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ODYSSEY

THE MAGAZINE OF THE CHEVRON TRAVEL CLUB • FALL/WINTER 2020

Santa Barbara—
American Riviera

A Transcontinental
Railroad Roadtrip

Gothenburg, Sweden—
Second City of the North

Visiting the “New”
White Sands NP

Dear Members,

Safety concerns in a world visited by a pandemic have affected each and every one of us. To varying degrees we experience changes in our daily routines and our personal habits. We at the travel club extend our wish that you remain well through the duration of the pandemic. Staying safe on the road, however, is at the core of what we at Chevron Travel Club are about. Safety is a basic ingredient of every travel experience whether around town or across the country. From roadside assistance to safety tips to the peace of mind that comes from the right insurance, the Chevron Travel Club is there for you.

Although there are restrictions on many aspects of travel—from transportation to lodging to dining to just visiting friends and relatives—we look to the future when travel is easy again, and we are able to go where we want, when we want, and how we want. To that end, we focus on various aspects of American history, including a feature article on the building of the first transcontinental railroad. The dynamic project that took place during and just after the Civil War played a key role in the country's coast-to-coast expansion. Today the original route is a path rich with substantive American history, especially for fans of railroading. If you are not a rail fan, follow the path and you most likely will be!

Two other destinations in the West appear in the pages of this issue of ODYSSEY, one almost urban, Santa Barbara and the surrounding area; the other quite rural, the newly named White Sands National Park (formerly a National Monument). They are distinctly different destinations, each one worth a trip, each offering up a slice of American history.

Finally we fly to Sweden for a look at the ambitiously remade city of Gothenburg. It's another off-the-beaten-path destination, with a mix of old port city ambiance, welcoming pedestrian streets, an amazing archipelago, and just a hint of Viking history—it's a great place to discover.

Stay safe, have fun,

Patrick J O'Brien, President
Chevron Travel Club

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On the cover: Tree-lined streets and Spanish Colonial-style architecture help to set a welcoming tone in sunny Santa Barbara, California.

Photo: VIRRAGE IMAGES/SHUTTERSTOCK

ODYSSEY

President
Chevron Travel Club
Patrick J O'Brien

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08 The First Transcontinental Railroad

Rail lines had fanned out all across the eastern United States by 1850. Railroads in the nineteenth century were, arguably, not *that* hard to build—unless and until you decided to extend the network another 1,900 miles across the sparse plains and over two major mountain ranges. It was not easy. It took seven years. We can only scratch the surface of the story in these pages. *by Ben Vanderhousen*

20 The New Gothenburg, Sweden

Sweden's "second city" is not a traditional tourist destination. It's not on the way to anywhere else. A visit requires a commitment to going a bit off the beaten path. But the effort will be richly rewarded. Preserving the best of the old and adding a bright, visitor-friendly face, the city should be on your travel radar. *by T. R. Mateson*

26 White Sands National Park

Newly minted as a national park, the former national monument celebrates its new status by being, well, pretty much the same spectacular place it was, in a white-sand sort of way. You won't find soft white gypsum dunes this expansive anywhere else. They're serene, and photogenic, and fun for kids. And there is additional cool stuff to do and see in the area. *by Cory Shelland*

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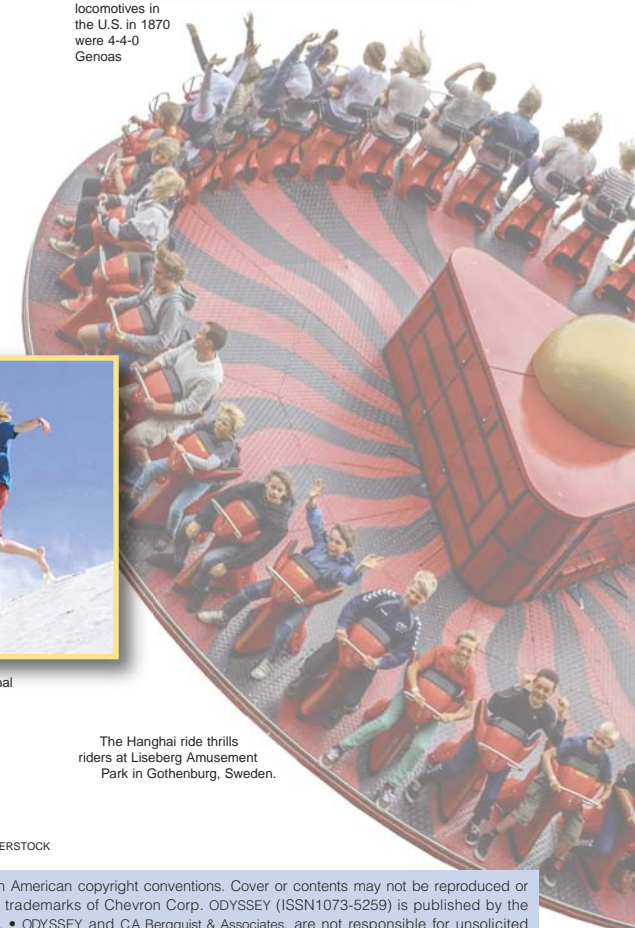
Dolphin Family, a work by Santa Barbara resident Bud Bottoms, has greeted visitors to Stearns Wharf since 1985.



Over half the steam locomotives in the U.S. in 1870 were 4-4-0 Genoas



The gypsum powder of White Sands National Park is nothing if not fun for the younger members of your entourage.



The Hanghai ride thrills riders at Liseberg Amusement Park in Gothenburg, Sweden.

SANTA BARBARA AMERICAN RIVIERA

BY SUSAN NEFF



On Cabrillo Boulevard a restaurant occupies the building with the familiar lighthouse that is adjacent to Stearns Wharf, State Street, and the popular Funk Zone. The Mural Room of the c. 1929 Santa Barbara County Courthouse (right), featuring artwork by Dan Sayre Groesbeck, was used for thirty years as the county supervisors' assembly room.

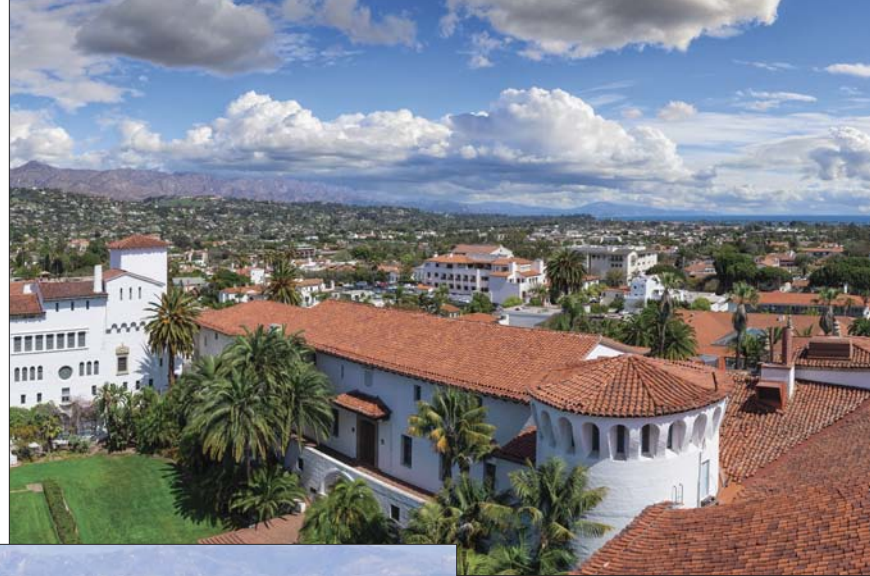
We always think of California beaches facing west, but Santa Barbara's East Beach and West Beach face south. What? The city of Santa Barbara is tucked away on the south side of a land mass that juts out into the sea, creating a lovely harbor and wonderful beaches—just not west facing.

The Santa Barbara coastal area is as friendly as it is sophisticated. Dubbed the “American Riviera,” this section of California coastline contains not only the beautiful city of Santa Barbara, but fabulous hikes laced with waterfalls in the Los Padres National Forest and Santa Ynez Mountains, luscious vineyards, well-known surf breaks, a renowned university, and small, quaint towns that offer great views, food, and shopping. If you're looking to relax by the sea in a laid-back beach town, you will find it here. If you're looking for fine wine tasting, art galleries, and the opera, you will find them here. If you are looking for camping sites with memorable hiking trails, you will find them here. Downtown Santa Barbara is just one gem along this beautiful section of coast just an hour north of Los Angeles, and a world away.

As the average daily temperatures generally vary by only 15 degrees throughout the year, this section of California coast is clearly a year-round destination. The warmest temps and driest conditions can be found from July through September, and this time of year also draws the most visitors. If you want to avoid the busiest summer months, plan a trip in the spring when you will find the gardens in full bloom, and often have hiking trails with viewing spots on the bluffs all to yourself. An added bonus, the gray whales, visible from the shoreline, will be heading north in March and April. While the winter season does include rainy days, it also



MARK WEBER/COURTESY OF VISIT SANTA BARBARA



DRAGAN DEJANOVIC/SHUTTERSTOCK



ELAINÉ PETERSON/SHUTTERSTOCK

A Spanish Colonial-influence shows in the architecture in this view (top) from the observation deck of the Santa Barbara City Hall. The annual whale migration (above) is a popular attraction near Santa Barbara shores. Unique and upscale shops line State Street (below) in downtown Santa Barbara.

ushers in the southern whale migration, and the monarch butterflies gather and take flight daily—making the winter season another exciting time to visit. The original inhabitants of the region were the Chumash Indians. These indigenous people’s history dates back some 13,000 years. Pictographs from the 1600s can be viewed at Chumash Painted Cave

State Historic Park in the mountains above the city. The Spanish arrived in the 1700s, and built El Presidio military post in 1782, and the Mission Santa Barbara in 1786. The mission is a must-see as the architecture and the history represented are both mesmerizing and sobering. The United States secured the region from Mexico in 1862, and the little pueblo, within a mere sixty years, turned into a town, and then the city that has become Santa Barbara.

