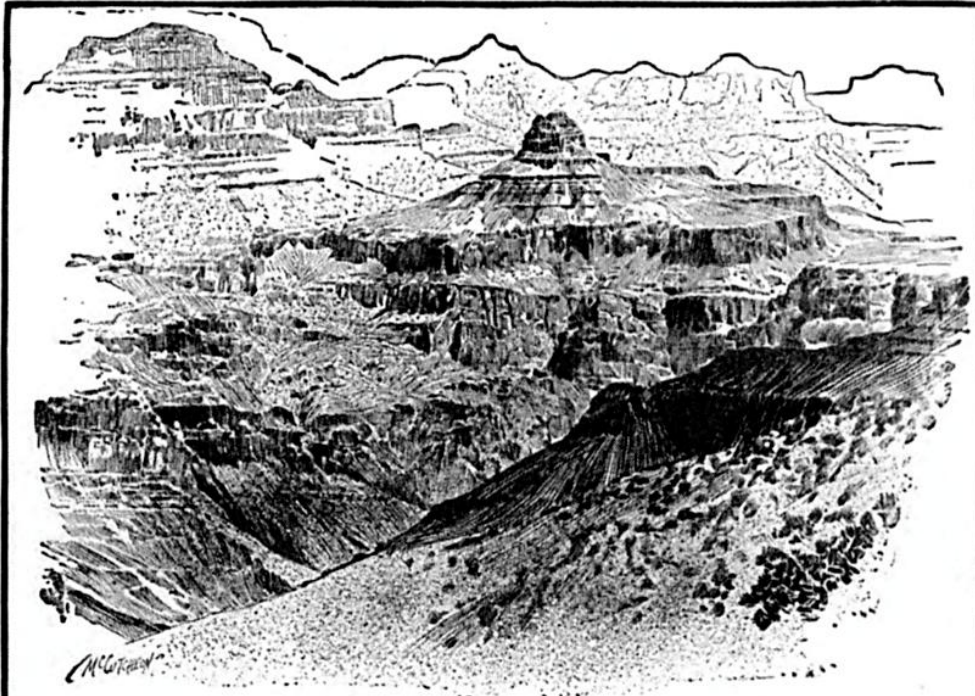
Santa Fe trains now run every day to rim of Grand Canyon of Arizona.
No stage ride.
Side-trip rate only \$6.50.
Ample Pullman accommodations upon resuming trans-continental trip.
Open all winter.

**All Rail to
Grand Canyon
of Arizona
Santa Fe**

The only scenery in America that comes up to its brag.
Earth's armies could be lost in this stupendous gulf—217 miles long, 13 miles wide, a mile deep.
The chief attraction of a California tour.
The California Limited, daily to San Francisco, Los Angeles and San Diego.
Illustrated books about Grand Canyon and California, 10 cents.

**A. Andrews, General Agent,
Santa Fe Route,
108 N. Fourth St., St. Louis, Mo.**

An advertisement in *The Christian-Evangelist* for **December 19, 1901**, prominently focused on the fact that a trip to the Grand Canyon (“Open all winter”) was now on a daily schedule to the rim of the canyon—“No stage ride”—though the railroad had yet to configured trains to run the main-line Pullman cars up to the canyon. The layout of the ad also incorporates the distinctive cross design of the Santa Fe logo.



Grand Canyon of Arizona

The chief attraction of a trip to California.
No stage ride. Santa Fe trains now run daily to the Canyon's rim.

Less than three hours by rail from main California line of the Santa Fe.

Side-trip excursion rate greatly reduced. Ample Pullman accommodations upon resuming transcontinental journey.

Says Charles F. Lummis: "It is the greatest chasm in the world, and the most superb." A mile deep, 13 miles wide, 217 miles long.

THE LUXURIOUS CALIFORNIA LIMITED, DAILY,
CHICAGO TO LOS ANGELES AND SAN FRANCISCO

On the Santa Fe

Address nearest Atchison, Topeka and Santa Fe R'y System Office for new travel books, "Grand Canyon of Arizona" and "To California and Back." Sent for 10 cents.

NEW YORK, 377 Broadway.
BOSTON, 332 Washington St.
DETROIT, 131 Griswold St.
CLEVELAND, Williamson Bldg.
CINCINNATI, 417 Walnut St.
PITTSBURG, 402 Park Bldg.
ST. LOUIS, 108 N. Fourth St.

CHICAGO, 109 Adams St.
KANSAS CITY, 10th & Main Sts.
DES MOINES, 308 Equitable Bldg.
MINNEAPOLIS, 303 Guaranty Loan Bldg.
DENVER, 1700 Lawrence St.
SALT LAKE CITY, 411 Dooly Blk.

LOS ANGELES, 200 Spring St.
SAN FRANCISCO, 641 Market St.
GALVESTON, 224 Tremont St.
DALLAS, 246 Main St.
SAN ANTONIO, 101 E. Commerce
ATLANTA, 14 N. Pryor St.

One of several variations of this display ad features a pen-and-ink drawing of the Grand Canyon by the noted editorial cartoonist John T. McCutcheon, this one in the **November 1901** issue of *Country Life in America*.



ONLY RAILWAY WITH ITS OWN TRACKS

Chicago to California

Through trains to Los Angeles, San Diego and San Francisco, passing wonderful scenes in the great Southwest, Indian pueblos, ancient cliff dwellings, mighty peaks, deep chasms, wide solitudes, desert mirages, petrified forests and the greatest and grandest scenic feature of the globe,

The Grand Canyon of Arizona

more than a mile deep, thirteen miles wide and two hundred and seventeen miles long.

For illustrated descriptive pamphlets call on agents in principal American cities, or send stamps for postage to

General Passenger Office
The Atchison, Topeka & Santa Fe Railway

CHICAGO, ILLS.

T. V. WILSON, European Traffic Agt. 122 Pall Mall, London, Eng.	J. P. SPANIER, European Immigration Agt. 160 Corso Umberto, Rome, Italy.	G. C. DILLARD, Gen. Eastern Pass. Agt. 377 Broadway, New York, U. S. A.
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**A link in the renowned
American and
Australian
Line
WORLD TOURS**

A more global audience was targeted in the American Edition of *Gaze's Gazette and General Globe Guide* for **July 1901**, though suggesting, barely honestly, that trains pass wonderful scenes like the Grand Canyon, "the greatest and grandest scenic feature of the globe."

SANTA FE TRAINS

Now run every day to rim of Grand Canyon of Arizona. No stage ride. Side-trip rate only \$6.50. Ample Pullman accommodations upon resuming trans-continental trip. Open all year.

ALL RAIL TO	Grand Canyon of Arizona.	SANTA FE
--------------------	---------------------------------	-----------------

The only scenery in America that comes up to its brag. Earth's armies could be lost in this stupendous gulf—217 miles long, 13 miles wide, a mile deep. The chief attraction of a California tour. The California limited, daily, Chicago and Kansas City to San Francisco, Los Angeles and San Diego. Illustrated books about Grand Canyon and California, 10 cents.

Ticket office A. T. & S. F. Ry., Cor. 10th and Main St., Kansas City, Mo.

This advertisement in *The Conservative* for **May 1, 1902**, points out that the Grand Canyon is the “chief attraction of a California tour”; but compare the ad on the next page.



Outdoor Sports California

May be indulged in all the year. No cold weather. The sun shines warmly from unclouded skies and flowers bloom in plenteous riot of color. An ideal land for pleasure seekers. Why freeze at home?

Country clubs abound. Here are golf links, tennis courts and fine roads for coaching parties. Sailing, fishing and bathing are kindred pastimes of the sea—nowhere so delightful as along the Pacific shore. Magnificent resort hotels.

The luxurious **California Limited**, Chicago to Los Angeles and San Francisco. Perfect dining-car service. Visit Grand Canyon of Arizona en route.

Apply to agents The Atchison, Topeka & Santa Fe Railway System for illustrated books describing the California tour—mailed for ten cents in stamps. NEW YORK 377 Broadway—BOSTON 432 Washington St.—MONTREAL, QUE. 138 St. James St.—PHILADELPHIA 711 Chestnut St.—BUFFALO Elicott Square Bldg.—DETROIT 151 Griswold St.—CLEVELAND Williamson Bldg.—CINCINNATI 417 Walnut St.—PITTSBURG 402 Park Bldg.—ST. LOUIS 108 N. 4th St.—CHICAGO 109 Adams St.—PEORIA 103 S. Adams St.—KANSAS CITY 905 Main St.—TOPEKA A. T. & S. F., Gen. Pass. Office—DES MOINES 409 Equitable Bldg.—MINNEAPOLIS 503 Guaranty Bldg.—DENVER 1700 Lawrence St.—SALT LAKE CITY 411 Dooly Block—LOS ANGELES 200 Spring St.—SAN FRANCISCO 641 Market St.—SANTA BARBARA 635½ State St.—GALVESTON 224 Tremont St.—DALLAS 246 Main St.—SAN ANTONIO 101 E. Commerce St.—EL PASO Mills Bk.—ATLANTA 16 N. Pryor St.—NEW ORLEANS 705 Gravier St.



Santa Fe

This elaborate advertisement in *Scribner's* for **December 1902** targets a more sophisticated audience, those who have the indulgence to travel to California for the winter for example, where the Grand Canyon is but a suggestion en route.

Titan of Chasms

The great round world has
nothing to compare with the
Grand Canyon of Arizona.

Comfortably reached by rail on
the way to California any day in
the year.

Visit it now, and not wait until
everybody else has been there.

"Titan of Chasms" pamphlet free. Send
50 cents for beautiful Grand Canyon book;
notable articles by notable Americans.
Send 25 cents for unique colored view of
Grand Canyon—the latest novelty.

Achison, Topeka & Santa Fe Railway,
J. M. Connell, Gen. Agt.
109 Adams St., Chicago.

Santa Fe

A hurry-up-to-see-it advertisement placed in the *Dry Goods Reporter* for **June 27, 1903** almost suggests that Grand Canyon visits will no longer be of interest once "everybody else has been there."

First See America



In the great Southwest are titanic chasms, petrified forests, prehistoric ruins, quaint Pueblo Indian villages, giant redwoods and old Spanish missions. All on the Santa Fe.

The world has nothing to compare with the Grand Canyon of Arizona.

Travel in luxury on a high-class train—the **California Limited.**

All about the California tour in our books.

General Passenger Office, Atchison, Topeka & Santa Fe Railway,
Great Northern Building, Chicago



GRAND CANYON OF ARIZONA

FAIL NOT
TO SEE THE

GRAND CANYON OF ARIZONA

Stupendous!
Overwhelming!
Wonderful!

200 miles long, 13 miles wide, over a mile deep,
and painted like a flower!

Round trip from San Francisco \$50.00.
Comfortable hotel at the Canyon and reasonable in rates. Stopovers allowed on all Eastern tickets to see the Canyon.

Inquire at 641 Market St., San Francisco

SANTA FE

Two advertisements in **January 1903** tell people that they must see the superlative American Grand Canyon.

Top: In *Success*

Bottom: In *The Western Journal of Education*

A Mile-Deep Chasm

On Rim of Grand Canyon, Arizona.



Have you seen Earth's greatest wonder?

The Grand Canyon of Arizona

President Roosevelt says: "Every American should see it."

If you can not visit it now, send 50 cents for the season's novelty, a beautiful colored view of the Grand Canyon, uniquely mounted to reproduce marvelous atmospheric tints. Or for same price, a Grand Canyon book of 128 pages; articles by noted persons; artistic illustrations and cover. Worthy a place in your library.

For full particulars, address

Gen. Pass. Office, Atchison, Topeka & Santa Fe Railway, Chicago.

Santa Fe All the Way

An understated advertisement in *Ad Sense* for **September 1903** figures in Theodore Roosevelt's recent encouragement to Americans to see the Grand Canyon.

On May 6th the president, traveling by special train, had spent most of the day at Grand Canyon. Though he did not take the trail trip into the canyon on this visit, he is remembered for the speech he gave from the porch of the Cameron Hotel. There he famously said,

"I hope you will not have a building of any kind, not a summer cottage, a hotel or anything else to mar the wonderful grandeur, the sublimity, the loneliness and beauty of the canyon. Leave it as it is. Man cannot improve on it; not a bit. The ages have been at work on it and man can only mar it. What you can do is to keep it for your children and your children's children and for all who come after you, as one of the great sights which every American, if he can travel at all, should see."

[As transcribed on the spot for *The Coconino Sun* (Flagstaff), May 9, 1903, p. 1. The text of Roosevelt's speech differs from the "Executive Edition" of *The Works of Theodore Roosevelt. Presidential Addresses and State Papers. Part One*. (P. F. Collier and Sons, New York, [1905?], pp. 369-370. See the two transcripts compared side-by-side in *The Ol' Pioneer* (Grand Canyon Historical Society), Vol. 8, no. 7 (Summer 1997), pp. 12-15, with introduction by Earle Spamer. Or see in the anthology by Earle Spamer, "My God, there it is!": *The World Encounters the Grand Canyon, 1540-1926* ([Raven's Perch Media](#), 2022), pp. 415-420.]

WHAT 's the use of going to Europe to see the wonders of nature? About one-half the Americans who travel over Europe have not seen their own country, which has just as much to offer as any of the countries of the Old World.

Can you think of anything more wonderful in the world than the Grand Canyon of Arizona or the Petrified Forests? Europe has nothing to compare with these marvels. And then there is California, which surely must have been intended for God's playground.

The way to get to these places is to leave Chicago at 8 o'clock in the evening on the California Limited, or at 10 o'clock p. m. on the California Express—both trains on the Santa Fe.

Get off at Williams, Ariz., for a day or two, and take the special train from there to Grand Canyon (about three hours' ride), where the spectacle which meets your eye is of such a character that it is with difficulty you can acquire any idea of its immensity. You go on to Adamana or Holbrook, Ariz., where you are but a short distance from the Petrified Forests, which is nothing more nor less than its name implies.

The traveler receives the most courteous attention from all of the train's crew, and as for meals—why, there's the Fred Harvey dining-car and dining-room service, which is unequalled in all the world.

But the best thing about the Santa Fe road is that it's the Santa Fe all the way from Chicago to Los Angeles and San Francisco.

Write for detailed information and printed matter. By enclosing 50 cents in coin or stamps a beautiful book descriptive of the Canyon may be obtained. Or for the same price a uniquely mounted color picture, accurately reproducing the sunset tints.

**PASSENGER DEPARTMENT OF
THE SANTA FE RAILWAY
CHICAGO, COOK COUNTY, ILLINOIS, U. S. A.**

A customized advertisement in *The Philistine* for **September 1903**, typographically the same as the text of this self-proclaimed "periodical of protest" published by the Society of the Philistines, East Aurora, New York, produced chiefly by Elbert Hubbard.