Downtown Santa Barbara, at the center of

it all, is a pleasantly walkable city with a curated bevy of Spanish and Moorish architectural-style housing, notable shops, restaurants, galleries, and museums. Framed on one side by the sharply rising Santa Ynez Mountains, and by the waves of the Pacific Ocean on the other, Santa Barbara is, understandably, one of the most visually pleasing in California.

State Street, which is the main thoroughfare of downtown, is an entertaining tree-lined shopping district and gathering spot that entices visitors to walk end to end. Located at Upper State Street, the iconic, picturesque, county courthouse exemplifies the influence of Spanish architecture with its red-tiled roof, leafy promenades, tile artwork, and inviting sunken courtyard. Climbing the clock tower stairs to the top will give you a commanding 360-degree view of the town, mountains, and the sea.

At the end of Lower State Street is Stearns Wharf, one of the few remaining Pacific coast wooden piers, built in 1872. It has survived storms, earthquakes, and the fires of recent decades, and remains a popular spot for locals and tourists. State Street ends at the dolphin statue that welcomes you for a stroll along this colorful wooden-planked pier originally built for cargo and passenger ships. You can still drive a car onto the pier, a unique experience. The pier, however, is ideal for walking, taking in the fresh sea air, and fishing from its railings. The fish and chips shops are very good, and the nice little Ty Warner Sea Center, along with the small candy and curios shops, make this local landmark definitely worth your time.

All along State Street, you will find shops



IVANOVA KSENIYA/SHUTTERSTOCK

Santa Barbara has become a magnet for foodies. Dining spots offer locally sourced ingredients from land and sea, making the terms fresh, local, and sustainable truly relevant.

and other venues that have something for every taste and budget—imported pottery from Italy, crafts from local artisans, unique fashion, and the oldest bookstore in town, along with theaters and galleries. Little side streets cross State Street, offering inviting, shady shopping experiences. Check out the petite La Arcada Plaza, with its specialty shops and appealing patio dining.

If you can’t wait to get to the beach, Santa Barbara has two main beaches within walking distance of State Street, East Beach and West Beach. All told, the city has 4.1 miles of beachfront that they look after. East Beach is famous for volleyball tournaments (lots of courts), and is also family friendly with a playground, café, and lifeguards. If you want the most offerings of rental beach toys, head to West Beach. If you want the quietest beach and softest sand, head to nearby Butterfly Beach in Montecito, also known as the best beach for watching sunsets.

Santa Barbara, in recent decades, has become a magnet for foodies. Contemporary dining spots offer locally sourced ingredients from land and sea, making the terms *fresh*, *local*, and *sustainable* truly relevant. Seafood is often sourced from local waters, meat is raised at central valley ranches, there is a wine selection from local vineyards, and micro-breweries strut their stuff—all adding to the quality of ingredients offered at restaurants, cafés, and mom-and-pop eateries. You can rub shoulders with local chefs as they shop at one of the largest Farmers’ Markets at Cota and Santa Barbara streets on Saturday morning, where you’ll find something tasty and fresh for lunch.

Not to be missed, is the Santa Barbara Fish Market, and its offshoot the Saturday Morning Fishermen’s Market, where local fishermen sell the catch of the day at very reasonable prices directly to visitors at Harbor Way. Live rock crab, abalone, and urchin are available along with shrimp, salmon, black cod, and more. If you have ever wanted to try sea urchin, get there early as the availability is rare. Check their website

for the vendors, and their catch, that are available that season. The Fish Market building is open seven days a week, so if you can’t make it Saturday morning, you can still get terrific fresh catch-of-the-day seafood—they also deliver!

If being knowledgeable about wine is your passion, then you will want to take a 45-minute drive to the Santa Ynez Valley, a classic setting where small farm towns dot rolling green hills layered with vineyards



TSUGULEV/SHUTTERSTOCK



DARBYL BROOKS/SHUTTERSTOCK

and award-winning wineries. There are nearly 70 grape varieties grown here in various micro-climates. It is easy to tour the region on your own, or let someone else do the driving, there are many types of small group tours to choose from. One unexpected wine country adventure is horseback riding with *Vino Vaqueros* through the Estelle Ranch and the surrounding hills and vineyards, offering great views and a memorable experience—wine tasting to follow.

To accommodate as many oenophiles as possible, Santa Barbara has not one, but two major festivals involving wine. The Santa Barbara Wine and Food Festival held in June, showcases wineries and vendors from the central coast, while the California Wine Festival in July is open to vendors

Fish and chips (top) doesn’t get any better than when it’s local fare in a seaside town. Popular Stearns Wharf is viewed across the sands of adjacent West Beach (above). In addition to hosting swimming and the usual beach activities, the beach is the launch point for small water craft such as SUPs, canoes, kayaks, and small sailboats that utilize the designated Small Craft Quiet Water Area.



Tangerine Falls (right) on the west fork of the Cold Springs Trail is a refreshing destination for hikers. One of California's premier appellations, the Santa Ynez Valley AVA supports nearly 70 varieties including Sauvignon Blanc (below). Several surf breaks are available to surfers (opposite top) along the Santa Barbara coast. On a visit to the Channel Islands you might encounter this view of Potato Harbor (opposite bottom) from the Loop Trail on Santa Cruz Island.

from the entire state. Both draw crowds in the tens of thousands.

Away from all things wine, a short distance southeast of Santa Barbara are the quaint hamlets of Montecito and Carpinteria. Both have their appeals, and offer great places to stay if you're touring the area. Montecito's café culture is a little more upscale, while Carpinteria has that laid-back surf vibe with some very affordable lodging options within walking distance of the beach. A family-friendly beach, this is a good spot for boogie boarding, and sightings of dolphins and seals are not uncommon. The beachside campsites available at Carpinteria State Beach offer a view of the Channel Islands, and are within walking distance of burger joints, taquerias, and ice cream shops, which keeps everyone in the family happy.

A one-of-a-kind, somewhat challenging, excursion, is a trip to the Channel Islands.

Visiting the islands, part of the national park system, takes a fair amount of planning and organizing, not least because there is no food service—bring your own supplies. A visit to the islands may not be particularly budget friendly, but it is in a league of its own. Not too many visitors get the chance to explore these unique islands, where 145 plant and animal subspecies are found only in the island chain and nowhere else in the world. The oldest human remains date back 13,000 years. A world-class diving spot, the islands offer excellent snorkeling, tide-pool exploration, kayaking, and spectacular vistas from hiking trails. Access to the islands is restricted to certified outfitters (individual boat owners excepted), offering everything from half-day trips to overnight adventures. Check the National Park Service website for all the approved tour operators.

Accessible to everyone, and very budget friendly, are the numerous hiking trails in the

Santa Ynez Mountains and Los Padres National Forest. From an easy quarter-mile walk to Lizard's Mouth to the more strenuous 2,458-foot Gaviota Peak near Goleta, all the trails are well mapped, but not necessarily trail marked, and offer spectacular views. Seven Falls trail, one of the waterfalls accessible to day hikers, and the most popular, starts just above the Santa Barbara Botanic Garden off Tunnel Road. El Capitan State Beach is seventeen miles west of downtown off Hwy. 1 and has a fully stocked campground with day use parking, and 10 miles of hiking trails with a 1,000-foot elevation gain, offering more great views.

The temperate climate along the coast is ideal for festivals, and there is no shortage of festivals to attend (that are not related to wine). Santa Barbara is well-known for being home, or part-time home, to a large number of celebrities. So it's not surprising that there is a highly respected film festival, the Santa Barbara International Film Festival, held in March. The festival draws as many as 90,000 attendees who show up to watch films, attend symposiums, and mingle. A few more notable festivals: The Summer Solstice Parade is a slogan-free (no printed words) event that encourages creative costumes and floats to celebrate the celestial event. The celebration attracts nearly 100,000 and is held the week-end after the solstice. The family-friendly Lemon Festival, promoting all things lemon, is held in September in nearby downtown Goleta. The annual Fiesta, held in August, celebrates Spanish heritage with flowers and festivities. The New Noise Music Conference and Festival brings in over 70 bands, and is held in the Funk Zone in the fall. The Arts and Crafts Show has been rolling since the 1960s and is located along the beach, allowing only local artists as vendors. Check the city's calendar before you plan your trip either to avoid the crowd, or join them.

Just twenty minutes from downtown, lies the University of California, Santa Barbara campus, known for offering a world-class education with a world-class view. Campus tours are available, and worthwhile, but if you've ever dreamed of surfing, you'll find no better beginners surf spot than University of California's own Campus Point. Schedule a lesson at Surf Country in Goleta or Love Water Surf Co., and meet up at Campus Point for lessons with an instructor that is happily determined to get you up on the

board and riding the waves. Campus Point is known for mild, beginner waves, yet it attracts a wide variety of surfers due to its proximity to town and campus, so don't be surprised if you see some awesome riders out there with you. A great adventure to begin or cap off your visit to the coast.

There is so much to do and see in and around Santa Barbara that multiple trips are the norm as visitors return time and time again—just can't get enough of the "American Riviera"!



INFORMATION FOR TRAVELERS

City of Santa Barbara. Website: www.santabarabara.gov.

Outdoors Visitor Center, Waterfront Center Building, 113 Harbor Way, 4th floor. Open 11 a.m.–5 p.m. daily.

Walk-in Visitor Center at 120 State Street. Open noon–5 p.m. daily. Phone: 805/869-2632.

Channel Islands National Park. Website: www.nps.gov/chis.

Chumash Painted Cave State Park, Carpinteria State Beach, and El Capitan State Beach. Info at www.parks.ca.gov.

Santa Ynez Valley. Website: www.visitsyu.com.

Coronado Butterfly Preserve and Goleta Monarch Grove. Open sunrise to sunset daily. Website: www.sblandtrust.org/coronado-butterfly-preserve-2.

Santa Barbara Fish Market, 117 Harbor Way. Phone: 805/965-9564. Website: www.sbfish.com. The Fish Market also sells online and will ship direct to you.

Saturday Fishermen's Market. Open Saturday 6 a.m.–11 a.m. Website: www.cfsb.info/sat.



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HITTING THE THE FIRST

HIGH POINTS OF TRANSCONTINENTAL RR

BY BEN VANDERHOUSEN

A Wednesday morning in 1863. Mist hovers low on the Sacramento River, sending grayish fingers into the streets along the river. Activity starts early at the foot of K Street where it meets the river. A terminal building is under construction; steam locomotive no. 1, having arrived by steamer from Philadelphia, is awaiting assembly; and the first of many sections of track is being set on newly laid ties. From this point the railway linking California to the eastern United States begins its eastward path. Presently, two blocks from this spot, in what is now the Old Sacramento Historic District, the California State Railroad Museum documents much of the area's rail history. A year after the line, the tracks from Omaha, Nebraska the planned meeting point in Utah, where west and UP No. 119 from the east would roll to a stop, nose-to-nose. And the famous final spike would

Central Pacific RR started its portion of would start making their way toward the steam locomotives *Jupiter* from the east would roll to a stop, nose-to-nose. be driven home.



A stamp (top) commemorating the first transcontinental railroad was issued in 1944. The *Jupiter* (above) makes a run in the snow. This replica replaces the original that was scrapped in 1901.

(STAMP) LEFTERIS PAPPAULAKIS/SHUTTERSTOCK; (LOCOMOTIVE) DAVE LAKE/SHUTTERSTOCK



BRENT SEIZERS/SHUTTERSTOCK



EGOROV/SHUTTERSTOCK

Old Sacramento (top) preserves the spirit of the 1860s. From here the TCRR began its trek eastward. A telegraph office (above), at the museum in Council Bluffs, displays the technology that was integral to the TCRR project. Photographer A.J. Russell captured the Golden Spike celebration in 1869 (right).

Steam-powered rail transport in the United States has a colorful and well documented history. The first American-built steam locomotive, Baltimore & Ohio's *Tom Thumb*, c. 1827, operated on 23 miles of track, which subsequently expanded to a network reaching across the Appalachians. During the first half of the nineteenth century, rail lines fanned out across vast stretches of the quickly populating country east of the Mississippi.

A particular push to link the east and west of the country became the focus of Congress, which in 1853 authorized the Secretary of the War Department, one Jefferson Davis, to use its resources to scout possible routes from the Mississippi to the Pacific. Included from the beginning was the fact that along with a rail line the route was to include telegraph hardware. A twelve volume report was submitted to Congress in early 1855 documenting several possible routes across the West. Eventually the collected data were distilled into three possible routes: a northern route, a central route, and a southern route. The northern route was abandoned early due to snow considerations. The climate- and terrain-friendly southern route became a possibility with the 1853 completion of the Gadsden Purchase wherein a southern route could be established within the new borders of the United States. The War Between the States would be the obstacle that blocked the southern route, at least until



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Operated within the state park system, the California State Railroad Museum in Old Sacramento features over twenty locomotives representing all eras of railroading. The scene below features the narrow gauge North Pacific Coast Sonoma, built in 1875.

the war was over. The central route became the choice for the first transcontinental line.

The push for a central route was propelled first by Asa Whitney, who as early as 1845 trekked the Sierra Nevadas to determine a possible route. Once convinced that a traverse was possible, he promoted the idea, but was able to get neither legislation nor investment to further his idea. Building on the notion of trans-Sierra travel, the Pony Express ran service over the Sierra starting in 1860. A year later engineer Theodore Judah along with miner Daniel Strong plotted a route for a rail line over the mountains at Donner Pass. Collis Huntington, impressed by Judah's work, assembled a quartet of

investors who became known as the Big Four: Huntington, Charles Crocker, Mark Hopkins, and Leland Stanford. The ante was \$1500 each, and with a charter from the federal government to build a section of the transcontinental railroad (the TCRR) coming a year after they teamed up, the Central Pacific Railroad Company was born.

With the goal of completing a line linking the eastern states to the Pacific region, Congress chartered two companies. The aforementioned Central Pacific Railroad Company was to construct the portion of the line originating in the West. The Union Pacific Railroad Company was chosen by the government to build the east-to-west line not from the Mississippi but from a point further west: Council Bluffs, Iowa, on the east bank of the Missouri River opposite Omaha, Nebraska. The government funded the project with the issuance of bonds and with generous land grants to the participating companies. Per-mile allocations were paid to the railroads ranging from \$16,000 to \$48,000. The project moved forward in a very complicated political environment: the War Between the States was underway. President Abraham Lincoln was keen to have the central line completed in part because he feared that England, a major importer of the South's cotton, would lend rebel support to California and states in the Northwest. Having a rail line completed would give the Union Army a supply line needed to maintain control of the West. Despite the toll that the Civil War exacted on people and property, construction of the transcontinental railway, although slowed,

continued through the war years.

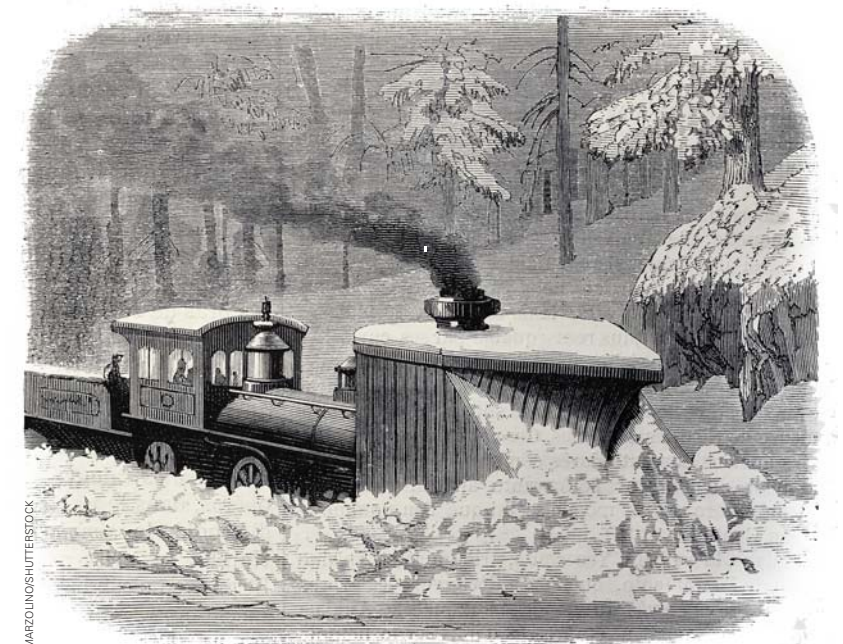
Whether you are a rail buff, a history buff, a parent wanting the kids to see some American history, or a traveler looking to explore new and interesting territory, a trip to visit the historical high points along the route of the first transcontinental railroad is worth considering. Work on the rail and telegraph lines began first in the West. We'll start our journey in Sacramento, focusing on significant points of interest along the Central Pacific's original line. Once at Promontory Summit, having explored the western section, we'll jump to the eastern section of the TCRR from where it starts in Council Bluffs, Iowa, westward to Utah.

CENTRAL PACIFIC RR— FROM THE WEST TO PROMONTORY

Mid-nineteenth-century San Francisco, thriving in part due to the influx of workers on their way to search for gold, was an obvious choice as the western terminus of a transcontinental railroad. The charter at the core of the TCRR, however, included the phrase (San Francisco or) "a point on the navigable waters of the Sacramento River." Due to politics, financing, and the wide waters of the San Francisco Bay, the Big Four made the decision to start the line in Sacramento. If you are looking for an excuse to visit San Francisco anyway, know that the TCRR did shortly make its way to the city via the San Joaquin River Bridge, which allowed rail travel to Oakland, where passengers were ferried across the bay to San Francisco.

As the point of origin for the *original* TCRR, Sacramento celebrates the significance of the event with the large, comprehensive California State Rail Museum. Rail equipment and culture from the 1860s to the present are displayed in a most impressive and informative way. Among the nineteen steam locomotives at the museum are several that played roles in the early TCRR including Engine No. 1, the *Governor Stanford*, referenced above. Prominently positioned is an unusual and massive cab-forward, 4-8-8-2, steam locomotive used to haul freight across the Sierra. The cab was placed forward so that the engineers could see ahead (and breathe) when traversing smoke-filled Sierra tunnels and snow sheds.

Keeping the trans-Sierra Central Pacific line open in winter was a challenge in the nineteenth century, as it is today. Large rotary snow blowers have replaced the early plows such as the one depicted below.



The 1867 photo at right shows the laborious methods employed to build a line over the Sierra Nevada, here at the Prospect Hill cut. As many as 20,000 Chinese workers were employed in the construction of the Central Pacific portion of the TCRR.