THE SUREST CURE--FREE

The pure air, the equable climate and the
constant sunshine of

NEW MEXICO, ARIZONA AND CALIFORNIA

Will effect the speediest cure of throat or lung troubles if a cure is possible.

The resorts in above sections are unrivalled, offering all of these advantages, with the additional attractions of magnificent scenery, such as petrified forests, prehistoric ruins, Pueblo Indians, giant redwoods, and old Spanish Missions. Visit the Grand Canyon of Arizona.

SEND 10 CENTS IN STAMPS FOR LITERATURE.

W. J. BLACK, Gen. Pass. Agent,
ATCHISON, TOPEKA & SANTA FE RAILWAY,
Great Northern Bldg., Chicago.

Santa Fe

SUREST CURE -- FREE

THE PURE AIR, THE EQUABLE
CLIMATE, AND THE CONSTANT
SUNSHINE OF

New Mexico, Arizona and California

WILL
EFFECT THE SPEEDIEST
CURE OF THROAT AND LUNG
TROUBLES, IF A CURE IS
POSSIBLE.

The resorts in above sections are unrivalled, offering all of these advantages, with the additional attractions of magnificent scenery, such as petrified forests, prehistoric ruins, Pueblo Indians; giant redwoods and old Spanish missions. Visit the Grand Canyon of Arizona.

Send 10c in stamps for health literature.

W. J. BLACK, Gen. Pass. Agent,
Atchison, Topeka & Santa Fe Railway,
1312 Great Northern Bldg., Chicago.

Santa Fe

Two formats of a targeted-audience advertisement in (top) *The Medical Visitor* for **December 1903**, and in the *Interstate Medical Journal* for **October 1903**. As usual, a visit to the Grand Canyon is prescribed.

California Excursion.

Tickets on Sale Aug. 1st to 14th.
CHICAGO TO LOS ANGELES OR FRISCO.
Only \$50, round trip.

“Santa Fe all the Way”

Account National Bee-Keepers' Association
meeting in Los Angeles, Aug. 18 to 20.
Permitting stop-overs going and returning, in and west of Col-
orado, and allowing choice of any direct route for return.

Visit the Grand Canyon of Arizona.

J. M. McCONNELL,
Gen. Agt.

SANTA FE

109 ADAMS ST.
CHICAGO.

Advertisements were often customized for particular groups that were heading for meetings and conventions on the West Coast, as for example this ad in *The American Bee Journal* for **May 14, 1903**, specifically for those attending the National Bee Keepers' Convention in Los Angeles in August.

CALIFORNIA

San Francisco,
Valle Yosemite,
Valle de San Joaquin,
El Sar de California,
Los Angeles,
San Diego y la Playa de Co-
ronado,

**El Gran Cañón de Arizona.
Los Bosques Petrificados.**

A todos estos puntos se llega
de la manera más cómoda
por el

SANTA FE.

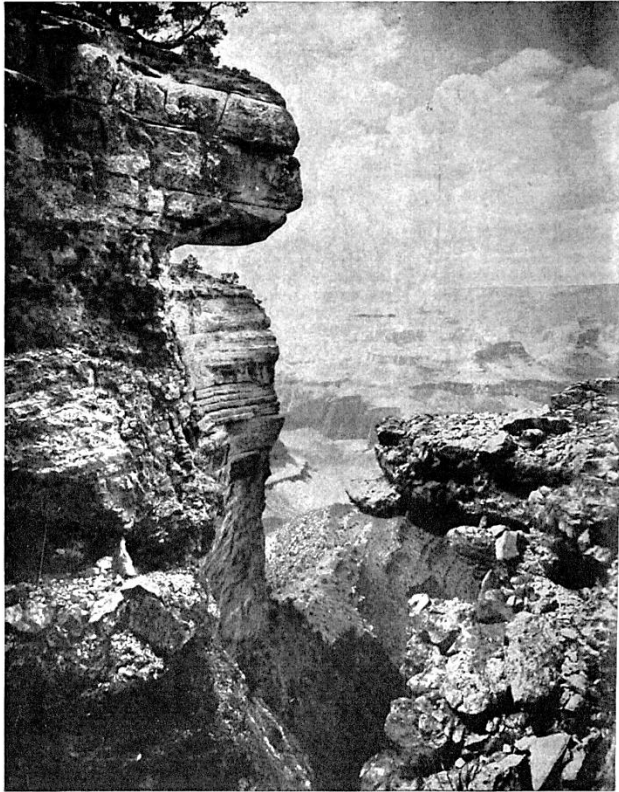
Se dan folletos ilustrados a quien
los solicite.

F. L. MYERS, Agente,
Albuquerque, N. M.

A particularly specialized, bare-boned and economical advertisement was placed amidst other routine ads in the Spanish-language newspaper, *La Bandera Americana* (Albuquerque, NM) for **March 20, 1903**.

TIES TO THE EDGE OF THE EARTH

RAILROAD ADVERTISEMENTS



A GLIMPSE OF THE GRAND CANYON OF ARIZONA

**The Scenic Way
is Santa Fe.**

Grand Canyon of Arizona:

A railroad to the rim.

Yosemite Valley:

A short and inexpensive side-ride.

Indian Pueblos:

From the car windows.

From San Francisco to Chicago in fast time, with perfect dining car service and comfortable berths, the "CALIFORNIA LIMITED" is an ideal train for those who seek the best.

Reduced round trip rates during the Louisiana Purchase Exposition.
If going East, inquire at 641 Market Street, San Francisco.



A special double-page advertisement in the *Stanford Quad*, the Junior Class yearbook for Stanford University for **1904**, recognizing the affluent, educated traveler of the present and future.

TIES TO THE EDGE OF THE EARTH

RAILROAD ADVERTISEMENTS



Take the
**Grand
Canyon**
Home with you!

A Souvenir of Earth's
Greatest Wonder in the
form of book or picture
will keep its beauties con-
stantly before you. For
fifty cents we will send the
season's novelty, a hand-
somerly colored view of the
Canyon, uniquely mounted to reproduce its marvelous
tints. Or, for same price, a Grand Canyon book of 128
pages, 93 fine illustrations, cover in colors; articles by
many noted authors and travelers. Worthy a place in any
library. Address Geo. T. Nicholson, 1312 Great
Northern Building, Chicago.

An advertisement in the *Black Diamond Express* for **March 1904**, simply hawked the Santa Fe's illustrated Grand Canyon booklet and a separate color print of the canyon without mention of the railway's name or the business of Geo. T. Nicholson. The *Black Diamond Express* was the periodical of the Passenger Department of the Lehigh Valley Railroad (Pennsylvania).

TIES TO THE EDGE OF THE EARTH

RAILROAD ADVERTISEMENTS

Grand Canyon of Arizona

Writing from Cairo, Mr. William E. Curtis, the noted journalist (now making the round-the-world tour), penned the above lines, comparing Egypt's greatest man-made wonder, the Pyramids, with Arizona's God-made wonder, the Grand Canyon.

If you have not yet visited the Grand Canyon of Arizona, why not go there this winter, as a side-trip on the California tour, via the Santa Fe? A mile deep, miles wide and rainbow-tinted, the Grand Canyon is "the one great sight every American should see"—to quote President Roosevelt. Take **The California Limited**, now running daily between Chicago, Los Angeles and 'Frisco. A railroad to the Canyon's rim.

Our illustrated booklets, mailed free, will help you rightly plan a California tour. Address General Passenger Office, Atchison, Topeka & Santa Fe Railway, Chicago.

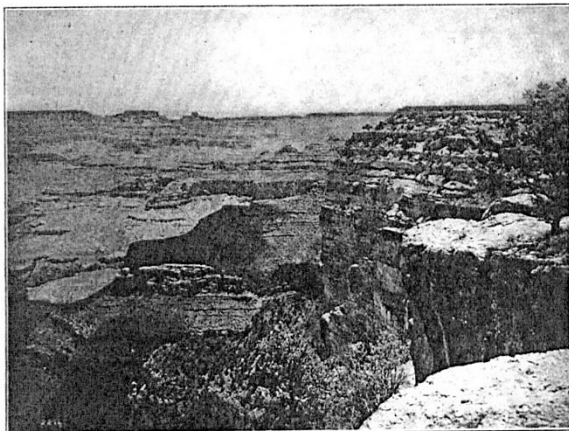
ALL THE WAY

Mar. 1904.

The Santa Fe jumped at the chance in *The Century Magazine* for **March 1904** to reproduce a postcard sent from Cairo, Egypt, on Thanksgiving Day 1903. Curtis wrote, "There's nothing on the Santa Fe Road to beat the pyramids except the Grand Canyon. God made that, and the ancient Egyptians tried in vain to surpass Him."

TIES TO THE EDGE OF THE EARTH

RAILROAD ADVERTISEMENTS

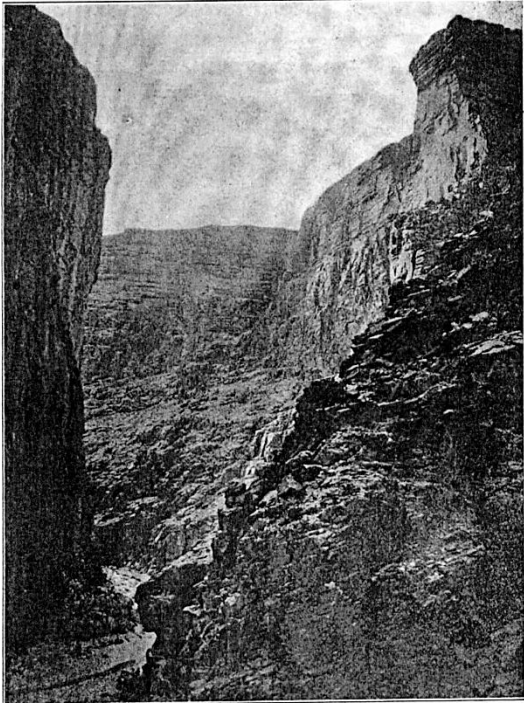


GRAND CANYON OF ARIZONA
*SUBLIMEST OF GORGES
TITAN OF CHASMS*

"Stolid indeed is he who can front the awful scene and view its unearthly splendor of color and form without quaking knee or tremulous breath. An inferno, swathed in soft celestial fires; a whole chaotic under-world, just emptied of primeval floods, and waiting for a new creative world; eluding all sense of perspective or dimension, outstretching the faculty of measurement, overlapping the confines of definite apprehension; a boding, terrible thing, unflinchingly real, yet spectral as a dream."

C. A. HIGGINS.

ON THE SANTA FE



GRAND CANYON OF ARIZONA

"The vision of the Canyon at Sunset is one of the marvels. All its colors are intensified and the reds and yellows burn like coals. When the low sun glides the red sandstone masses, oceans of rose-flame sweep up the walls, more and more brilliant as they climb, until the top-most thousand feet of the farther rim blaze with the fire of hyacinth, ruby and garnet. All the sky is gorgeous with pink light, yet the pinnacles of rock that catch the last gleams are more brilliant than the clouds."

Reached via the Santa Fe

Two handsome full-page display advertisements in *Out West* for July and August 1904, respectively, representing other ads that may have been building up interest in the canyon before the finishing and opening of the Santa Fe's new, rustically luxurious hotel on the rim of the Grand Canyon, El Tovar.

California Limited at Laguna.



Grand Canyon

HE who seeks the best for his eastern journey, travels on the "California Limited" on the Santa Fe, and visits the Grand Canyon of Arizona on the way.

Remember



A casual reminder about the Santa Fe and Grand Canyon in the *Western Field* for **December 1904**, interestingly focusing on the eastbound traveler.

Have you visited
Grand Canyon?

¶ If not, you should go there by all means this fall or winter on your way to California.


¶ Santa Fe trains run daily to the rim—stop-overs granted on all tickets to the Coast.

¶ There is a new hotel at Grand Canyon—"El Tovar," the magnificent, managed by Fred. Harvey, the world-famous railroad Caterer.

¶ A pamphlet about the hotel and another about the Canyon for the asking.

General Passenger Office,
Santa Fe System, - - Chicago.

A small box advertisement placed in *Black Diamond Express* for **October 1904**, with an early notice concerning El Tovar, the new hotel undergoing construction at Grand Canyon. It suggested that the hotel was then open (as it had been intended) but was in fact delayed until January.



The courtesy of employes on The

California Limited

is proverbial. What everybody says must be true.

Politeness is a simple thing; but it measures the difference between a thoroughly enjoyable three-days' trip and one which falls far short of satisfaction.

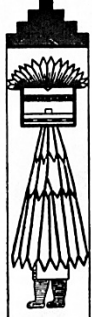


Ladies and children traveling alone are assured every attention.

Should you favor us by selecting The California Limited, we will do our part to make the journey pleasant.

The California Limited runs the year 'round between Chicago, Kansas City, Los Angeles, San Diego, and San Francisco. Daily service will be resumed November 15 for the tenth season, superseding the present semi-weekly schedule. Carries Observation, Compartment and Drawing-room Pullmans, Buffet-smoker and Dining-car. Santa Fe All the Way through Southwest Land of Enchantment. Rock-ballasted, oil-sprinkled track.

Pamphlet of the train, and book describing the California trip, mailed on request. Address General Passenger Office, Atchison, Topeka & Santa Fe Railway, Chicago.

(New \$250,000 hotel, "El Tovar," at Grand Canyon of Arizona, open early in December.)


Unlimited comforts are provided on The

California Limited

Compartment Pullmans for those who seek seclusion; Observation Pullmans for those who wish to view the passing show; Buffet-smoking cars for those who enjoy club luxuries.

Absolutely the finest transcontinental train. And better than ever this season. Millions of dollars recently spent to perfect the track it runs on.

All this luxury is yours for three glorious days, at the mere price of a California ticket.