Progress from the K Street starting point over flat land to the base of the Sierra Nevada was fast, taking just a few months. Roseville, at 19 miles east of the first spike, is a real railroad town—now the site of the largest rail yard on the west coast. A massive spread of tracks is used to sort and feed in the rolling stock that makes up the trains, and a number of maintenance sheds service the fleet of power units. Just past Roseville, on the cusp of the Sierra foothills, the granite quarries of Rocklin supplied crushed and cut rock to the nascent rail line, useful for the construction of bridges and roadbed reinforcement. The quarry rock that was carried from Rocklin was the first freight carried on the tracks of the expanding Central Pacific RR. Newcastle, nestled in the Sierra foothills ten miles east of Rocklin, is important in part because it was the point in the Central Pacific's progress where Chinese nationals joined the workforce. As many as 20,000 Chinese immigrants in total contributed labor to the TCRR—a large portion of their population in California emigrating from the Pearl River Delta region of



China, an area of great poverty in the mid-1800s. Many of the workers were lost to the treacherous conditions encountered tunneling and otherwise blasting a rail path over and through the Sierra. The contribution of the Chinese laborers to the TCRR cannot be underestimated. Governor Leland Stanford wrote to President Andrew Johnson of the Chinese workforce, "Without them it would be impossible to complete the western portion of this great national enterprise within the time required by The Acts of Congress."

Partway up the western slopes of the Sierra, off Interstate 80, is the burg of Colfax. The town's annual Railroad Days is a celebration of Colfax's role as a supply and staging area for Central Pacific's effort in the Sierra. The lively event takes place on the third weekend in September and features model trains, reenactments, food, and the opportunity to climb aboard a working UP locomotive. A statue there commemorates the efforts of the Chinese. Further up, high in the Sierra is the town of Truckee, the location of another former TCRR camp and supply center. There is a railroad museum in Truckee and tours are conducted to rail-related sites in the area. Truckee was the main camp for work on the crucial 1659-foot Donner Summit Tunnel which, begun in 1865, was opened for use in August 1867. The tunnel, a paramount achievement, has been relegated to history as a new, longer but more rail-friendly tunnel has replaced it. High in the Sierra the views of the rail line are a main attraction. Much of the trackway is visible from a distance from the interstate highway, including the trestles and snow sheds. You will often get a view of a train moving on the tracks as well.

Dropping down into Nevada, the first stop is Reno, reached in June of 1868 by the TCRR, less than a year after the Donner Summit Tunnel was completed. With the most challenging section of the west-to-east line completed, progress ramped up. The agreed upon meeting place with the Union Pacific at Promontory Summit, Utah, was reached in less than a year. As the Central Pacific rails neared Promontory Summit, progress was so fast that Charles Crocker (Central Pacific) made a \$10,000 bet with Thomas Durant (Union Pacific) that his CP crew could build ten miles of track in a day. The crew finished slightly over ten miles of track by 7 p.m.! The bet reportedly was never paid off.

UNION PACIFIC RR— FROM THE EAST TO PROMONTORY

The charter for the east-to-west portion of the transcontinental railroad was given to Thomas Durant, for whom Abraham Lincoln had once worked. Lincoln was convinced that Durant had the financial resources to undertake the project, though Durant's resources came, supposedly, from continuing to sell illegal, embargoed cotton to England during the Civil War. Per the charter, the Union Pacific

Railroad was formed with Durant at the helm. Additional investors were gathered and work was begun nearly a year after work had started in Sacramento. The Union Pacific, although successful in completing their assigned section from Omaha to Promontory Summit, was in financial trouble just four years after the Golden Spike ceremony. Among other questionable undertakings a company, called Crédit Mobilier, had been formed to construct Union Pacific's portion of the TCRR. Corruption was endemic to the operation and the government finally stepped in to right things, allowing UP to be revived and continue to operate.

Groundbreaking for the Omaha (eastern) terminus of the TCRR was in December of 1863. With financing and personnel finally in place, and materials on hand, the first rails were laid a year and a half later, in July of 1865. (Not until March of 1873 would a bridge over the Missouri connect Omaha and Council Bluffs, the intended original terminus as spelled out by order of President Lincoln.) Omaha, however, continues to the present day as the headquarters of the far-reaching Union Pacific operations. Located in Council Bluffs and opened in 2003, the Union Pacific Railroad Museum is a centerpiece of the Council Bluffs community. The extensive



An 1868 engraving (above) shows workers setting rails on the Union Pacific portion of the TCRR. A former Carnegie Library building in Council Bluffs, Iowa, houses the Union Pacific Railroad Museum (below), formally opened in 2003.

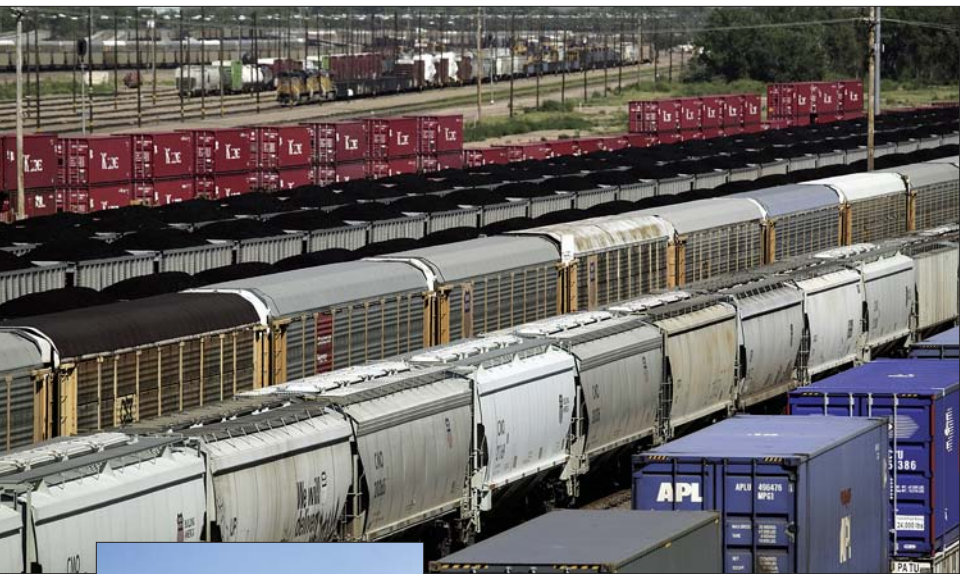


It's Chevron with Techron's twenty-fifth anniversary. The gasoline that delivers unbeatable cleaning power and unbeatable gas mileage. And as always, Techron is in every grade, every gallon. Ask any car and they'll tell you, that's reason to celebrate.



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Care for your car



At the 2,800-acre Bailey Yard in North Platte, Nebraska (top), rail cars are sorted and assembled into outgoing trains. The process can be viewed from the Golden Spike Tower (above) that rises eight stories above the gift shop. Union Pacific's No. 4014 "Big Boy" locomotive (below), one of 25 built, is pictured here in Utah.

museum is housed in a beautiful and historical former Carnegie library building. Several other museums and attractions including the RailsWest Museum (rail cars and a model railroad), UP's General Dodge House, and the Golden Spike Monument make Council Bluffs and Omaha a top rail history destination.

The transcontinental line progressed west from Omaha, covering long flat stretches, now mostly along US 30—the historic Lincoln Highway—and reaching the 500 miles to Cheyenne, Wyoming, in December of 1867. Heading west, the elevation was rising somewhat, but a larger issue proved to be an impediment to progress. The railroad, as it crossed their territory, was perceived by the Native American population to be in violation of treaties they had made with the government. And furthermore it was populating their lands with settlements that affected their ability to hunt. Bloody skirmishes resulting in massacres required that the U.S. military protect the workers as the railroad pushed on. The once plentiful bison that were so important to the Native Americans were reduced to a herd of 300. Reservation life thus became the only possibility for the tribes. If emancipation was a crowning achievement for Abraham Lincoln, the treatment of the Native Americans of the West is acknowledged by many as a stain on the record of the president who would connect the coasts with rail.

Located some 280 miles west of Omaha, North Platte, Nebraska was,

from its 1866 inception, a rail town. It is now home to UP's huge Bailey Yard, serving both east-west and north-south mainline rail traffic. And it is home to the former North Platte Canteen, a spot that gained a place in the heart of many a recruit who, stepping off a troop train in North Platte in the early 1940s, was met with a warm reception and a memorable meal. At over 2,800 acres it is the largest rail yard in the world. Of all the rail cars that see North Platte every day, about 3,000 are culled and sorted to make up a number of outgoing trains. Mounds of earth form the "hump yard" where gravity is employed to send rail cars down a network of switched tracks on which complete trains are assembled. Watching this activity, along with an overview of the fueling and maintenance facilities is part of the Golden Spike Tower and Visitor Center experience at the Bailey Yard. Far up from the gift shop, on the seventh and eighth floors of the tower, visitors get, along with the view, an interactive experience from the storytelling docents explaining the action and from video exhibits.

A visit to North Platte's Bailey Yard is tough for visitors—rail fans or not—to top, but consider Cheyenne, Wyoming's claim as America's Railroad Capital. It was, in fact, an important point along the TCRR, where mountainous terrain had to be negotiated. From North Platte going west the tracks climbed over 4,000 feet to Evans Pass, aka Sherman Hill Summit, elevation 8,082 feet. The Ames Monument at Evans Pass, near Cheyenne, marks the original highest point on the TCRR. Today Cheyenne offers an array of railroad-related attractions, at the center of which is the c. 1887 Cheyenne



Depot. The restored former depot building, now housing the Cheyenne Depot Museum, is a designated National Historic Landmark. A huge "Big Boy" steam locomotive sits in Holliday Park a few blocks away, and the very active Sherman Hill Model Railroad Club maintains a large layout (at the Frontier Mall) along with a traveling setup for regional shows. Open once a year for tours, the impressive 126-foot diameter turntable, roundhouse, and machine shop, all from the UP steam era, are worth a visit if you are in Cheyenne for Depot Days in late May.

From Cheyenne, Promontory Summit, Utah, was a difficult 500 miles to the west, but as challenging as the Rockies were, they were not the obstacle that the more rugged Sierra Nevada were. The Central Pacific from the west and the Union Pacific from the east reached Promontory Summit, Utah in May of 1869. Not having been told where exactly the meeting spot would be, both railroads kept building track, resulting in parallel tracks being built side by side! Finally a spot was announced and the tracks were joined for a May 8, 1869 meeting and celebration. The Union Pacific dignitaries, including Thomas Durant, on their way to the grand occasion



JERRY SUSOFF/SHUTTERSTOCK

were held up for two days over a worker pay dispute and did not arrive until May 10th—the date rail fans know by heart.

The thriving towns along the route of the first Transcontinental Railroad offer much to travelers following the paths of American history. But the numerous small towns that dotted, and still dot, the original TCRR route all have their own stories to tell, even, and maybe especially, the ones that are now ghost towns, no longer on the re-routed sections of the modern TCRR.

At Promontory Summit in northern Utah, replicas of Central Pacific's *Jupiter* and Union Pacific's No. 119 sit as the originals did in May of 1869 at the Golden Spike National Historical Park.

INFORMATION FOR TRAVELERS

[Note: 4-8-8-2 is the 'Whyte notation' for locomotives and refers to the wheel configuration. '4-8-8-2' means, in this example, four small wheels on the forward (pilot) truck, two sets of eight large-diameter drive wheels, followed by a trailing truck of two smaller wheels.]

When planning a visit contact the following public facilities for information on hours, closures, and pricing. This is especially important during the COVID-19 pandemic as closures and reduced hours are common and unpredictable:

California State Railroad Museum, 125 "I" Street, Sacramento, CA. Phone: 916/323-9280; online: <https://californiarailroad.museum>.

The museum also runs 45-minute rail excursions hourly from 11 a.m. on weekends.

Colfax Railroad Days, downtown Colfax, California. Phone: 530/346-8728; online: <https://colfaxrailroaddays.com/event-details>.

Truckee Donner Railroad Society. Guided tours to historical RR sites around Truckee. Online: <https://truckeedonnerrailroadsociety.com>.

Virginia & Truckee Railroad. Excursion trains (steam and diesel) operating out of Virginia City, Nevada, just south of Reno. F Street Depot, 165 F Street, Virginia City, NV. Phone: 775/847-0380; online: www.virginiatruckee.com.

Union Pacific Railroad Museum. 200 Pearl Street, Council Bluffs, IA 51503. Phone: 712/329-8307; online: www.uprrmuseum.org.

Bailey Yard, Golden Spike Tower and Visitor Center, 1249 North Homestead Road, North Platte, NE 69101. Phone: 308/532-9920; online: <https://goldenspiketower.com>.

Cheyenne Depot Museum, 121 West 15th Street, Cheyenne, WY 82001. Phone 307/632-3905; online: www.cheyennedepotmuseum.org.

Evans Pass/Evans Pass Summit. Information on this point of interest is online at: www.railroad-crossing.com/sites/wy/p1.html.

Golden Spike National Historical Park, 6200 North 22300 West, Promontory Summit, UT 84307. Phone: 435/471-2209 x429. Website: www.nps.gov/gosp.

SCENIC DRIVES

“Scenic Drives” is compiled by the staff of ODYSSEY.

California Highway 1, CA

Also known as the Pacific Coast Highway, Hwy. 1 (PCH1) is the section that hugs the California coast, or nearly so, from Orange County to Leggett, California. (The entire PCH covers 1,700 miles and three west coast states.) In practice, Hwy. 1 (which at times merges with Hwy. 101) is actually two scenic drives, Northern and Southern California. Big Sur, the Golden Gate Bridge, and the offshoot, 17-Mile Drive, in Pebble Beach,



Hill Country, TX

Highway 16 is the longest south-north state road in Texas, and the section between Llano and Bandera in the Hill Country offers an array of scenic splendors. Bluebonnet season exposes miles and miles of flowers lining the roadways, but none more scenic than the Willow City Loop. Take a short side trip to see the layered rocks of Enchanted Rock park up close—and during just the right moment, hear ‘moaning’ sounds escaping from the rocks. Take the time to stop in the historic towns of Fredericksburg, Kerrville, and Bandera, “The Cowboy Capital of Texas.”

Red Rock Scenic Byway, AZ

The otherworldly landscape of the towering red rock buttes in Arizona is mesmerizing. Over the years, these beautiful rock formations, and Native American cliff dwellings, have attracted their fair share of folks who feel mystical energy emanating from the rocks, especially Bell Rock, on the byway, and Cathedral Rock formations. Sedona, a great place to visit on its own, is the keystone for this scenic byway, Hwy. 179, a designated “All-American Road.”



Taking a scenic drive is not only a great way to see our vast country, one road at a time, but a good way to stay out of harms way while the pandemic is ongoing. So many events have been cancelled or postponed that we decided to forgo the Calendar of Events this issue and focus on another great American pastime—the Road Trip. There are so many routes to choose from, something in every state. We’ve chosen a few for you to consider. The “Scenic America” website has a listing of scenic drives in every state at www.scenic.org/blog/state-scenic-byways-maps-available-for-download.

Overseas Highway and Seven Mile Bridge, FL

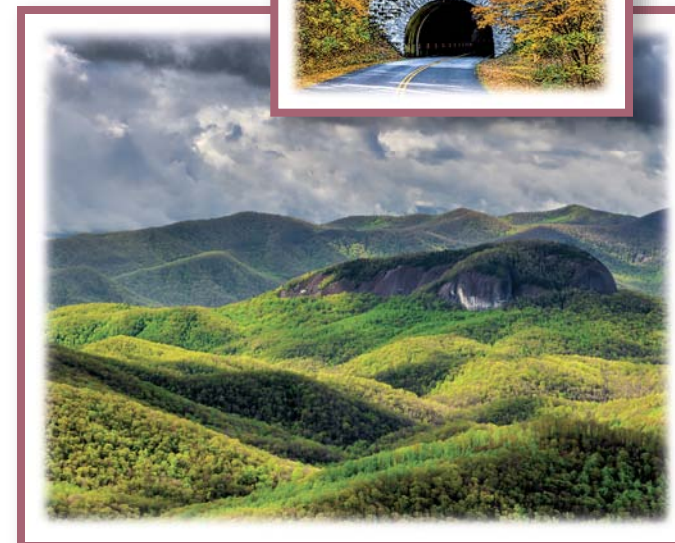
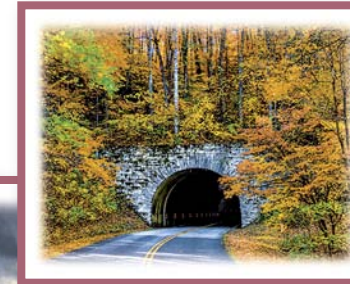
Like pearls on a necklace, the tiny islands of the Florida Keys, from Key Largo to Key West, are connected by the Overseas Highway.



Designated an “All-American Road” by the National Scenic Byways Program (Federal Highway Administration), this unique, over-water roadway also includes the unique Seven Mile Bridge.

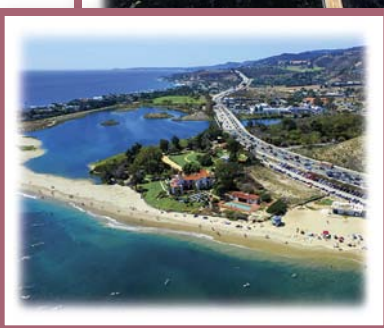
Acadia Park Loop Road, ME

Park Loop Road, part of the “All-American Road,” in Acadia National forest encompasses forests, lakes, mountains, and sea. Picturesque granite rock formations edge the shoreline, and 27 miles of motorway make the park one of the top ten most-visited parks in the U.S. Plan ahead, and make reservations as needed, as the peak season requires the park to limit traffic. There is a fee to enter the park.



Blue Ridge Parkway, VA & NC

The Blue Ridge Parkway spans 469 miles and two states, and is also designated an “All-American Road.” You can pick and choose which sections of the parkway to explore as there are many start-and-stop points along the way. The parkway is known for its biodiversity, and the Virginia section situated along the spine of the Appalachian Mountains affords spectacular east and west views. The roadway passes through 26 tunnels along the entire route.



are perennial favorites of the northern Hwy. 1. The crashing surf, winding highway, towering red-woods, and rocky

precipices make driving and picture-taking even more dramatic as the road continues north into Oregon.

The Southern California Hwy.1 connects San Diego, Malibu, Santa Barbara, iconic surf spots, and the ever-present beach scene. The groovy beach towns, ocean waves, and white sand beaches become the focus of interest along the curvy, sunny, southern section of Highway 1.

New and noteworthy items and events. Check them out!

Compiled by the editorial staff of ODYSSEY

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Power On

It's a thing now—never leave home without power backup, especially when hiking off the grid. One power back-up worth noting is Anker's PowerCore Lite 10,000mAh. For Samsung, iPhone, and more. Starting at \$30. www.anker.com.