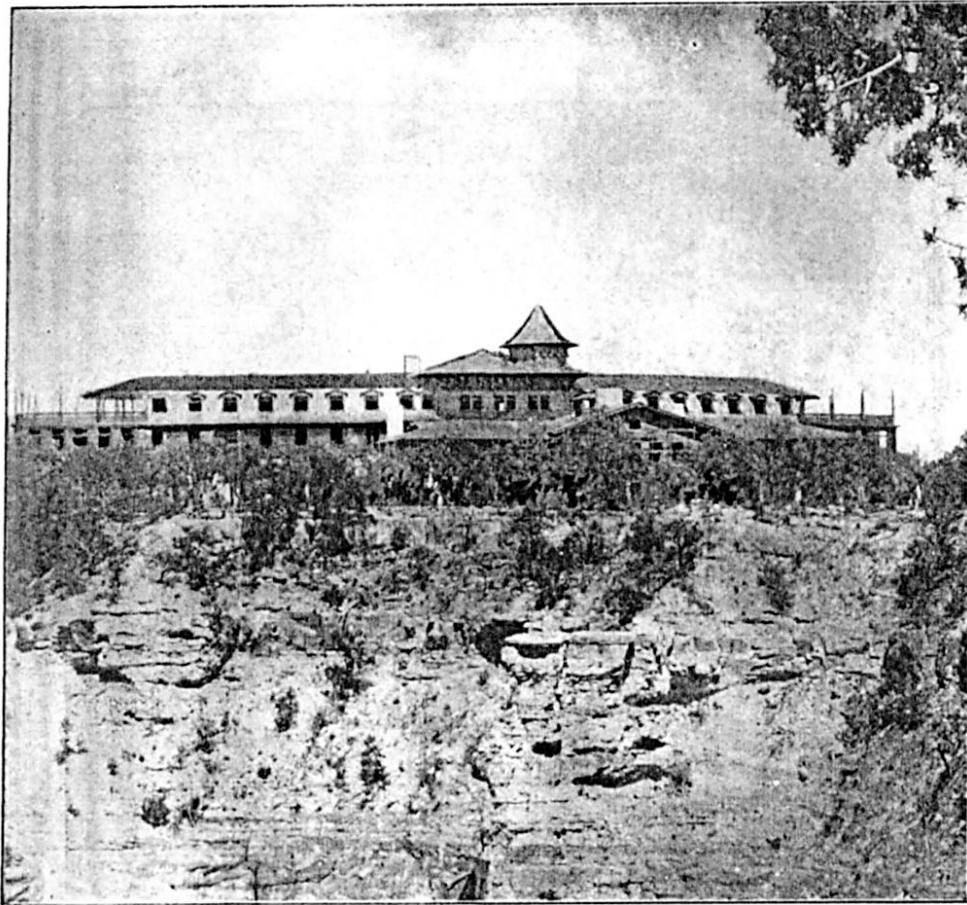
The California Limited runs daily between Chicago, Kansas City, Los Angeles, San Diego and San Francisco. Harvey dining-car service. Santa Fe All the Way through Southwest Land of Enchantment. Rock-ballasted, oil-sprinkled track.

Pamphlet of the train, and book describing the California trip, mailed on request. Address General Passenger Office, Atchison, Topeka & Santa Fe Railway, Chicago.

(New \$250,000 hotel, "El Tovar," at Grand Canyon of Arizona, open early in January, 1905.)




Two full-page display advertisements in which the only notice of Grand Canyon is to the footnoted "New \$250,000 hotel, 'El Tovar'." In *The Inlander* for **October 1904** (left) it notices "open early in December, but in *The Atlantic Monthly* for **December 1904** (right) it notices "open early in January, 1905."



NEW GRAND CANYON HOTEL, "EL TOVAR"

When the Santa Fe needed an appropriate name for the new hotel at Grand Canyon, "El Tovar" was selected, in honor of Pedro del Tovar, who in 1540 discovered the Grand Canyon

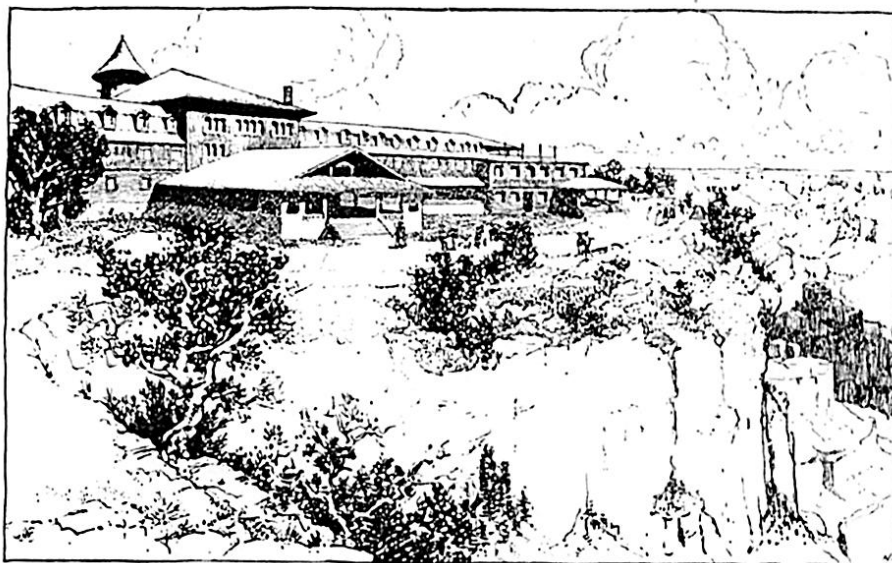
EARLY IN DECEMBER will be opened the most unique, comfortable, and costly hotel in the Southwest, under management of Mr. Fred Harvey, whose reputation as a caterer is national.

The hotel is from two to three stories high, and contains about 125 rooms. Ample accommodations are provided for 250 guests. Boulders and logs for the walls and shakes for the roof, stained a weather-beaten color, merge into the grey-green of the surroundings. The inside finish is mainly peeled slabs, wood in the rough, and tinted plaster, interspersed with huge wooden beams. The main dining-room (38 x 90 feet) has log walls, a rough-board arched ceiling supported by great log trusses, and two stone fireplaces. Hot and cold water, steam heat (in season) and electric light are generously supplied. The cuisine is Harvey's best; everyone who has traveled on the Santa Fe knows what "Harvey" quality is.

The opening of "El Tovar" adds another strong reason to the many already existing why the Grand Canyon of Arizona should be visited on the way to or from the East **OVER THE SANTA FE.** The Canyon itself needs no endorsement. It is the greatest scenic wonder of the world.

ON THE SANTA FE

Full-page advertisement in *Out West* for **November 1904**, which indicates that the new Grand Canyon hotel, "El Tovar," will open in December. It includes descriptions of some of its features and of course the Fred Harvey hospitality. The photo seems to show that at the time it was taken the windows had not yet been placed, an unsettling view that makes it look like an abandoned building. The view actually shows the rear, western side of the building. The accompanying blurb erroneously states that it is named "in honor of Pedro del Tovar, who in 1540 discovered the Grand Canyon," when in fact Tovar, although attached to the incursionary army under Francisco de Coronado, was not one of the handful of men who actually had been at the canyon. The error was corrected in later advertisements, though not without still historically connecting Tovar with the canyon (see next page).



"El Tovar," Grand Canyon, Arizona

To see how the world was made Visit the Grand Canyon of Arizona

Deep down in the earth a mile and more you go, past strata of every known geologic age. And all glorified by a rainbow beauty of color.

Pedro del Tovar, a Spanish conquistador who came to Arizona with Coronado in 1540, assisted in the discovery of this world-wonder. To-day a quarter-of-a-million-dollar hotel, El Tovar, commemorates his name.

El Tovar is located near the head of Bright Angel Trail, at the railway terminus, on the brink of the canyon. Ready for occupancy early in December. Under the management of Mr. Fred Harvey.

The hotel is built of native boulders and pine logs, with wide porches and every room open to the sun. Accommodations for three hundred guests. Has steam heat, electric lights, a solarium and amusement hall. The furniture is from special designs.

El Tovar solves the problem of high-class accommodations for the traveler who wishes to visit the Grand Canyon as a side trip on the California tour. Only three hours by rail from the main line of the Santa Fe.

Write to-day for illustrated Grand Canyon pamphlet, "Titan of Chasms." El Tovar pamphlet (in press) will be mailed when ready. Address General Passenger Office, Atchison, Topeka & Santa Fe Railway, Chicago.



This full-page advertisement in *The Review of Reviews* for **December 1904** indicates that the new hotel, El Tovar, would be "ready for occupancy early in December," and the historical misnomer (noted in the ad shown on the previous page) was adjusted to state that Pedro del [sic] Tovar "assisted in the discovery" of the canyon. Notably, the illustration shows the hotel artistically turned so that it is directly on the canyon rim.

TIES TO THE EDGE OF THE EARTH

RAILROAD ADVERTISEMENTS

**Would you see how
the world was made?**



All the Way

Visit Grand Canyon of Arizona

Deep down in the earth you go for more than a mile

President Roosevelt says, every American should see it

New \$250,000 Grand Canyon hotel, "El Tovar," open January 1, 1905

Ask J. M. Connell, of A. T. & S. F. Ry.,
109 Adams Street, Chicago.

This box ad in the *Chicago Teachers' Federation Bulletin* for **February 3, 1905** [misprinted as 1904] instructively states why the Grand Canyon should be visited. When the copy was written, El Tovar was forecast to open January 1, though it actually opened on January 14.

Grand Canyon of Arizona

**A MILE DEEP, 13 MILES WIDE, 217 MILES
LONG AND PAINTED LIKE A FLOWER**

President Roosevelt visited the Grand Canyon May 6, 1903. In his notable speech on that occasion he said: "It fills me with awe; it is beyond comparison, beyond description. Keep it for your children, your children's children, and all who come after you, as the one great sight which every American should see."

A SHORT, INEXPENSIVE, AND EASY SIDE TOUR AND THE CHIEF ATTRACTION OF A TRIP TO CALIFORNIA

A RAILROAD TO THE RIM

Santa Fe Trains now run daily to the rim of the Grand Canyon at Bright Angel. No stage ride. Only three hours by rail from main line at Williams, Ariz. Stopovers granted on through railroad and Pullman tickets.

Round Trip Rate, Williams to Grand Canyon, \$6.50

Excellent hotels at Bright Angel and Grand View. Reasonable prices for saddle stock and guides

**New \$250,000 Hotel, "El Tovar," at Bright Angel, under management of
Mr. Fred Harvey, is now open for guests**

Ask any Santa Fe agent for free copy of pamphlet entitled "Titan of Chasms." For 50 cents a beautifully illustrated book may be had about the Grand Canyon—containing articles by noted writers, a fine map and cover in colors. For 25 cents a set of four black-and-white prints, ready for framing.

Apply to H. K. GREGORY, A. G. P. A.

SAN FRANCISCO

This box ad from the *California State Journal of Medicine* for 1905 elaborates on the Theodore Roosevelt quote from his 1903 canyon visit (see farther above with 1903 advertisements). Astonishingly, this ad though it makes reference to the "New \$250,000 Hotel, 'El Tovar,' at Bright Angel," also unusually notes "Excellent hotels at Bright Angel and Grand View."



All the Way

His Grace the Duke *of*
Sutherland is quoted
as saying *of* the

Grand Canyon *of* Arizona

Take the luxuri-
ous California
Limited and stop
off to visit Grand
Canyon . . . For
descriptive book-
lets, address Pas-
senger Dept., A.
T. & S. F. Ry.
System, Railway
Exchange, Chicago

**“The perfect service at
El Tovar hotel aston-
ished me.”**

A box ad in *Life* magazine for **January 4, 1906** was a name-dropper for the exceptional Fred Harvey service at El Tovar.



Grand Canyon from El Tovar

President Roosevelt says that the
**Grand Canyon
of Arizona**
is "the one great sight every American should see"

In a Pullman
All the Way

You may visit this world-wonder en route to California on the Santa Fe.

Take the daily **California Limited**, the train of luxury

You will find highest class accommodations at El Tovar, the new \$250,000 Grand Canyon hotel, under Harvey management

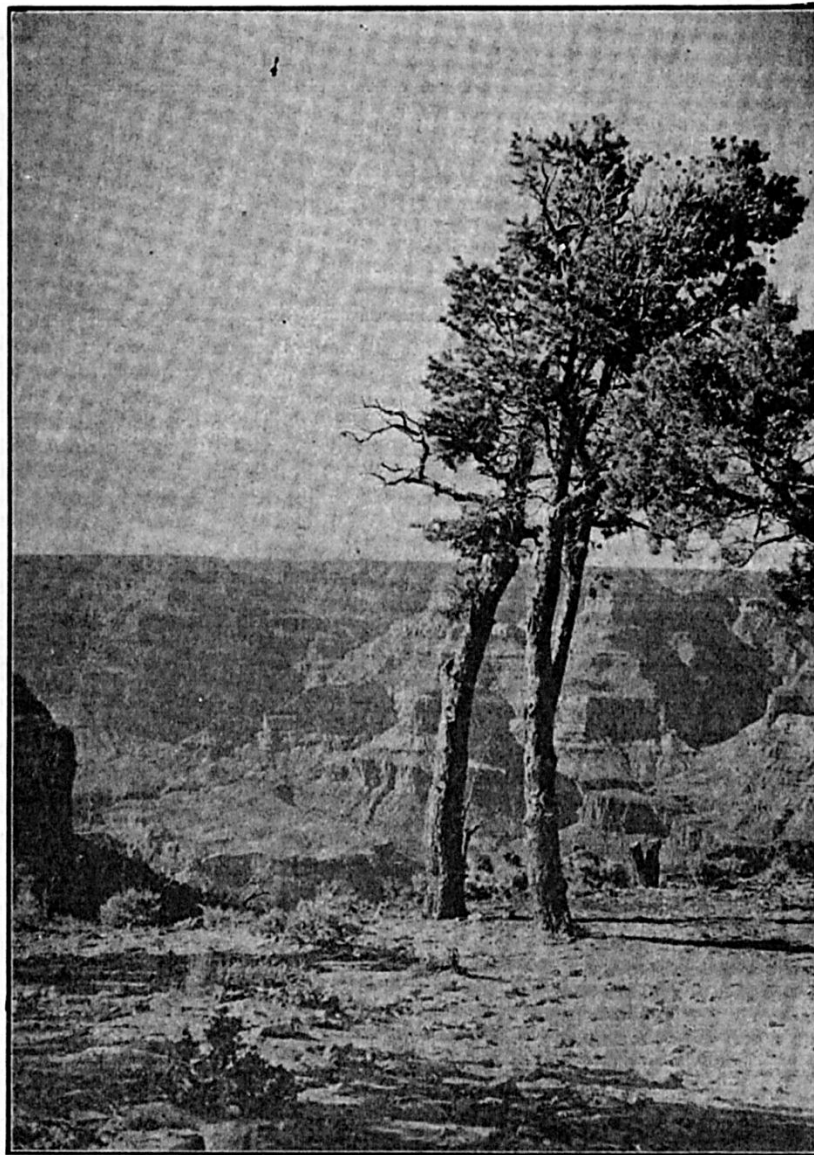
For copies of Grand Canyon and California Limited booklets, address Passenger Department, A. T. & S. F. Ry. System, Railway Exchange, Chicago



This full-page ad in the advertising section of *McClure's Magazine* in 1906 harkens back to advertisements that paraphrased Theodore Roosevelt's remark made during his 1903 canyon visit. The illustration is from a painting by Louis Akin, made in 1906, which depicted El Tovar facing the canyon rim, with the adjacent Hopi House (greatly diminished in size) perched on the rim. Chromolithographs were made from this painting and widely distributed and sold by the Santa Fe Railway. Another version of this ad, in the *Western Journal of Education* and with a San Francisco address, employs for the illustration a view of the canyon as seen from a balcony overlooking the canyon rim with visitors viewing the canyon; the illustration also being a well-known postcard view. The ad would also be reused for the next year or so.