Smoke-less

Is it a grill, a campfire, or a hibachi? It is your choice—but any choice will come without smoke. BioLite has designed a portable



Revolution

Touted as having the largest collection in the world, the Computer History Museum in Mountain View, California, houses nearly 100,000 computer objects. The museum's permanent collection includes galleries such as the "IBM 1401 Demo Lab," which is interactive, and the "Make Software: Change the World" section dedicated to computer programs from games to science. The current exhibit, "Revolution: The First 2000 Years of Computing," spreads out over 25,000 square feet and 19 galleries, and features first-hand accounts from the innovators who pushed the boundaries of computing. 1401 N, Shoreline Blvd., Mountain View, CA 94043. Phone: 650/810-1010. (Closed for visits temporarily; online activities ongoing; check for reopening dates at www.computerhistory.org.)



grill that nearly eliminates smoke and can be used in various configurations with wood or with charcoal. Approximately \$250. You can check it out online at www.bioliteenergy.com/products/firepit.

Battery Life

Let's face it, we still need batteries for some cherished electronics. Panasonic's enloop™ recharges 2,100 times and the charger handles both AAA or AA in the same lightweight device. LCD readouts keep you posted on charging level. BQ-CC65 comes with USB port. Approx. \$35.



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Choose a Repel teflon-coated umbrella in a travel-size windproof version, or drip-free reverse fold



freestanding wind-proof model. Auto open/close, sheds water quickly, and has rubberized handle. Lifetime warranty. Approx. \$30. Online: www.repelumbrella.com.

Kids at Work

Keep the backseat munchkins busy and happy. This busy-kids tray by Lusso stays upright and holds drinks, tablet, coloring books and crayons, and other devices of choice. Easy-clean surfaces. Approximately \$25. Get information or order online at: www.lussogear.com.



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Get all your luggage moving together. Simple strap and hook system of the Travelon Multi-Bag Mover can hook together as many as four travel bags at once for a single pull. Approximately \$15. For information or to order check online at www.travelonbags.com.



Travel Insurance Now

Needless to say, the travel industry has changed dramatically in 2020. Travel insurance, for the most part, remains the same, but travelers have to be more diligent than ever to make sure they are getting insurance that covers their particular expenses.

First thing to do is make a list of what coverage you know you will want. Insurance is only worthwhile if it covers the expenses you want covered. For instance: trip interruption, lost luggage, tour operator bankruptcy, or adventure activities, to name just a few.

Cancellation due to fear of contracting Covid-19 is not covered; however, if you contract the virus, coverage for that occurrence can be purchased.

Don't forget to check covered expenses offered by your Chevron Travel Club, credit card company, or airline, as you may not need additional insurance at all.

Following is a list of websites for a few established insurers:

- www.travelexinsurance.com
- www.worldnomads.com
- www.allianztravelinsurance.com
- www.geobluetravelinsurance.com
- www.visitorscoverage.com
- www.travelinsurance.com
- www.insuremytrip.com

(Special note: Virgin Atlantic is temporarily offering free COVID-19 travel insurance with purchase of airline tickets.)

Don't let unexpected expenses ruin your travel memories!



Hirshhorn Museum

An award-winning multimedia artist since the 1970s, Laurie Anderson will have her work celebrated in the soon-to-open exhibit, "Laurie Anderson: The Weather." New paintings, interspersed with past art, demonstrate the range of Anderson's work that includes paintings, sculptures, film, music, and performance art. Anderson's unique artistic vision has garnered her an international reputation as an innovator. Hirshhorn Museum, Independence Ave. and 7th, Washington, D.C. Website: www.hirshhorn.si.edu/upcoming-exhibitions. Daily: 10 a.m. to 4:30 p.m. (Sculpture Garden is open; official dates for galleries have not yet been published.)



FROM VIKINGS TO VOLVOS GOTHENBURG SWEDEN

BY T. R. MATESON

The bell tower of the Tyska Kyrken, aka Christinae Church, features in a view from a bridge over the Stora Hamnkanalen, completed in 1622. Opposite page from top: a Swedish postage stamp features a Viking ship; an aerial view shows the colorful red roofs of Gothenburg; Liseberg Amusement Park in holiday dress; Allium "Globemaster" colors the Gothenburg Botanical Garden; reached via the Älvsborgbron (bridge) the Volvo Museum in the Arendal district is a popular destination.

Viking lore, the good and the bad, is currently a popular topic of docudramas and mythical tales in television and movies. While it's true that southern Sweden (Götaland) had its share of Norse settlements, you won't find a huge emphasis on that part of history in Gothenburg (Göteborg), but enough to get your Viking fix, if that's your jam. In fact, Göteborg Museum has the remains of a 1,000-year-old Viking ship on display, along with Viking-era artifacts, and sculptures of Norse gods (including Thor with his hammer.) Plus, the Viking mystique is naturally reinforced everywhere you look, from the setting of the harbor and the waterways to the scenic archipelago.

The two notable cities in the region are Gothenburg on the west coast, and Malmö on the southwest tip of the peninsula. Stockholm is on the east coast at the division of southern and middle Sweden (Svealand), about a five-hour drive or six-hour train ride. However, you will find plenty to do in and around Gothenburg to leave Stockholm for another visit. Receiving international attention for its efforts in the areas of sustainability, green living, and tourism, Gothenburg was chosen a European Capital of Smart Tourism 2020 by the European Commission. Sweden's second largest city lives up to the hype and does not disappoint visitors.

A port city, first and foremost, Gothenburg will celebrate its 400-year anniversary throughout 2021 (official weekend June 4-6). Located at the mouth of the Göta Älv River, this seafaring port city's modern urban planning incorporates environmentally sensitive architecture, some with rooftop gardens, and electric transportation. Modern architecture blends easily with the repurposed historic structures and all are intertwined with refreshing and manicured greenery in numerous parks laced throughout the city. That, however, wasn't always the case.

As with many port towns throughout the world, this seventeenth-century city developed a patina of grunge during the industrial age, after which factory buildings were left to ruin as the iron and shipbuilding industries faded in the mid-1900s. The current tourist-friendly and attractive city began its transformation in the 1980s after being called out by the national government as a backwater, a declining city, "a courtyard to hell." Local politicians,



PHOTOS FROM TOP: ISTAMP; ROUTERSHUTTERSTOCK; NIKHAIL; MARIKOVSHUTTERSTOCK; ROLEF E STÅERN; SHUTTERSTOCK; SZKORNIASHUTTERSTOCK



The Skansen Kronen redoubt (top), completed just prior to 1700, overlooks Gothenburg's popular Haga district. A detail from Carl Milles's Poseidon fountain (above). The church-like fish market (below) reflects the city's reverence for seafood.

businesses, and community leaders, duly shocked, decided they wanted more from their city. Collectively, they got to work developing a plan to resurrect their city in time for its 400th anniversary in 2021. Not only did they succeed in reviving the city, attracting new residents along the way, but they created a model for other port cities to emulate. The shipping harbor restoration now features a cleaner, sustainable environment while still hosting over 11,000 ships per year.

No need to rent a car, Gothenburg is a very walkable city and public transportation is readily available and efficient—from electric scooters to trams and buses, these carbon-friendly and quiet means of transportation add to the city's ambience. You will want to rent a car to visit the Volvo Museum (fittingly), which is just outside of town, as well as the northern archipelago islands.

For starters, to get a quick feel for this com-

pact city, take a tour via canal. Being a seafaring city, its port, river, and canals are an integral part of the city's ethos. You can rent a kayak or join a tour group, and be rewarded with great views of the city's seventeenth-century squares, parks, and buildings, as well as get a sense of the city's original layout and its origins as a fortified city. There remains a visible Dutch influence in and around the city, as Dutch engineers were employed for their expertise in converting marsh lands into habitable cities.

The second largest harbor in Sweden, with access to the North Sea and Atlantic Ocean, the area has been a desirable location since the days of the Norsemen. The land was fought over many times, and the original city, on Hisingen Island, was burned to the ground in 1611 as the Danes gained the upper hand. Later, as battles, alliances, and societies shifted, King Gustav II Adolf declared the site, which is now Gothenburg, to be the home of a new fortified city, claiming the seaport for Sweden once again.

The outline of the city center, created in 1620, was defined by a canal, doubling as a moat. A unique zigzag fortification wall was built within the canal boundary to help protect the fledgling city. Little remains of the fortified wall; however, the canal continues to add ambience to the cityscape and is still useful for commerce and tourism. A small portion of the fortified wall, Bastian Carolus Rex XI, can be seen at Esperantoplatsen.

Sweden, in general, is well known for its distinctive designs in furniture, fashion, and architecture, and Gothenburg is no exception. The city center contains an array of

contemporary interior design and fashion shops, trendy restaurants with creative interiors, and distinctive industrial structures repurposed as galleries, shops, beer halls, clubs, and museums.

The industries of iron production and shipbuilding are gone, but the fishing industry remains a staple of the area. Gothenburg has become a foodies must-visit for some of the best seafood anywhere, among other offerings. The city now boasts five Michelin-starred restaurants. Not to be overlooked, however, are local favorites, from food trucks to the Feskekörka (Fish Market) and Saluhallen (Market Hall), both of which have fresh ingredients for sale, and dine-in restaurants. The Fish Market, built in 1874, is also called the Fish Church due to its distinctive architecture and the reverence that Swedes have for fresh seafood. The well-known eatery, Restaurant Gabriel, is located in the Fish Market and it is worth planning your walking tour to arrive here for lunch (reservations recommended). The sights and sounds in this active market highlights the importance of seafood to the region.

In the City Center, stroll along Vallgatan, Kungsgatan, and Södra Larmgatan streets where you will find shops with top Swedish fashion brands, home decor, and kitchen gadgets. If, passing a little narrow passage between Södra Larmgatan and Vallgatan, you catch the aroma of chocolate and roasting coffee beans, that would be Victoriapassagen, where the original Da Matteo café has been serving locals since the 1990s. Café culture in Gothenburg dates back to 1770 when the first café opened, growing to well over a hundred cafés for the current generation.

There is a multi-faceted shopping environment at the north end of the city center in Nordstan—several buildings are enclosed under a single roof, making Nordstan a popular shopping district in all seasons. Also in Nordstan is one of the oldest buildings in the city, Kronhuset, a storehouse dated 1654. The well-preserved eighteenth-century buildings, Kronhusbodarma, around Kronhuset, contain small shops that sell traditional and contemporary Swedish crafts including glassware, jewelry, pottery, candies, and a large selection of worthwhile souvenirs. Two blocks away is Röda Sten Art Center, located in a renovated 1940s furnace station, left over from the iron industry. The center features cutting-edge exhibits, as well as live performances, and

the structure itself is worth exploring.

At the eastern border of city center, cross the canal at Kungsportsavenyen (often referred to simply as Avenyn). Walk, or take the 5 tram, to Götaplatsen square, where you will find the famous statue of Poseidon. The statue was created for the world's fair in 1923, and remains a popular icon. The City Theater, Concert Hall, Konsthall (contemporary art), and Hasselblad Center (photography) are all found around Götaplatsen square. The Gothenburg Museum of Art, also located at Götaplatsen, is an internationally respected museum that has an extensive collection of

The essence of old Gothenburg is present in the Haga district (below). Everything is scaled down compared to the grand boulevards elsewhere in the city. Shops and cafés abound. The "open" sandwich (bottom) is classic Swedish fare.



PAULUS SHUTTERSTOCK



JONAS TUPPESON SHUTTERSTOCK

turn-of-the-century Nordic art, and features the masters, such as Rembrandt and Reubens.

On the way to Götaplatsen square, take a right to Vasagatan to visit the Röhsska Museum. If you are a fan of Swedish design, don't miss this museum. Dedicated to design and the applied arts, Röhsska opened in 1916. Permanent artifacts dating back to 1500 BC are displayed with design in mind and how those designs related to society. Curated temporary exhibits feature distinguished Swedish and international designers, so check the schedule ahead of time.

Take the Rosenlundsbron bridge on the south side of city center to Haga, known as Old Town. The refurbished district is noted for its traditional eighteenth-century houses (landshövdingehus). After the fires in the late 1700s, when the log houses of the wealthy residents and important warehouses burned to the ground, the town leaders declared that all new buildings would be built with stone. Residents with lesser means, in the Haga and Majorna Districts, built their new buildings in a distinctive style using stone on the first



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The colorful wooden buildings of the Gathenhielmska Culture Center in Majorna (below) were fiercely protected during citywide urban redevelopment.



floor, then topped with wooden second and third stories to defray building costs. These buildings, in the now-gentrified districts, have become a popular tourist attraction. One of the oldest areas of the city, the heritage site, Gathenhielmska Kulturresevatet, in Majorna, shows what Gothenburg looked like before

the fires, with all-wood construction.

The quaint pocket district of Haga, with its cobbled streets and historic houses, became a popular spot for locals as inviting cafés and shops sprang up throughout the neighborhood during the citywide revival. Now a popular tourist spot as well, it is ground zero for what the Swedes refer to as *fika*—a time to take a break, sit with a friend, and enjoy coffee and a sweet. The Husaren Café, on Haga Nygata is frequented by locals and tourists alike and has been serving up cinnamon buns, large enough for two, since the 1990s. Don't forget to purchase some traditional Swedish-made marzipan at Bräutigams, also on Haga Nygata, to take along on the rest of your walking tour.

If you are interested in more shopping and taste testing, the district Linné, just to the west of Haga, has an array of unique, independent design shops and al fresco dining. You'll also find traditional bars that serve a good sampling of local microbrews.

Three things not to be missed during your visit to Gothenburg are Liseberg theme park,

a stroll or hike in one of the many parks, and island hopping in the archipelago.

Liseberg is a unique, and very popular theme park opened in 1923. This leafy-green park has world-class thrill rides and a concert venue that schedules top-name acts, both Swedish and international. Seasonal events, such as a large Christmas Market, sculpture garden, hotel, restaurants, and even a small Viking village re-creation round out the offerings. The park is a perennial favorite for Swedes and is always represented in the "Top 10-Best" lists of amusement parks.

Gothenburg's archipelago is as famous as the city center and boat tours are extremely popular and easy to book. There are two main sections of the archipelago, north and south. The southern islands are easily reached by public transportation, tram 11, and the ferry section is included with a City Pass. You will definitely get that Viking vibe from a visit to the archipelago as well as some great photos. Islands range in size from tiny, uninhabited outcroppings to those with a single dwelling, to small villages. The southern islands are car-free and are great for a day hike, bike ride, swim, or a picnic seaside.

The northern section of the archipelago has ten populated islands that are accessible from city center by free car ferries, buses, and bike routes. North of city center, bridges connect the mainland to the islands. Further north, the extended Bohuslän archipelago is made up of over 8,000 islands and islets that stretch to the coast of Norway, and the area is considered a world-class wilderness region. Kayakers rave about their experiences in this section of the archipelago. This is also the place to go for the "black gold" of lobsters, oysters, and other seafood. Small villages—Grebbestad, Fjällbacka, Smögen and Lysekil—have restaurants that will prepare the day's harvest for you. The archipelago is dotted with picturesque fishing villages, where some of the boat captains live, and it is easy to book a customized boat excursion with knowledgeable guides.

Back on dry land, Gothenburg's city parks are inviting and expansive. The Trädgårdsföreningen, the horticultural garden opened in 1842, is packed with roses and situated along the canal. This park is closest to the shops and restaurants, which makes it ideal for grabbing a picnic lunch and finding the perfect spot to enjoy your fare.

The two biggest parks are just south of



city center, Slottsskogen and Göteborgs Botaniska Trägård (botanic garden).

Trägård, the botanic garden, has close to 16,000 plant species within 40 acres. There are several themed gardens interspersed throughout, such as the rock garden, one of the most popular. Once the king's hunting ground, the park includes the Håberget lookout point, which gives you a sweeping view of the harbor, the old fortress Älvsborgs Fästning, Slottsskogen, and Kungsladugård.

Slottsskogen is a well-appointed planned park that combines vast lawns and sporting venues with natural forest lands, making it an ideal spot for sports or taking long, peaceful walks on winding paths through the woods. Opened in 1874, the 345-acre park also has a zoo, a large pond that attracts wildlife, playgrounds, and the observatory, Slottsskorsobservatoriet is on top of the hill. The only café in the park, Björngårdsvillan, dates to 1906 and serves refreshments and light meals. However, all along the north edge of the park is a bevy of shops and cafés.

No matter which direction you're headed off to in and around the city, the many cafés are a constant reminder to take a break, relax, and enjoy the day. Ahhh, *fika!*



A stone bridge connects the inhabited island of Bränno with a small uninhabited outcropping. A statue of Evert Taube, the popular and beloved poet and folk musician, stands at the harbor entrance (above). Behind is a sailing ship and the modern building Låppstiftet (Lipstick).

INFORMATION FOR TRAVELERS

Tourist Information Center, Kungsporsplatsen 2. Phone: +46 31 368 42 00. Website: www.goteborg.com/en. You can purchase a City Pass, which includes 30 attractions, including museums and hop on-hop off tour

buses. Online information at www.gothenburgpass.com. **Västtrafik Public Transportation** includes trams, buses, ferries, and trains. Multi-day passes can be purchased at the Tourist Center. Website: www.vasttrafik.se/en.

NEW IN NAME ONLY

WHITE SANDS NP

BY CORY SHELLAND



The app on our smartphone had all the information: where (in the sky), when, and even how to photograph the Perseid Meteor Shower. It happens every year, the Perseid Meteor Shower. It's visible from everywhere in the U.S. (having a clear sky, of course). It goes on for several nights. And it's a big deal at White Sands National Park, where we happened to be. We found a soft white dune sloped in the right direction and laid back, wiggling a bit to form a comfortable cradle in the gypsum sand. Fading light made the distance between the little watch party groups on the sand seem greater. Soft conversation, quiet music, and a little food helped us wait until darkness and—voilà—the first one. Then another small white streak in the sky. Then another. We spent an hour making one wish after another.

★ ★ ★ ★ ★

On December 20, 2019 *White Sands National Monument* became *White Sands National Park*. Included in the National Defense Authorization Act for 2020, was a provision that classified the national monument, chartered as such by Congress in 1933, as a national park, making it the sixty-second designated national park in the National Park System.

With well over a half million visitors per year, White Sands was long overdue for its new status. After all, a gypsum “sand” deposit this large exists nowhere else in the world. Gypsum sand you say? Yes, gypsum. Regular sand is mostly silica, a form of quartz. And some beaches are formed of granulated coral or volcanic rock. But White Sands is gypsum. Just west of the crystalline-white dunes, in the Tularosa Basin, deposits of a mineral called selenite form as mineral-rich water evaporates from the shallow lakes there. Selenite is the crystalline form of gypsum. Weather breaks down the selenite crystals into sand-sized particles that the predominately west wind carries to and deposits on the dune field as gypsum sand. Which invites the further question: Do you know your dune shapes? Not many folks do, but if you are interested, White Sands features dunes of almost all shapes. With a bit of effort you can identify dome, barchan, parabolic, and transverse

Desert elements have shaped a piece of “desert driftwood,” (far left). Wind and sand create endless opportunities for simple, yet powerful photographic images (left). Meteor gazers (top) marvel at the Perseid Meteor Shower. The earless lizard (*Holbrookia maculata ruthveni*) is a White Sands resident (above center). The visitor center lies at the Highway 70 entrance to White Sands National Park (right).