TIES TO THE EDGE OF THE EARTH

RAILROAD ADVERTISEMENTS



GRAND CANYON *of Arizona*
NATURE'S MASTERPIECE

Thirteen miles wide, one mile deep, two hundred and seventeen miles long and painted like a flower.
El Tovar, new \$250,000 hotel, on the rim. Harvey management.

Reached only
via the

SANTA FE

Directly on your
way East

This large advertisement in *The Pacific Monthly* in 1906 was designed to simply be an eye catcher, enticing the traveler to make the Grand Canyon stop.

N. E. A.



All the Way

Travel on the Santa Fe, going to the N. E. A. convention in San Francisco, July 9-13, '06. Only line under one management, Chicago to California. Excellent service every mile and every minute.

It's the cool way in summer. You travel a mile and more up in the sky through New Mexico and Arizona.

It's the picturesque way. You may see the Grand Canyon of Arizona, the world's greatest scenic wonder.

You may visit Southern California.



You eat Harvey meals, the best in the West.

You travel on a safe road, a dustless road and a comfortable road.

Special Excursions on certain days, via Grand Canyon, personally conducted.

The round-trip rate: Only \$64.50 from Chicago—\$59.50 from St. Louis—\$52.00 from Kansas City. Tickets on sale June 25 to July 7, 1906. Liberal stop-overs and return limits.

Ask for N. E. A. folder and "To California Over the Santa Fe Trail."

Address G. C. Dillard, Gen. Eastern Agent, A. T. & S. F. Ry., 377 Broadway, New York City.

Chicago
Kansas City
California
Los Angeles
Grand Canyon

Along the historic Santa Fe Trail and to the Grand Canyon of Arizona

The Grand Canyon of Arizona.

Passengers taking the Santa Fe to the N. E. A. meeting at San Francisco, Cal., July 9 to 13, 1906, should stop off and see the Grand Canyon of Arizona.

To say that the Grand Canyon of Arizona is the greatest scenic wonder in the world is the simple statement of a fact. No words, however, can do justice to the theme. You must go and see for yourself. This titan of chasms impresses each visitor differently. No two persons see it in the same mood or thru the same eyes. If you have never been there, there are a few things you ought to know about it in advance.

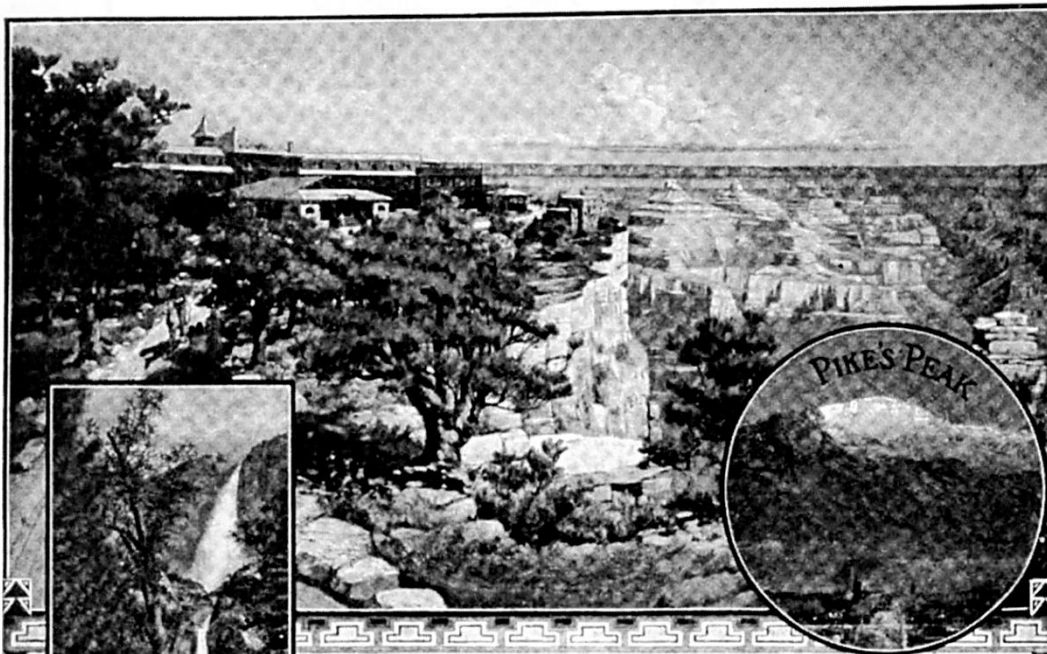
The Grand Canyon, in northern Arizona, is 217 miles long; the average width is 13 miles, and it is more than a mile deep. A mile measured along the face of the ground is nothing unusual, but a mile down into the earth is another matter. It means a depth beside which all other gorges are mere child's play. The Canyon is somewhat like a great trench filled with mountains and weird architectural forms, thru which flows the Colorado river. In the morning and evening the Canyon is a sea of color, purple and violet hues softening the deep reds of the rocks. In places there is a sheer drop of 2,000 feet and more.

On the south side there are three trails from the rim to the river. At the head of Bright Angel, which is the central trail, is the terminus of the Grand Canyon Railway, a branch of the Santa Fe from the main transcontinental line at Williams and running 65 miles north. Here also is a new hotel, El Tovar, costing a quarter of a million dollars, managed by Mr. Fred Harvey. Near the hotel is an Indian Pueblo where may be seen representatives of the Hopi, Navajo, and Supai tribes.

If you should write to any representatives of the Santa Fe, asking for a copy of "Titan of Chasms" pamphlet, describing the Grand Canyon, same will be mailed free, or write to J. M. Connell, G. P. A., A. T. & S. F. Ry., Topeka, Kan.

The Santa Fe is the only California line that runs near the Grand Canyon of Arizona.

Two distinctively different promotions for the Santa Fe Railway and Grand Canyon in *The School Journal* for **March 31, 1906** (above) and **April 28** (right) targets travelers to the National Educational Association meeting. In the earlier one a schematic map of the route from Chicago to the West Coast conveniently links the short trip to the canyon.



Let me suggest an ideal summer vacation trip for you.

Go West and see the

Colorado Rockies
—the Switzerland of America

Grand Canyon of Arizona
—the world's wonder

California Sierras and Beaches
—it's cool there in midsummer


Very low excursion rates

Write for the following souvenir travel books:

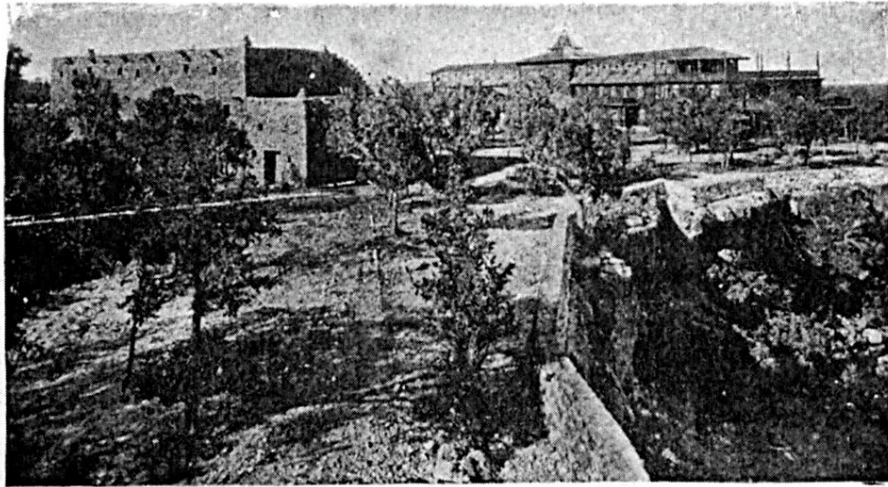
- "A Colorado Summer," "Titan of Chasms,"
- "Yosemite Valley,"
- "To California Over the Santa Fe Trail,"
- "California Summer Outings."

They will be mailed absolutely free. You need only mention *this magazine* and say: "Send me your vacation books."

Address **W. J. Black**, Passenger Traffic Manager, A. T. & S. F. Ry. System,
No. 1118-B Railway Exchange, Chicago.



This large advertisement in *The Outlook* for **April 27, 1907** targeted the forthcoming summer tourist season, employing again the 1906 Louis Akin illustration of El Tovar on the canyon rim. (Compare also the next page.)



EL TOVAR HOTEL AND HOPI INDIAN HOUSE, RIM OF CANYON

GRAND CANYON *of* Arizona

NATURE'S MASTERPIECE

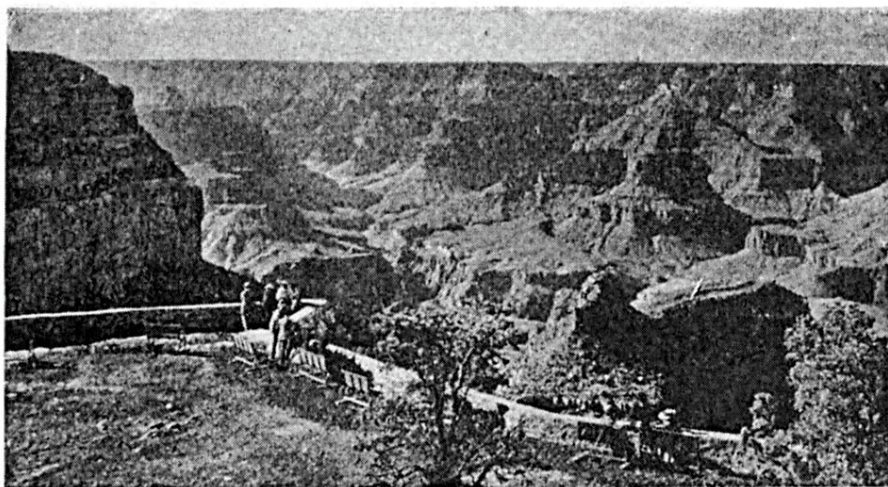
Thirteen miles wide, one mile deep, two hundred and seventeen miles long and painted like a flower.

El Tovar, new \$250,000 hotel, on the rim. Harvey management.

Reached only
via the

SANTA FE

Directly on your
way East



VIEW OF CANYON FROM EL TOVAR HOTEL

This large advertisement in *The Pacific Monthly* for **April 1907** more honestly depicts the relationship of El Tovar and the Hopi House (compare the previous page), while also including the well-known postcard view from El Tovar.



California Limited

Takes you along the old Santa Fe Trail across the most picturesque part of the Rockies, to the **Grand Canyon** of Arizona, and thence to Sunny California.

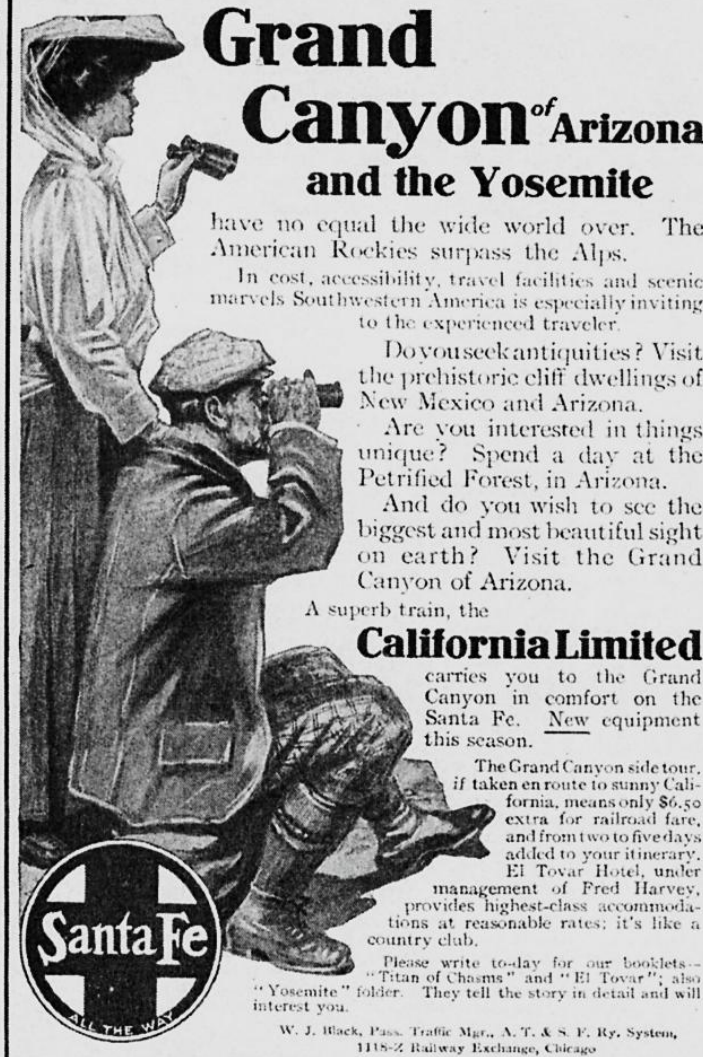
You ride on a superb train "Santa Fe All the Way" from Chicago. One management from start to finish. The track is dustless. Block-signal protection. Meal service by **Fred Harvey**. The only train to Southern California, via any line, **exclusively for first-class travel.**

Full description of the many luxuries of this train in a new Limited booklet, which, with Grand Canyon book, will be sent on request. Address W. J. Black, Passenger Traffic Manager, A. T. & S. F. Ry. System, 1118-N Railway Exchange, Chicago.

A three-quarter page advertisement in *Life* magazine for **December 5, 1907** reuses the 1906 Louis Akin illustration of El Tovar on the canyon rim, but more prominently displaying a Native American-made piece that reflects the railway's increasingly more common promotion of its "Indian Tours," while for years Native American motifs were regularly worked into the ornamental borders of its ads.

TIES TO THE EDGE OF THE EARTH

RAILROAD ADVERTISEMENTS



Grand Canyon^{of} Arizona and the Yosemite

have no equal the wide world over. The American Rockies surpass the Alps.

In cost, accessibility, travel facilities and scenic marvels Southwestern America is especially inviting to the experienced traveler.

Do you seek antiquities? Visit the prehistoric cliff dwellings of New Mexico and Arizona.

Are you interested in things unique? Spend a day at the Petrified Forest, in Arizona.

And do you wish to see the biggest and most beautiful sight on earth? Visit the Grand Canyon of Arizona.

A superb train, the **California Limited** carries you to the Grand Canyon in comfort on the Santa Fe. New equipment this season.

The Grand Canyon side tour, if taken en route to sunny California, means only \$6.50 extra for railroad fare, and from two to five days added to your itinerary.

El Tovar Hotel, under management of Fred Harvey, provides highest-class accommodations at reasonable rates: it's like a country club.

Please write to-day for our booklets-- "Titan of Chasms" and "El Tovar"; also "Yosemite" folder. They tell the story in detail and will interest you.

W. J. Black, Pass. Traffic Mgr., A. T. & S. F. Ry. System, 1118-Z Railway Exchange, Chicago

This advertisement in *Harper's Weekly* for **November 28, 1908** focuses on the well-traveled of society, enticing them to the wonders along the Santa Fe Route, with a note that El Tovar, "like a country club," offers the "highest-class accommodations."

SUMMER VACATIONS



That's what we all want,
and if you get yours the
most important question
will be—WHERE?

GRAND CANYON OF ARIZONA



“EL TOVAR”, \$200,000.00 HOTEL AT GRAND CANYON

Offers more beautiful scenery, more quiet and rest here close to nature, and the expense is low compared to other first class resorts. The beautiful hotel “El Tovar” under “Harvey” management, is sure to please. ¶ During the summer months, low rate round trip excursion tickets will be sold to the Grand Canyon.

For complete information address any SANTA FE agent or
JNO. J. BYRNE, Asst. Pass. Traffic Mgr., Los Angeles, Calif.

A full-page advertisement in *Out West* for July 1908 attracts the summer crowd though unexpectedly devalues the cost of building El Tovar at \$200,000, down from the previously trumpeted quarter million.



On the trail—
Grand Canyon of Arizona

The Grand Canyon of Arizona is the most stupendous, most awful, most mysterious, most beautiful, most gigantic, most alluring scene in all the world—and yet a child may enjoy it.

Imagine a gash in the earth's crust, six thousand feet deep, eleven times as wide, with a river like the Mississippi at the bottom, the space from rim to rim partly filled by huge peaks, eroded in fantastic shapes—all colored like a rainbow.

And on the rim a dense pine forest, the air pure and bracing.

And in the Coconino forest, near the gorge's brink, a quarter-of-a-million dollar hotel, as "comfy" as a country club.

You can get there in about two days from Chicago, three days from New York and one day from Los Angeles, on the luxurious

California Limited

en route to or from winterless California on the Santa Fe. This train carries a Pullman for the Canyon, and has new equipment this season.

Won't you write to me to-day for our two illustrated Canyon booklets—"Titan of Chasma" and "El Tovar?" They give full details. You will be surprised to learn how easily the journey can be made and for how little expense.

W. J. Black, Pass. Traffic Mgr.,
 A. T. & S. F. Ry. System,
 1114-H Railway Exchange,
 Chicago.



A full-page advertisement in *The Technical World Magazine* for **December 1908** reaches to the adventuresome spirit of horseback touring as well as the "country club" crowd who may tire of eastern winters, though not mentioning either the Grand Canyon's mules nor the winter realm of the canyon rim.



Grand Canyon of Arizona

One of the points of unique interest that will be visited by the special train party in September.

It is without question the most gigantic, titanic, superlatively magnificent scenic attraction in the world. It cannot be described. It must be seen.



Send for our booklet, "A Titan of Chasms." It does not succeed in describing the Canyon, but it makes very interesting reading. It's free.

G. C. DILLARD, Gen'l Agent
377 BROADWAY
NEW YORK

A full-page advertisement in *The American Bottler* for **May 15, 1909** is customized for the American Bottlers' convention in September.

**On the rim
of the Grand Canyon**

Santa Fe

Besides the thrilling trip down and up Bright Angel trail at **Grand Canyon of Arizona**, you also may enjoy rides along the rim in modern canyon coaches. You go winding through fragrant pine forests with frequent glimpses of this gigantic gorge, which is colored like a sunset.

El Tovar provides city club comforts. A \$250,000 hotel set in a wonderful wilderness; management of Fred Harvey.

California and lovely **Yosemite**, in the high Sierras, next. Thence to **Seattle Exposition**, and **Alaska**. Home through the **Colorado Rockies**.

See all of the West this Summer at small cost. **Very low excursion fares.**

Won't you let me assist in planning your tour by mailing these Santa Fe '09 Summer books?
 "A Colorado Summer," "Titan of Chasms,"
 "California Summer Outings," "Yosemite."

Also special convention folders for N. E. A. at Denver, G. A. R. at Salt Lake, Elks at Los Angeles, and the Seattle Exposition.

Free on request. Say which ones you want.

W. J. Black, Pass. Traffic Mgr.,
 A. T. & S. F. Ry. System,
 1118-G Railway Exchange, Chicago.

Not dressed for the Bright Angel Trail, this well-off young woman either waves cheerily to friends or hails a ride in this full-page advertisement in *Appleton's Magazine* for **June 1909**. And rather than El Tovar offering country club amenities as in previous advertisements, it now offers perhaps more familiar "city club comforts."

TO SEE how the world was made, visit the Grand Canyon of Arizona.

Deep down in the earth a mile and more you go, past strata of every known geologic age.

And all glorified by a rainbow beauty of color.

You don't have to be a scientist. The average person can appreciate this marvel of world building.

It's a gash in the earth's crust, more than a mile deep, many miles wide and 217 miles long.

You should see it, this season, and go on the luxurious

California Limited

enroute to or from California on the Santa Fe. This train carries a Pullman for the Canyon.

Two to five days' time, \$6.50 railroad fare, a reasonable hotel bill at El Tovar (management of Fred Harvey) and a few dollars for rim and trail trips—that's all the extra expense.

Won't you write me for illustrated booklets—
"Titan of Chasms" and
"El Tovar?"

W. J. BLACK, Pass.
Traffic Mgr., A. T. & S.
F. Ry. System, 1118-W
Railway Exchange,
Chicago

Down the trail
**Grand
Canyon**



Specially designed for women's attention, this advertisement in *Woman's Home Companion* for **December 1909** features an all-female cast for the trip down Bright Angel Trail. Pointedly, none "have to be a scientist" to "appreciate this marvel of world building."

TIES TO THE EDGE OF THE EARTH

RAILROAD ADVERTISEMENTS



On the **Santa Fe** Trail

Three Southwest travel art booklets you will enjoy reading:
 "To California Over the Santa Fé Trail,"
 "Titan of Chasms" (Grand Canyon), and
 "The California Limited."
 Mailed free on request. They are profusely illustrated.

The California Limited, train of luxury, is finer than ever this season. Exclusively first class. Runs daily between Chicago-Kansas City and Los Angeles-San Diego-San Francisco.
"Santa Fe All the Way," through the Southwest land of enchantment. Has a Pullman for Grand Canyon of Arizona—the world's scenic wonder. Fred Harvey dining-car meals, too.

W. J. Black, Pass. Traffic Manager, A. T. & S. F. Ry. System, 1065 Halweg Exchange, Chicago.

The California Limited



On the **Santa Fe** Trail

Three Southwest travel booklets you will enjoy reading:
 "To California Over the Santa Fé Trail,"
 "Titan of Chasms" (Grand Canyon), and
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 Mailed free on request. They are profusely illustrated.

The California Limited, train of luxury, is exclusively for first-class travel. Runs daily between Chicago-Kansas City and Los Angeles-San Diego-San Francisco.
"Santa Fe All the Way," through the Southwest land of enchantment. Has a Pullman for Grand Canyon of Arizona. Fred Harvey dining-car meals, too.

W. J. Black, Pass. Traffic Manager, A. T. & S. F. Ry. System, 1065 Railway Exchange, Chicago.

The California Limited

A young woman, dressed to advantage, condescendingly meets Native American women as would others touring through the Santa Fe Railway's west, as portrayed in *Surgery, Gynecology and Obstetrics* for **December 1910** (left), and in *Suburban Life* for **February 1911**. The focus is less on canyon visits as on illustrated-booklet sales that "you will enjoy reading." One of these is "Titan of Chasms," which parenthetically has to be further identified as "Grand Canyon." A reminder (below) is sent to *The Postal Record* for **December 1912**.



DON'T FAIL TO VISIT THE
Grand Canyon of Arizona
 ON YOUR WAY TO
California

This is one view of Nature's scenic masterpiece—217 miles long, 18 miles wide and more than a mile deep. No man has yet been able to truly paint or describe it. See this ever-changing panorama for yourself and you will say to give your impression of it would only be mockery.

W. J. BLACK,
 Passenger Traffic Mgr.,
 A. T. & S. F. RY.,
 1119 Railway Exchange,
 Chicago



Send for our
 "Titan of Chasms"
 Pamphlet

John Burroughs

says, of the

Grand Canyon of Arizona

—“it is the divine abyss.”
John Muir speaks of
“wildness so Godful,
cosmic, primeval.” Joa-
quin Miller declares that
“color is king here.”

But the Grand Canyon is more than a spectacle, more than a vision.

It is a place where you can spend glorious days muleback, horseback or afoot. You may “hit the trail” to the depths and back. You may stay down in the Canyon awhile and follow the paths along the inner plateau. You may take coach-and-four along the rim boulevard. You may canter briskly through the fragrant pines of Tusayan forest.

Here, O tired traveler, you have rest, recreation and earth's most startling scenic spectacle.

The Bedouin Navajos often come to the Canyon, also the home-loving Hopis, and an occasional Wallapai. They spin and weave, and make silver ornaments. They live the simple life in primitive hogans and adobes.

In the woods you may come across a bobcat or a deer. Birds are plentiful. The flowers are many and brilliant-hued. Pines and cedars give a touch of green and afford friendly shade.

You may meet John Hance, the pioneer guide, noted for his true stories of things that never happened. Canyon old-timers are in a class by themselves. The wilderness breeds self-reliance, an observing eye, a reflective mind and a quiet humor.

You will enjoy luxurious El Tovar Hotel—chiefly because it is unlike other hotels. Bright Angel Camp annex caters to those who prefer lower-priced accommodations. Both are under Harvey management.

The great big Canyon itself, though, is reason enough. One never tires looking at it.

Imagine a gulf of gorgeous color and gigantic forms, a mile deep, two hundred miles long, and thirteen miles wide. At the bottom a river flowing through a narrow granite gorge, itself subordinate to the main chasm. Terrifying? Yes. Lovely? Yes. It grips you, thrills you, calms you, as does the sea or the desert.

The trip thither is easily made on the Santa Fe. Merely a short railroad ride from the main transcontinental line at Williams, Arizona. In a Pullman all the way, if you choose. Only seven and a half extra dollars for railroad fare. Stay three days, at least; you ought to stay a week. You will find complete information about sights worth seeing, and the cost, in our illustrated book, “Titan of Chasms.”

The cover is a four-color reproduction of a painting of the Grand Canyon by W. R. Leigh. The text comprises articles by Major Powell, Chas. F. Lummis and C. A. Higgins. Address your request

to W. J. Black,
P a s s e n g e r
T r a f f i c M a n a g e r,
A. T. & S.
F. Ry. System,
1087 Railway
E x c h a n g e,
Chicago.



Santa Fe's self-promotion continues in many appearances, this one in *The American Magazine* for **June 1913**. Dropping names like John Burroughs, John Muir, and Joaquin Miller will reach the well-read traveler, who will “spend glorious days muleback, horseback or afoot.” On the rim “luxurious El Tovar Hotel” will be enjoyed, though Bright Angel Camp—pointedly an “annex”—offers cheaper accommodations. But now the canyon visitor may meet John Hance in person, once a miner and hostler farther east on the canyon rim, who now followed the meet-and-greet track, offering up more of the improbably tall tales for which he was already well known but now in the Fred Harvey employ. (See also the next page.)

Have you ever met John Hance? He's a Grand Canyon guide and a teller of stories that might be true, if—

John Hance prides himself on being the most accomplished fictionist in Arizona. He has wintered and summered at the Grand Canyon for thirty years. Hamlin Garland, in a delightful study of this pioneer guide, affirms that Hance is a most dramatic raconteur.

It's worth stopping off at Williams, Arizona, on the transcontinental trip, and taking the sixty-five miles' run up to the canyon of canyons, just to meet Hance face to face.

His tales lose their flavor when reduced to print. They require his soft, drawling, high-pitched voice, and awkward gestures. Also they require the canyon environment.

One anecdote concerns the time he escaped a pack of wild wolves by riding full tilt off the rim and jumping unafraid into the abyss. When within a few yards of the bottom, Hance saved his own life by gently leaping from the saddle. The horse met an untimely death on the rocks below. Do you ask for proof? He will show you the stones and the bones!

Story-telling is as old as the race.

The Grand Canyon is older. But what's an eon more or less amongst friends?

The point is, that no matter what the yesterday of this sublime scenic spectacle was, to-day it is the Wonder of the World. To-day happens to be the day you are on earth, too. So why not pack your grip and go there by the first Santa Fe train?

The journey is so easy and the cost so trifling, if taken as a side tour on the way to or from California.

Many travelers say that El Tovar Hotel, managed by Fred Harvey, is sufficient reason for the canyon outing. El Tovar is a home-like inn. Here, in the wilderness, you can get a tub bath, eat grape-fruit for breakfast, and scan a dinner menu that would make Broadway envious. Next door, for contrast, are Navaho hogans and Hopi adobes, housing primitive Indians. Next door, too, is that great gash in the earth, a mile deep, miles wide, and painted like a hundred sunsets.

Three days spent at the Grand Canyon equal three weeks spent anywhere else. That's a modest comparison.

One day can be given to the trail. It zigzags for eight miles down, down, down to the Colorado River. It zigzags the same distance back. You leave in the morning; you get back in the late afternoon. You wear a suit of khaki or blue jeans, or any old thing. You ride a placid mule—though volcanic if disturbed when off duty. The mule seems ninety per cent of the trip, and the canyon the remaining ten. Afterward, in memory, the values are reversed.

Maybe you have not been in the saddle for twenty years. The saddle for you to-day, plus the mule, plus the mile-deep hole. You early learn the mule's name and repeat it often when rounding the steep places. You are one of a little party, in charge of an experienced guide. The guide is used to it; you are not. There's a thrill for you at every turn; the guide is placid. But he knows the way, bosses the mules, and restores confidence.

You reach the river at noon, lunch, throw stones in the rapids, and start back uphill. How far and tall the cliffs are! How distant the hotel on the rim is! You get to the top eventually, tired but happy—happy in having had a unique experience.

Next day ride on the rim boulevard and see the sunset from Hopi Point. The day after, go to Grand View and see an entirely different section of the canyon. Both jaunts in easy coaches.

Stay a few days more and try one of the many camping trips, if time can be spared.

If all this appeals to you, write to Mr. W. J. Black, Passenger Traffic Manager of the Santa Fe, 1064 Railway Exchange, Chicago. Ask him for copy of an illustrated booklet, "The Titan of Chasms." The cover is a four-color reproduction of an oil painting of the canyon by W. R. Leigh. Inside are articles by Powell, Lummis and Higgins, with full information about what to see, what to do, etc.



Santa Fe Railway advertisement, placed widely in magazines around 1913. John Hance, El Tovar, and three days at the Grand Canyon all in one breath.

For more about John Hance, refer to Earle E. Spamer, "It was this way..." *The Grand Canyon's Indubitable James White and John Hance: An Introduction and Annotated Bibliography* (Raven's Perch Media, 2023), accessible online in three venues (as of February 2026):

Raven's Perch Media, book-format PDF, 7 MB, 134 pages:

https://ravensperch.org/wp-content/uploads/2023/05/it_was_t_his_way.pdf

FLIP BOOK:

<https://online.fliphtml5.com/ryvqb/oipy/>

"INTERNET ARCHIVE" (flip book and PDF):

<https://archive.org/details/it-was-this-way>

At least in the annals of Grand Canyon history James White and John Hance need no introduction. Suffice to say, the experiences of these men are unbelievable!

You can see the world's greatest scenic wonder in three days' time and at a cost of only thirty to forty dollars

No long ocean voyage is required.

Nor is it necessary to set foot outside Uncle Sam's boundaries.

And the money expense is moderate.

Provided, of course, you visit the Grand Canyon of Arizona on your way to or from California.

The marvel is that the annual roster of visitors does not exceed a hundred thousand instead of being about one-fourth that number. If Emperor of Arizona, I would decree that everybody passing through should pay tribute to this titanic chasm at least once. But all one can do, in this land of the free, etc., A.D. 1913, is to set up a guidepost and ask the passer-by to stop and look.

The Grand Canyon is sixty-five miles north of Williams, in northern Arizona. Williams is on the transcontinental line of the Santa Fé. There's a railroad to the rim, and a through Canyon Pullman on the California Limited.

The extra railroad fare is only seven dollars and fifty cents. Add two and a half dollars, if the Canyon sleeper is occupied. It will cost you between four and eight dollars a day at El Tovar Hotel, and about three dollars a day at Bright Angel Camp annex. The customary rim road and trail trips can be made for as little as fifteen dollars. The special camping tours—delightfully western—cost extra and are worth the money.

El Tovar is more than a hotel. It is a home and a club. Fred Harvey manages this log-cabin inn; here Harvey service is at the top notch.

Luxurious coaches are provided for the rim drives, manned by drivers who can keep still in sixteen languages. Sure-footed mules make the trails safe, bossed by guides who can throw the most complicated "hitch," and explain everything except how the Canyon was formed.

Hermit Rim boulevard and Hermit trail, newly built, have opened up a new region.

You may have thought of the Grand Canyon only as something to look at, a mammoth panorama. It is in fact a most thrilling spectacle and an enormous one. But please remember that it also is a place for rest and recreation. Here, far from accustomed scenes, you may breathe a wine-like air and acquire an enviable tan. You may spend weeks in the saddle, camping at night in the pine forests, or on the treeless desert, or down in the big gorge.

Yet, when all is said and done, the great lure is the colorful Canyon itself.

Whether seen at dawn, at high noon, when twilight comes, or under the friendly stars, the sight fascinates you. Step to the brink, look down and across. Presto! the purple-red mystery has entered your soul forever.

The geologist can name every stratum of the gigantic layer-cake, from the top limestone down to the granite through which the tawny Colorado has cut a narrow way. He sees, as in vision, the slow procession of geologic time. To him, in truth, a day is as a thousand years.

The artist mainly cares for the divine coloring and the infinite diversity of form and structure.

You and I perhaps will be attracted by other phases. For each person there is a special message.

You can obtain a copy of illustrated book, "Titan of Chasms," by writing to Mr. W. J. Black, Passenger Traffic Manager, A. T. & S. F. Railway System, 1094 Railway Exchange Chicago. The cover of this book is a four-color reproduction of a painting of the Grand Canyon by W. R. Leigh. The text comprises articles by Major Powell, Chas. F. Lumis and C. A. Higgins.



Travelers are lured from the city suburbs to the Grand Canyon in *Suburban Life* for **June 1913**. Though the price of the rail trip to the Grand Canyon has gone up, the traveler should stay three days. Luxurious El Tovar is now "a home and a club," though curiously branded a "log-cabin inn." And the uncertainties of a mule ride into the canyon are now a cinch.

Did you see the notable series of photos of the Grand Canyon of Arizona—

In this magazine for July and August, 1913, under the caption of "The Picture Story of a Great Adventure"? Their appeal is to the red blood in every normal man, even if none of us would care to do what the Kolb brothers did. But any one of us can easily and safely see the Grand Canyon, and enjoy its scenic wonders.

And did you notice the two inimitable articles by Irvin S. Cobb, "Roughing It de-Luxe," published last June in the Saturday Evening Post, wherein the divine abyss may be said to have had several laughs on tourists generally and native sons? Mr. Cobb's unforced fun and Mr. McCutcheon's cartoons are in a class by themselves.

And was it your good fortune to pick up the Century Magazine for June, with its Grand Canyon cover by George Inness, Jr., and the six lithographs inside by Joseph Pennell?

And did you read editor Sleicher's appreciation of the titan of chasms in Leslie's Weekly for June 19th?

Did you?

There is only one Grand Canyon in all the world worthy the name. That's the one out in northern Arizona.

If you would like to learn more about the canyon itself—a most delightful place for a summer outing, the rim 7,000 feet above sea-level and bordered by a great forest of pines;

Or about El Tovar Hotel, managed by Fred Harvey—the hotel that's like a home and a club;

Or about the Indians of that region—Supais, Navahos, Hopis;

Or about the petrified forest—logs of agate, millions of years old;

Or about quaint old Santa Fe, at the end of the old Santa Fe Trail;

Just ask for any one or all of the following publications: "Titan of Chasms," "Petrified Forest," "Old-New Santa Fe."

The Canyon is only three hours distant, by rail, from the main California line of the Santa Fe. The California Limited has a Pullman to the edge of the abyss. The extra railroad fare is only \$6.50.

Fall is a most delightful season for visiting the Canyon. Be sure and go there this fall, on your way to California.

W. J. Black, Pass. Traffic Mgr., A. T. & S. F. Ry. System
1087 Railway Exchange, Chicago

Two full-column "mini-articles" in *The American Magazine* for **September and December 1913**, touting the magnificent Grand Canyon, Fred Harvey, and the Santa Fe all, while name-dropping the writers and artists of the canyon that the well-read person should not have missed in other magazines. Although the price of the rail trip to the canyon goes up between appearances, one now has the opportunity to spend days inside the canyon.

You can camp out a mile below earth's top crust at the

Grand Canyon of Arizona

You ride along the brink of a mile-deep abyss. You descend a safe trail into earth's depths. And camp, at night, far down below, shut in by stupendous walls that shut out the world.

Many glorious Fred Harvey camping trips can be taken at the Grand Canyon of Arizona. Not all are feasible for mid-winter; but the inner-canyon camps are open the year 'round.

One outing requires a three days' stay down in the titan of chasms. Another leads across the Painted Desert to the mesa home of the Hopi Indians. Still another is to the underground home of the Supai Indians, in Cataract Canyon. Or camp in the pines along the rim beyond Grand View.

To say that the Grand Canyon is a mile deep, miles wide, hundreds of miles long, and painted like a sunset, only begins to tell the story. For the rest, go and see for yourself.

Fortunately the way there is easy, as a side trip from Santa Fe trans-continental trains. Round-trip fare, Williams, Arizona, to Grand Canyon, is only \$7.50. El Tovar Hotel provides highest-class entertainment. At Bright Angel Camp the charges are less.

You can glimpse the scene in a day. Stay three days or a week, and see more of it.

The California Limited is a steel train, daily the year 'round—between Chicago, Kansas City, Los Angeles, San Diego and San Francisco—exclusively for first-class travel—has a sleeper for Grand Canyon.

The Santa Fe de Luxe—once a week in winter season—extra fast, extra fine, extra fare—between Chicago and Los Angeles.

Three other daily trains—all classes of tickets honored—they carry standard and tourist sleepers and chair cars.

Meal service by Fred Harvey.

On request, will send you our two illustrated travel books, "Titan of Chasms—Grand Canyon" and "To California Over the Santa Fe Trail."



W. J. Black
Passenger Traffic Manager
A. T. & S. F. Ry. System
1087 Railway Exchange
Chicago

A three days' camping trip

a mile below the earth's top crust at Grand Canyon of Arizona. For you if you say so.

The first day, seated in an open coach, you skirt for nine miles the edge of a chasm that is the wonder of the world, riding smoothly, and luxuriously over a boulevard that looks rather odd in such an untamed wilderness.

Hermit Rim Road, they call it.

In this nine miles you have more thrills than in any nine hundred ordinary miles back East. Just over the edge, a few feet away, there is a rock wall that drops sheer three thousand feet down. Your wondering eyes take in an underworld panorama of towers and pinnacles that stretch to the other rim a dozen miles in a frenzy of color.

You are looking, for the first time perhaps, at the Grand Canyon of Arizona.

Then you zigzag down eight miles of new and safe trail—Hermit Trail—to make camp on a plateau near running water.

You are housed over night in a pavillion, the floor of which has been millions of years in the making. Its walls are five thousand feet high, frescoed by the paint-brush of wind and sun and rain. Its ceiling is thick with Arizona stars—bigger, brighter, more numerous than in lower altitudes.

On the second day you arise early, eat a hasty breakfast of bacon, eggs and coffee, and take the plateau trail to the east, just when your friends on the top of the world are thinking of getting up.

By easy stages, with painstaking pack animals and seated on an equally patient mule, you make the day's ride, up hill and down, winding in and out, the Colorado River roaring in the granite gorge to the left and the vast amphitheatres to the right shifting and changing form with the rising sun and your eastward journeying.

You camp for the night by the sweet waters of Indian Garden Creek. They lull you to rest.

The morning of the third day is the last leg of your pilgrimage, with previous wonders of sky and trail reversed, looking up instead of down, getting geology without teachers, fun without effort, along Bright Angel Trail, a mile upstairs.

By noon you are again in the dining-room of El Tovar.

Don't you think this three-days' journey down into the earth, and back again is worth while?

The Hermit Loop camping trip is only one of the many things you may do here.

If your time is limited, and only a day can be spared at the Canyon, be sure and devote a part of it to a ride over the rim road, stopping on the way back to get the sunset view. Sunsets happen everywhere and every day. But the Canyon brand, followed by the Arizona turquoise after-glow, is in a class by itself.

Another day profitably can be given to a ride over to Grand View through the pines of Tusayan Forest, or a mule-back experience on the twists and zigzags and curves of Bright Angel Trail.

The point is, that every day presents something new and worth while.

It is to be hoped that your vacation plans include Grand Canyon. The side trip is easily made by a sixty miles' detour from the main transcontinental line of the Santa Fe at Williams, Arizona. And the extra cost for railroad fare is a trifle. If you happen to be riding on the California Limited, there's a through sleeper on that crack train for the Canyon, and another ready to step into when the journey is resumed.

One hesitates to recommend most hotels. One never hesitates to say a good word for El Tovar, that home-like and clublike inn at the railroad terminus on the Canyon brink. If less expensive quarters are wanted, what's the matter with Bright Angel Camp, close at hand? Both are under the management of Fred Harvey. Travelers through the Southwest don't have to be told anything about Fred Harvey service.

If interested even a little bit, won't you take the trouble to write to Mr. W. J. Black, passenger traffic manager of the Santa Fe, at 1082 Railway Exchange, Chicago, U. S. A. and ask him for a copy of an art book, "Titan of Chasms"? The cover is a four-color reproduction of a painting of the Canyon, done by W. R. Leigh, a noted New York artist. One of the articles inside is by Major Powell and another by Charles F. Lummis. Our guess is that this book will make you better acquainted with the grandest of chasms. Intimate acquaintance only comes with actually seeing the place yourself.



This wordy advertisement for a stay at the new Hermit Camp might have a properly academic feel for *The Journal of Geography* in **June 1913**, but compare to it the attractive trail-venturing ad on the next page from *The Fra* for **November 1913**, which entices the traveler to their choice of venues and activities, some for a bit less, others for a bit more.



Three thrilling days at the
Grand Canyon
of Arizona
for only \$35

—if taken as a side-trip on your way to or from California.

You view a mile-deep chasm—the world's scenic wonder. You ride along the sky-high edge of a profound abyss. You venture muleback through earth's cracked crust, on trails that tip. And camp out down below, under the friendly stars.

The amount named includes round-trip railroad fare, Williams, Ariz., to Grand Canyon; three days at luxurious El Tovar hotel, managed by Fred Harvey; a jolly jaunt down Bright Angel trail and back; a carriage ride along the new Hermit Rim Road and to Yavapai Point; also the trip through Tusayan pine forest to Grand View.

Stop at Bright Angel Camp, instead of El Tovar, and it will cost less.

Take a room *with bath*, at El Tovar, and the expense will be a little more.

The Hermit Trail camping trip also will add a few dollars.

In all cases the charges are so reasonable that it is easy to finance a week's stay or longer.

Remember, that besides being a scenic spectacle—worth crossing a continent to look at—you may here enjoy an unique outing.

In midwinter, snow may fall on the rim and at the top of the trails, yet coach and trail parties go about just the same. In midwinter, too, while the nights are cold, up top, in the sun and down below the weather generally is mild. On most days, outdoor life here is a supreme joy.

And always you have Fred Harvey inns to care for you. El Tovar is like a club in its perfect service.

If you enjoy camping, hire a mule and a guide and lose yourself in the wilderness. Think of sleeping out in the desert and down in the Canyon!

Are you interested in Indians—not the cigar-store kind? Take your choice of home-loving Hopis or nomadic Navajos.

The trail trips are unlike any mountaineering you ever have tried.

A word regarding the Santa Fe's through California trains:

The **California Limited** is the king of the limiteds—an all-steel train, daily the year 'round—between Chicago, Kansas City, Los Angeles, San Diego and San Francisco—exclusively for first-class travel—has a sleeper for Grand Canyon.

The **Santa Fe de Luxe**—once a week in winter season—extra fast, extra fine, extra fare—between Chicago and Los Angeles.

Three other daily trains—all classes of tickets honored—they carry standard and tourist sleepers and chair cars.

The Santa Fe meal service is managed by **Fred Harvey**.

On request, will gladly send you out two copiously illustrated travel books, "Titan of Chasms—Grand Canyon" and "To California over the Santa Fe Trail."

Address
 W. J. Black, Passenger Traffic Manager, A. T. & S. F. Ry. System
 1044 Railway Exchange, Chicago

Santa Fe
 All the way

SEE THE PREVIOUS PAGE



You can camp out
a mile below earth's top crust at the
Grand Canyon
of Arizona

You ride along the brink of a mile-deep abyss. You breathe thin air and pure, with scent of pines and cedars. You descend a safe trail into earth's depths. And camp, at night, far down below, shut in by stupendous walls that shut out the world.

Many glorious camping trips can be taken at the Grand Canyon of Arizona. All are under management of Fred Harvey; you are assured every comfort consistent with "roughing it de luxe." Not all these trips are feasible for midwinter; but the inner-canyon camps are open the year 'round.

One outing requires a three days' stay down in the titan of chasms. Another leads across the Painted Desert to the mesa home of the Hopi Indians. Still another is to the underground home of the Supai Indians, in Cataract Canyon. Or camp in the pines along the rim beyond Grand View. A more strenuous jaunt is across the Canyon to the wild game wilderness of Kaibab Plateau.

And always you are confronted by that most marvelous of Nature's marvels, the Grand Canyon of Arizona.

To say that it is a mile deep, miles wide, hundreds of miles long, and painted like a sunset, only begins to tell the story. For the rest, go and see for yourself.

Fortunately, the way there is easy, as a side trip from Santa Fe transcontinental trains. Round-trip fare, Williams, Arizona, to Grand Canyon, is only \$7.50. El Tovar Hotel, managed by Fred Harvey, provides highest-class entertainment. At Bright Angel Camp the charges are less.

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W. J. Black, Passenger Traffic Manager, A. T. & S. F. Ry. System
1659 Railway Exchange, Chicago

Santa Fe
All the way

Various trail trips are advertised in *Harper's* for **May 1914**, as far afield as Cataract Canyon to visit the "Supai Indians," or a "more strenuous jaunt" across the canyon to the Kaibab Plateau. For those more solidly based, a stay at El Tovar Hotel "provides highest-class entertainment."



Take a coach-and-four along the "divine abyss"
Grand Canyon of Arizona

The rim road at Grand Canyon is a boulevard in the wilderness. On one side a forest of pines and cedars, on the other a sudden wall that drops three thousand feet below. You look across a gulf of trembling color and weird forms.

The Canyon is Earth's scenic marvel and the most beautiful. Its width is several miles; its depth one mile, and its length two hundred miles. All the colors of the rainbow have been spilled here.

Hermit Rim Road—smooth, wide and safe—winds along the dizzy edge of a stupendous chasm.

Your Canyon coach-and-four comprises the pick of stylish horses, with coaches built especially for this service.

It is the experience of a lifetime. There's the swing of the leaders around long curves,

and the airiness of the air-ship, with the land's safety. And that glorious titan of chasms, just over the edge.

There are other enchanting rides through the pine forests; likewise some nerve-testing mule-back trail trips down to the Colorado River, a mile below the top crust; and camping trips galore, into the Canyon and across the desert, through the Indian country.

You can see the Grand Canyon as a side trip from Santa Fe transcontinental trains, and stay three days, for \$35 to \$40.

Entertainment is provided at inns under management of Fred Harvey.

On request will gladly send you our two copiously illustrated travel books, "Titan of Chasms—Grand Canyon" and "To California over the Santa Fe Trail." Address

W. J. Black, Passenger Traffic Manager, A. T. & S. F. Ry. System
1044 Railway Exchange, Chicago

A more genteel, sedate Grand Canyon experience is promised in this advertisement in *The Fra* for **January 1914**, though presumably not as heart-pausing as the illustration suggests.



Hopi

Primitive Indian life soon will be a thing of the past. See it now at **Grand Canyon of Arizona**

The Grand Canyon region is the heart of the "bronze man's" country. Here the Indian truly belongs. His mode of life, his dress and religion, harmonize with the wide desert reaches and Arizona's incomparable chasm.

One tribe, the Supais, live three thousand feet beneath earth's picture, in a tributary gorge. To get there you drive thirty-five miles and then hit the trail for fifteen miles more.

To visit the Hopi pueblos you cross the Painted Desert, an easy camping trip. Almost every month the Hopis have ceremonial dances, the most spectacular being that of the snakes in August.

The Navajos are nomads, wandering from place to place with great flocks of sheep. They are noted blanket-weavers and silversmiths.

Members of these three tribes frequently come to the Grand Canyon at El Tovar. Visiting Hopis are housed in a stone-adobe building, while earth and brush hogans are provided for the Navajos. The Supais camp out in the woods.

A three days' stay at Grand Canyon, as a side tour from Santa Fe main line at Williams, Ariz., costs \$35 to \$40. El Tovar Hotel and Bright Angel Camp are managed by Fred Harvey.

The California Limited is a steel car train, daily the year 'round—between Chicago, Kansas City, Los Angeles, San Diego and San Francisco—exclusively for first-class travel—has a sleeper for Grand Canyon.

The Santa Fe de-Luxe—once a week in winter season—extra fast, extra fine, extra fare—between Chicago and Los Angeles.

Three other daily trains—all classes of tickets honored—they carry standard and tourist sleepers and chair cars.

Meal service by Fred Harvey.

On request will gladly send you our two copiously illustrated travel books, "Titan of Chasms—Grand Canyon" and "To California over the Santa Fe Trail." Address

W. J. Black, Passenger Traffic Manager, A. T. & S. F. Ry. System,
1044 Railway Exchange, Chicago.

An advertisement in *The Fra* for **February 1914** tugs at the conscience of today's traveler if not that of a century ago, placing the subjects as if they were novelties for display.

If you knew what Elbert Hubbard knows about the Grand Canyon of Arizona, you would go there again and again, as he does.

Have you ever seen the Grand Canyon — the Grand Canyon, out in Arizona?

Fifty thousand persons ought to have visited it last year. They would have done so had they known what Elbert Hubbard knows, or Thomas Moran, or Lummis, or any one of a hundred other notables who have seen the Titan of Chasms and who go there again and again. Instead, only half fifty thousand went there during 1912.

In the glare of mid-day El Grande Cañon has been likened to an inferno, with the fires burned out. Morning and evening it is a bit of paradise; almost you can hear the rustle of wings.

Most of us think of the Grand Canyon merely as *one* thing to look at — a big, overwhelming scenic spectacle. On the contrary, it is a thousand different scenes, depending upon where you are and the time of day or night.

The Canyon is more than two hundred miles long, thirteen miles wide and, in the granite gorge section, a mile deep, with a great sweep of pine forests on both sides.

The Santa Fe has made it so easy to get there you really have no good excuse for not stopping off, en route to or from California. A branch, sixty-four miles long, taps the main transcontinental line at Williams, Ariz., where there is a Fred Harvey station hotel, the Fray Marcos. Two trains a day, each way, with sleepers on the night runs and chair-cars on the day runs. No change of trains, if you happen to be on the California Limited. And the extra fare is only seven dollars and fifty cents.

At the Canyon is El Tovar Hotel, if you want the best, and Bright Angel Camp, if economy is an object. Both are under Fred Harvey management. Four dollars a day and up at the big hotel; a dollar a day for room with café meals, at the camp.

Last year a macadamized boulevard was built, nine miles long, along the southern rim, west from El Tovar. And at road-end a new path, Hermit Trail, was built eight miles to the river below. These open up a new world of beauty and grandeur.

You can obtain a copy of illustrated book, "Titan of Chasms," by writing to Mr. W. J. Black, Passenger Traffic Manager, A. T. & S. F. Railway System, 1077 Railway Exchange, Chicago. The cover of this book is a four-color reproduction of a painting of the Grand Canyon by W. R. Leigh, the text comprises articles by Major Powell, Chas. F. Lummis and C. A. Higgins.



While Elbert Hubbard was a well known writer and sometimes publisher of philosophical protest publications from the artisan community he founded in East Aurora, New York, he is also mentioned here with other luminaries of the Grand Canyon, the painter Thomas Moran and the journalist Charles F. Lummis, who incidentally coined the phrase "See America First." And it is in that frame of reference that this ad is composed, taking notice that fewer tourists had visited the canyon than probably should have. So this promotional item in the *International Abstract of Surgery* in 1914 was composed to help explain why the canyon should be visited on the twice-daily trips, whether lodging at "the best," El Tovar, or the economical Bright Angel Camp. And now a paved road led to the "new path," Hermit Trail, where "a new world of beauty and grandeur" was opened. (Hubbard, incidentally, was not long for this world, perishing with his wife in the sinking of the RMS *Lusitania* in 1915.)



Three thrilling days at the
Grand Canyon
 of Arizona
 for \$35 to \$40

You ride along the sky-high edge of a mile-deep abyss. You venture mule-back through earth's cracked crust, on trails that tip. And camp out down below, under the stars.

Amount named includes round-trip railroad fare, Williams, Ariz., to Grand Canyon; three days at El Tovar Hotel, managed by Fred Harvey; a jaunt down Bright Angel Trail; a carriage ride along Hermit Rim Road; also the trip to Grand View.

Stop at Bright Angel Camp, instead of El Tovar, and it will cost less. Take a room with bath, at El Tovar, and the expense will be a little more. Hermit Trail camping trip also will add a few dollars. It is easy to finance a week's stay or longer.

Besides being a scenic spectacle, you may here enjoy an unique outing.

If you enjoy camping, hire a mule and a guide and lose yourself in the wilderness.

On request, will gladly send you our two illustrated travel books, "Titan of Chasms — Grand Canyon" and "To California Over the Santa Fe Trail." Address

Are you interested in Indians — not the cigar-store kind? Take your choice of the home-loving Hopis or nomadic Navajos.

The trail trips are unlike any mountaineering you ever have tried.

A word regarding the Santa Fe's through California trains:

The California Limited is the king of the limiteds — an all-steel train, daily the year 'round — between Chicago, Kansas City, Los Angeles, San Diego and San Francisco — exclusively for first-class travel — has a sleeper for Grand Canyon.

Three other daily trains — all classes of tickets honored — they carry standard and tourist sleepers and chair cars.

The Santa Fe meal service is managed by Fred Harvey.

W. J. Black, Passenger Traffic Manager, A.T. & S.F. Ry. System
 1056 Railway Exchange, Chicago

Santa Fe
 All the way

A full-page advertisement in *The Atlantic Monthly* for **June 1914** promises a broader range of options in lodging and activities at the Grand Canyon, even the hire of a mule and guide. The Santa Fe will also take its higher-paying passengers aboard the California Limited, which even has a sleeper car that will be routed directly to the canyon before rejoining another Limited to continue the journey.



**“Two fairs
for one fare”**
San Francisco and San Diego
Expositions are open

On your Santa Fe Way
to California visit the
Colorado Rockies, the
old-new city of Santa
Fé, the Indian pueblos,
Grand Canyon of Arizona
Los Angeles, Yosemite,
and Big Trees
Daily Excursions until
November 30th 1915
about one fare round trip
Four daily transcontinental trains, including Cali-
fornia Limited Exclusively first-class
Ask for picture folders of both Expositions and Grand Canyon
W. J. BLACK, Pass. Traff. Mgr.
Atchison, Topeka & Santa Fe Railway, Railway Exchange
Chicago, Ill.



In 1915, two international expositions were opened, the Panama-Pacific Exposition in San Francisco and the Panama-California Exposition in San Diego—and the Santa Fe wasted no time in widely advertising how best to reach them. This ad appeared in the German-language *Vereinsbote* (*The Walther League Messenger*) for **September 1915**, published in Milwaukee, Wisconsin. And the Grand Canyon of course should be part of the tour.

See —



Ancient America

Its civilization is one thousand years old—
Do you know its history?

New Mexico

Where 20,000 cliff dwellings remain a relic
of an extinct people.

Titan of Chasms

Arrangements can be made to stop a whole
day at the Grand Canyon.

Arizona's Indians

Picturesque and interesting, affording good
opportunity for camera sport.

Foresis of Stone

Will hold you spellbound as you contemplate
them.

Expositions

The Panama-Pacific at San Francisco, and the
Panama-California at San Diego.
Don't miss them.

Ask for illustrated folders about California, the Expositions,
and what to see on the way.

TOM. BOYLON,
Pass. Agt., Oklahoma City

Things to see en route to the California expositions included all the history and scenery along the Santa Fe Route. This large advertisement in *Historia*, the quarterly of the Oklahoma Historical Society, for **October 1915**, of course included the "Titan of Chasms" but also, interestingly, promised that "Foresis of Stone Will hold you spellbound as you contemplate them" (if not sending one to a ranger at the Petrified Forests to ask directions to the foresis).

Special attention given Chinese Passengers



Personally conducted excursions three times a week (Tues.-Thurs.-Sat.) via the Santa Fe Railway.

Four daily trains Chicago to California.

Through Standard and Tourist sleepers, also chair cars. Stop over permitted for visit to Grand Canyon of Arizona.

No unnecessary details as to immigration inspection.

Chinese not speaking English will be met in Chicago by our special Chinese representative, if request is made in advance.

Fred Harvey meal service all the way. Good food at reasonable price.

For additional information write or call on me.

HOWARD S. MOY
Passenger and Freight Agent,
Santa Fe Railway,
57 West Randolph St., Chicago, Ill.

This understated advertisement in *The Chinese Students' Monthly* for **November 1917** promised not only that there were no "unnecessary details as to immigration inspection" but that non-English speaking Chinese could be met in Chicago by a "special Chinese representative." A standard "stop over" was allowed if the Grand Canyon was to be visited.



**-no winter
this winter**

California

You and Your Family should spend this winter out-of-doors in California.



mail this

There are excellent schools for the children and golf links galore for you.

Then—for the week-end—motoring over perfect highways, along the base of green-clad mountains and by the sea.

There are luxurious resort hotels and cozy inns, or, rent a bungalow and enjoy your own rose garden.

The Santa Fe operates four daily trains to California. One of them—the California Limited—is exclusively for first-class travel and Fred Harvey serves all the meals “all the way.”

Spick-and-span new steel equipment on the California Limited.

There are Pullmans via Grand Canyon National Park, to Los Angeles, on both the California Limited and the Missionary. We will arrange your Pullman reservations so you can stay at the Canyon any number of days and be assured of your space when resuming journey.

Why not visit Southern Arizona, going or returning? It is delightful at Castle Hot Springs, Ingleside and Chandler.

Hawaii afterwards

Mr. W. J. BLACK
 Pass. Traf. Mgr., Santa Fe System Lines
 1114 Railway Exchange, Chicago
 Please mail to me following Santa Fe
 booklets: California Picture Book
 Grand Canyon Outings
 Also details as to cost of trip.

For details as to winter excursion fares, Pullman rates, illustrated booklets, etc., mail the coupon, or call on nearest Santa Fe representative.

W. J. BLACK, Passenger Traffic Manager
 Santa Fe System Lines
 1114 Railway Exchange, Chicago, Illinois

This two-thirds page advertisement in *Asia (The American Magazine on the Orient)* for **November 1922** assured that travelers on the California Limited or the Missionary would not lose a place on their Pullman should they wish to visit the Grand Canyon—a national park now—for any number of days en route.

Lowest in years



summer excursions


to
Grand Canyon National Park
California Colorado
Santa Fe and Las Vegas
New Mexico

Sale dates: To California, May 15 to September 30. To other points June 1 to September 30.
 Return limit October 31, 1922.
 Stop overs in both directions.
 Fred Harvey meals "all the way."

Ask for "California Picture Book," "Colorado Summer," "Grand Canyon Outings," "Off the Beaten Path," "Fertilized Forest" and "Cool Summer Wags."

J. R. Moriarty, Div. Pass. Agt.
 A. T. & S. F. Ry.
 179 West Jackson St., Chicago, Ill.
 Phone: Wabash 4600

GRAND CANYON LINE



the Riviera in U.S.A.

= the Santa Fe way leads through a region of historic interest = and scenic surprises


The California Limited

a train of luxury exclusively first-class

carries
 observation car
 club car
 7-room Pullmans
 compartment Pullmans
 open section Pullmans
Fred Harvey
 dining car
 also Pullmans to **Grand Canyon National Park**

reservations folders-details here

4 daily trains
 "all the way"



J. R. MORIARTY
 Div. Pass. Agent
 A. T. & S. F. Ry.
 179 W. Jackson St.
 Chicago, Ill.

Phone Wabash 4600

This double advertisement in *The Santa Fe Magazine* for **March 1923** reveals that even the Grand Canyon was subject to sale fares during the summer; "peak time" was wintertime in California.



Off the beaten path
this Summer

New Mexico and Arizona by saddle and pack, team or auto,

Explore Unbeaten Trails in the Santa Fe Southwest.
Traverse virgin forests and snowy mountains—
Follow flashing trout streams and colorful canyons—
See the sky-cities of the Pueblo Indians and the nomads of the purple sage—
Visit prehistoric cliff-palaces and the Rainbow Bridge—
Summer Excursions via the Santa Fe

We especially recommend Grand Canyon National Park Rim to Rim trip

mail this →

Mr. W. J. BLACK,
Pass. Traf. Mgr., Santa Fe System Lines
1146 Railway Exchange, Chicago

Please mail to me following Santa Fe booklets:
Off the Beaten Path
Grand Canyon Outings

Also details as to cost of trip.

.....
.....

This two-thirds page advertisement in *Asia (The American Magazine on the Orient)* for **April 1923** encouraged travelers to spend time away from the train, including a rim-to-rim excursion at the Grand Canyon.



Grand Canyon—
Earth's Supreme Spectacle



Wonders you'll never forget
in the
cool Far West
Xcursions
to California, Colorado,
New Mexico-Arizona Rockies,
and the National Parks.

on the way be sure to
take the Indian-detour



Good
Dude Ranches

in the
New Mexico and Arizona Rockies

AN ideal place for your summer vacation.
Good accommodations—Good food
—Good horses—Good times. A healthful
climate; an off the beaten path country.

Our representative will gladly
help you plan your western trip.

For further details write:

E. F. Burnett, Gen'l Agent Pass. Dept.,
Santa Fe Ry.

505 Fifth Ave., New York, N. Y.









Phone: Vanderbilt 3791

This two-thirds page advertisement in *The Princeton Alumni Weekly* for **March 30, 1928** seems to have been rather rushed in its composition. Had the photo of "Grand Canyon—Earth's Supreme Spectacle" not been inserted at the top, the canyon would have disappeared among "the National Parks" left unnamed.

FOLKS ARE ENJOYING ALL THESE THINGS

Everyday in California and the Southwest

● From the Rockies to the blue Pacific, you are as free as ever to travel and enjoy a myriad of pleasures in this superb all-year vacationland.

	<i>They're playing golf at hundreds of beautiful courses in California and the Southwest . . .</i>		<i>They're enjoying the majestic Sierra scenery of Yosemite National Park. (There is no present thought of closing our National Parks)...</i>
	<i>They're swimming in the surf, and relaxing on sandy beaches . . .</i>		<i>They're drinking in the ever-changing beauty of Grand Canyon National Park in Arizona.</i>
	<i>They're attending the all-year program of outdoor sports, concerts, flower shows, and fiestas.</i>		<i>They're exploring the bewitching rooms and passages of Carlsbad Caverns National Park in southeastern New Mexico . . .</i>
	<i>They're riding and basking in the sun at scores of dude ranches and resorts . . .</i>		<i>They're visiting the Indian country, on the Indian-detours, 'round about Old Santa Fe, New Mexico . . .</i>

You needn't hesitate to go to California or the Southwest

● Nothing has been or will be permitted to interfere with the utilization of any Santa Fe facility required to win the war . . . Within this supreme obligation, however, we are still able to render complete and efficient service for travel to, from, or in California and the great Southwest.


Among the 17 Santa Fe streamliners, and our many other fine trains, you will find a complete range of service—from the swiftest deluxe flyers to the most modern and comfortable of economy trains. Let us help you plan your trip. Just mail coupon below.

T. B. Gallaber, Passenger Traffic Manager,
1038 Railway Exchange, Chicago, Illinois

Send details and picture booklets on California and Southwestern travel.

Name.....

Address.....



Before passenger rail travel to the Grand Canyon ceased for the duration of the war, this advertisement in *Life* for **March 23, 1942** assured readers that travel arrangements still were to be found on the Santa Fe—including the abrupt note, “They’re drinking in the ever-changing beauty of Grand Canyon National Park in Arizona.”



TIES TO THE EDGE OF THE EARTH

RAILROAD ADVERTISEMENTS



A Pop-Gun for Private Pringle

No. Private Pringle needs the real thing—the best we can give him. That's why popguns are scarce in Fred Harvey shops these days. So are many more of the metal toys and gifts that used to catch your eye. The materials that went into them . . . the men and machines that made them—are needed now to turn out *fighting* weapons.

But a mere temporary shortage of metal articles could never change the colorful, inviting atmosphere of Fred Harvey shops. Along the counters and shelves . . . and in the tempting display windows . . . you'll still find most of the things you'd like to buy. If the particular gift or toy you have in mind is missing, just remember it's helping Private Pringle wherever U. S. armed forces are attacking.

Remember, too, that in Fred Harvey restaurants, hotels, and

dining cars we're serving tens of thousands of uniformed men and women *every day*—all this in addition to our tremendously increased wartime civilian patronage. With food rationing so severe and help so scarce, we can't always offer you the kind of service you have come to expect.

Your good-humored acceptance of these things has helped us do a better wartime job. After victory our shops once more will be *completely* stocked . . . and in our restaurants and hotels the old-time Fred Harvey hospitality will be back again—to *stay*.

★ ★ ★

AFTER THE WAR, with money you're saving in War Bonds, travel and see the America for which we are fighting. Visit the world-famous Fred Harvey Hotels at Grand Canyon National Park and in old Santa Fe, New Mexico.



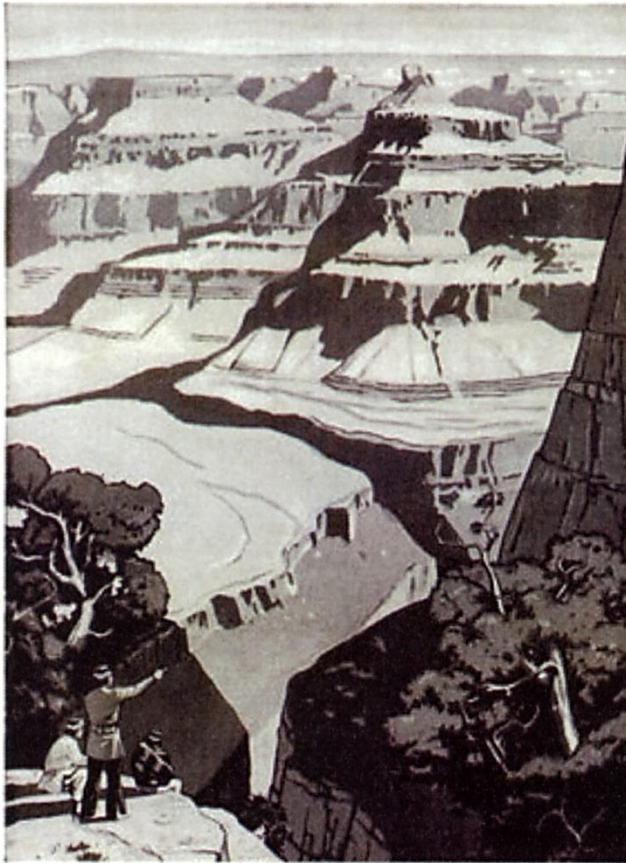
Fred Harvey

RESTAURANTS • SHOPS • HOTELS • DINING CARS

Fred Harvey presented this patriotic advertisement in *Life* for **March 6, 1944**, with the gleam that “After the War, with money you’re saving in War Bonds, travel and see the America for which we are fighting. Visit the world-famous Fred Harvey Hotels at Grand Canyon National Park and old Santa Fe, New Mexico.”



Have you seen the **Grand Canyon** yet?



Santa Fe is the only railroad entering Grand Canyon National Park.

Go **Santa Fe** *DIRECT TO THE SOUTH RIM*

There's only one Grand Canyon. It's in northern Arizona—and it took a million years to make.

There's only one railroad entering this National Park. It's the Santa Fe—and its Pullmans take you direct to the South Rim the year round.

Last year well over a half million people saw the spectacular grandeur of Grand Canyon, enjoyed rim drives and trail trips, and the traditional Fred

Harvey hospitality at El Tovar Hotel and the Bright Angel Lodges.

This month is a fine time to see the Canyon from the South Rim—the only part of Grand Canyon open the year round.

Let us send you our color folder on Grand Canyon giving the details. Simply mail the coupon.

R. T. Anderson, G.P.T.M.
Dept. 1-14, 80 East Jackson Blvd.
Chicago 4, Illinois
Please send me Grand Canyon folder.

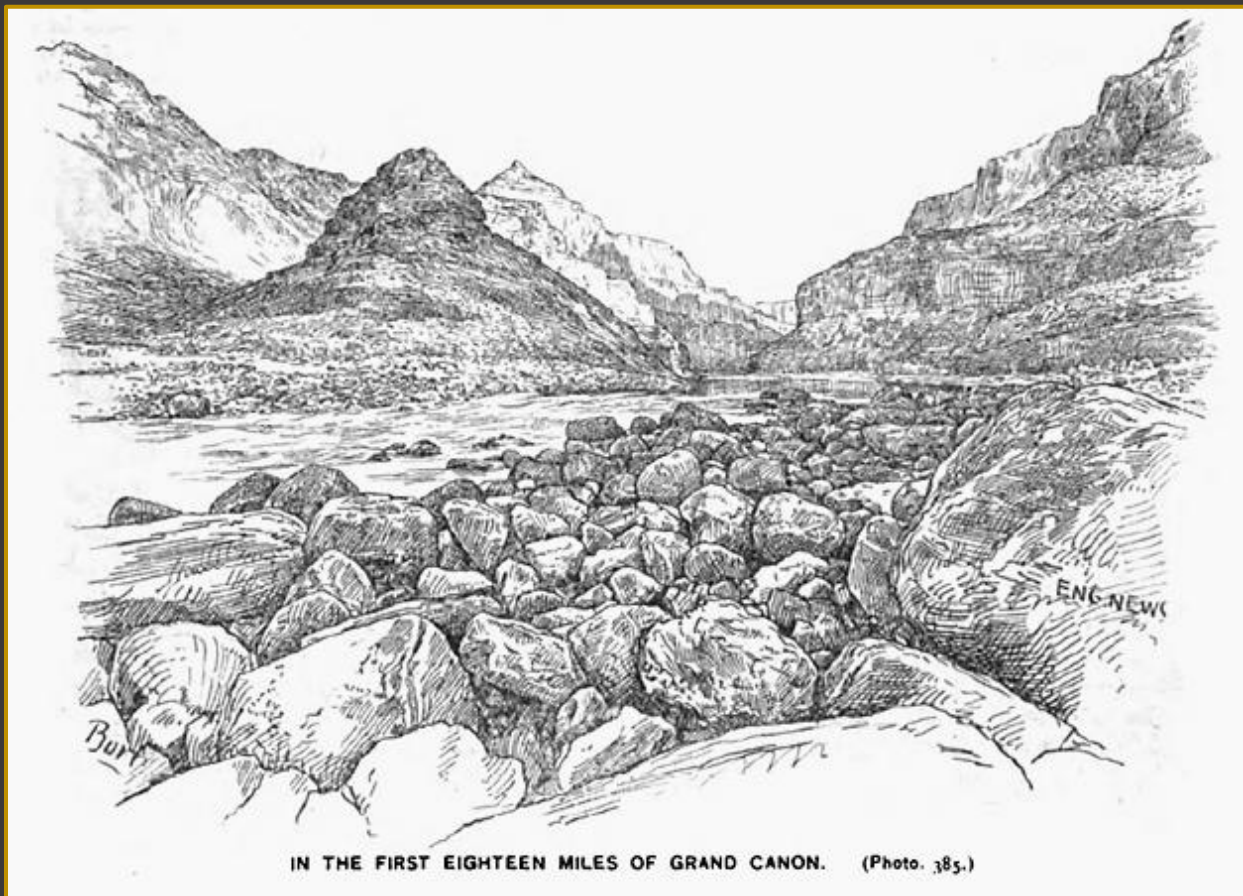


Name _____
Street _____
City and State _____
My Phone _____



Expire Feb. 28, 1954

Tapping into the refreshed and renewed post-war traveling public, this advertisement in *Life* for **December 18, 1950** reminded them of the Grand Canyon, what it was all about, and how to get there—on the Santa Fe. Reminders were had of El Tovar and Bright Angel Lodges and that December was “a fine time to see the Canyon from the South Rim.” However, increasingly the traveling public was going there by automobile.



Robert Brewster Stanton, "The Denver, Colorado Canon and Pacific Railway Project," *Engineering News*, Vol. 24, no. 42 (October 18, 1890), p. 343.

The Colorado River expedition led by **Robert Brewster Stanton** during 1889-1890 was to survey the route for the proposed **Denver, Colorado Cañon & Pacific Railroad**, which included the entire length of the Grand Canyon. Stanton was also the first to systematically photograph the route, images which have been used to this day for the purposes of comparing changes to the river corridor's ecosystem and the appearance of the river's rapids. When Stanton wrote one of his promotional pieces for the *Engineering News*, however, he relied upon his photographs and *redrawings* by "Burt" of *Engineering News*, a curious mix.

The artist, Burt, is identified by Charles Whiting Baker in "The Story of 'Engineering News'," *Engineering News Record*, Vol. 78, no. 1 (April 5, 1917), who explained that a staff expansion in early 1887 included "F. P. Burt, a young Canadian engineer with a special artistic talent, [who was] brought to establish the nucleus of an illustration department." Burt also later became an officer of the publishing firm.

See the section on **Denver, Colorado Cañon & Pacific Railroad** in this bibliography.



RAVEN'S PERCH MEDIA