PHOTOS: TOP LEFT, JEM MCCORMACK/SHUTTERSTOCK; LEFT, SUMIKOPHOTOSHUTTERSTOCK

PHOTOS: LIZARD, PAT J. MARSH/SHUTTERSTOCK; RIGHT, FOTOLUMINATESHUTTERSTOCK



SHANNON SERRETTE/SHUTTERSTOCK



KRIST BLOKHIN/SHUTTERSTOCK

Sand sledding (top), photography (above), and camping (below) are among the popular activities folks enjoy in the unusual environment of White Sands' gypsum wonderland.

dunes, and the barchan dunes on their way to becoming transverse, which are called barchanoid dunes.

And what does one do with such a variety of dune shapes? View them from the comfort of your car from Dunes Drive. Or camp, hike, photograph, stargaze, meteor-gaze, dune surf, sand sled, bicycle past them, ride on horseback through them. Or just climb up and run down *fast* until your legs can't keep up and you tumble—if you are young enough! Ah, dunes.

At the entrance to the national park, as you turn onto Dunes Drive you'll encounter the c. 1938 authentic adobe that serves as the visitor center. Watch the *Land in Motion* film, then familiarize yourself with the native plants in the garden outside. Ask a few questions and you'll find that there are quite a number of ways to experience the national park—the most basic of which is to simply drive Dunes Drive. The first half of the 8-mile road is paved, followed by a roadway of packed sand, drivable by car. A loop (Loop Drive) at the end will send you back toward the visitor center. From this road you will access the five trailheads (with ample parking) and encounter information plaques along the way along with many photo opportunities. It's possible to keep your visit simple and brief, but why would you? The dunes call out for hiking or at least a picnic or small excursion to

GALVNA ANDRUSHKO/SHUTTERSTOCK



experience the quietness and serenity of the white dunes. And if you are a backpacker you can hike out and, with a permit of course, camp in the dunes. Your permit will assign you to one of the ten designated campsites. With advance approval you can even bring horses in for a very memorable ride. Helpful, in my experience, is a downloadable map of the park that becomes interactive through an app. With the Avenza app running on a smart phone or tablet you can see on the map your location within the park. It's a great system for not getting lost in the vastness and sameness of the dune fields. And since the park is near a missile range, there is a good reason to observe the park boundaries!

At the outer end of Dunes Drive you are deep into the dune fields. It is on this portion of the drive that dune sledding is at its best. Dune surfing on a small board is fun, but sledding works better here. Set up a base in the picnic area and let the little ones go. This will no doubt be a highlight for families with kids! (You can get saucer sleds at big box stores ahead of your trip, but they are for sale at the visitor center store if you came without.)

Some fifty species of moths populate the white sands of the park. Once a year, in July, the park hosts an event called Mothapalooza wherein an 8 p.m. lecture in the park is followed by a show of the moths themselves as they gather on a lighted white sheet. If more science is on your wish list, consider a ranger-led trip to Lake Lucero. You'll see selenite crystals there, some more than a foot long, from whence the white gypsum sand is derived and carried off by the wind. The Lake Lucero tour is offered once a month from November through April of the following year.

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INCOMING!

The national park is contained within the boundaries of what is now the White Sands Missile Range operated by the U.S. Army. The area comprising the huge White Sands Missile Range was set aside in 1942 as the Alamogordo Bombing and Gunnery Range and associated Alamogordo Army Airfield. This occurred some nine years after White Sands National Monument was established, thus preserving the best of the white powder dunes for the public to enjoy. Though the British were to train at the Alamogordo base for their WWII defense effort, they never did and the facility became instead a base for U.S. Army Air Force bomber training programs. In 1948 the former Alamogordo Army Airfield became Holloman Air Force Base, and continues to host training, combat, and air support operations plus research. George V. Holloman, for whom the base is named, was a pioneer in rocket science. With the relocation of German rocket scientists, including Werner Von Braun, to Alamogordo, missile design and testing has been conducted at the White Sands facility since 1948.

Notably, the national park, to this day, closes periodically during missile launches at the adjacent missile range. The closures are typically about three hours in duration, during which time Dunes Drive, the single main road, is closed. All hiking, horseback riding, camping, and like activities are suspended. The visitor center and gift shop remain open—so there is something for visitors to do during the closures. The park's website (see Information for Travelers at the end of this article) lists scheduled upcoming missile test closures, usually two weeks in advance.

As a research center Holloman AFB is the site of the 9.4-mile long (50,000-foot) high speed test track, the HHSTT. The test track, incorporating rails, is used for all manner of high-velocity testing, such as the functionality and safety of fighter jet ejection seats. Some of us will recall the widely published pictures of Col. John Stapp, who in 1954 bravely volunteered to be accelerated (and decelerated) in the last of the manned tests using a sled. Col. Stapp survived a force of 40G's during the 632 mile per hour run that ended with a 1.4-second deceleration. The (unmanned)

Due to the sameness of the dunes covering vast stretches of this New Mexico desert and the potentially dangerous climate conditions, caution is advised when hiking off the marked trails.



SUNSHINE/SHUTTERSTOCK

White Sands Missile Range Museum and Missile Park (right) features indoor and outdoor exhibits of dozens of historical rockets. The Ysleta Mission (below) is included on El Paso's Mission Trail. The mission dates to 1681 but was relocated and rebuilt in 1908. The obelisk (bottom) at Trinity Site marks the spot of the first atomic detonation.

land speed record was set in 2003 at the test track by a rocket-powered sled that reached 6,453 miles per hour—over eight times the speed of sound. The latest activities at the HHSTT involve the construction and use of a 2,300-foot dedicated maglev track designed for research and testing, not of absolute speed but of vibration reduction at high speeds. The visitor center and aircraft park at Holloman AFB are open only by special arrangement. Contact the base at 575/572-1813.

The White Sands Missile Range has on its grounds a museum with exhibits documenting missile history and the activities at the missile range. Along with some Southern New Mexico history, rocket science, featuring a restored V2 rocket, is on display. Outside the museum dozens of rockets populate the missile park. They are quite photogenic but you must not get any of the government facility in your pictures. The Trinity Site, although located on the missile range, is not covered in the museum. For that, a visit to the National Museum of Nuclear Science and History in Albuquerque is required. The Manhattan Project and many related programs, both military and peaceful, are covered along with an outdoor display of aircraft.

However, twice a year, on the first Saturdays of April and October, missile range personnel conduct a public visitation event to the Trinity Site, about 60 miles north of White Sands National Park, deep in the missile test range. The stone obelisk at Trinity Site and the nearby McDonald Ranch House, where the test materials were assembled, are now listed on the National Register of Historic Places. They are monuments to the historic event that took place there in July of 1942: the detonation of the first atomic device. Being several miles from Ground Zero, the McDonald structure withstood the blast intact. A full restoration to its 1942 state was completed in 1984. Visitation to the site requires an ID check. For further information go to: www.wsmr.army.mil/Trinity.

One hundred miles south of White Sands



JO HUNTER/SHUTTERSTOCK

National Park, the city of El Paso, Texas beckons with an assortment of things to see and do. Topping the list is a traverse of El Paso's famous Mission Trail. Starting at the San Elizario Presidio Chapel and progressing to the Socorro Mission and on to Texas's oldest mission, the Ysleta Mission, you will encounter galleries, restaurants, and eventually the Tigua Cultural Center. Traditional dance is presented on weekends at the cultural center. Near the San Elizario Presidio Chapel, an art market featuring the work of 50 artists is held every third Sunday of the month. A blend of mission, West Texas, and Mexican culture makes El Paso a colorful starting point or side trip to a White Sands National Park visit.

A bit closer to the national park is New Mexico's second-largest city, Las Cruces. A 60-mile drive will put you at the central roundabout, where you will walk a block south to visit the Branigan Cultural Center with its changing exhibits of art, design, and cultural elements. Right next door is the compact Las Cruces Museum of Art that

hosts shows of contemporary art and art classes for all ages. And a step further is the Museum of Nature and Science. Las Cruces railroad history, including a model railroad layout, is on display at the Railroad Museum in the old depot building. Small, but interesting collections of fossils, gem stones, and petrified wood comprise the Zuhl Collection, on display in its own museum on the campus of New Mexico State University, south of the city center.

White Sands National Park and the surrounding desert of New Mexico and Texas provide a unique mix of sights and activities. From nature to dune fun to military history to Tex-Mex food and entertainment it's likely everyone will find a special enjoyable vacation niche. But those pure white gypsum dunes remain the stars of the show year after year.



INFORMATION FOR TRAVELERS

June, July, and August are the warmest months, with daily temperatures usually in the 90s. Winter daytime temps are generally in the 50s and 60s. Most of the 11 inches of annual rain falls in July, August, and September. White Sands typically gets a few inches of snow each winter (though it's hard to tell for sure).

Several companies make night-sky-viewing apps: The Perseids-viewing app referenced in the article is the full-featured PhotoPills (iOS and Android); others apps are Meteor Shower Guide (iOS), Meteor Shower (Android), Meteor Shower Calendar (both), and Dark Sky (iOS).

Check www.avenzamaps.com/maps/how-it-works.html for user and download information on the interactive hiking app and map of the park.

White Sands National Park. Entrance is 55 miles north of Las Cruces, New Mexico from U.S. Hwy 54. Phone: 575/479-6124; online: www.nps.gov/whsa.

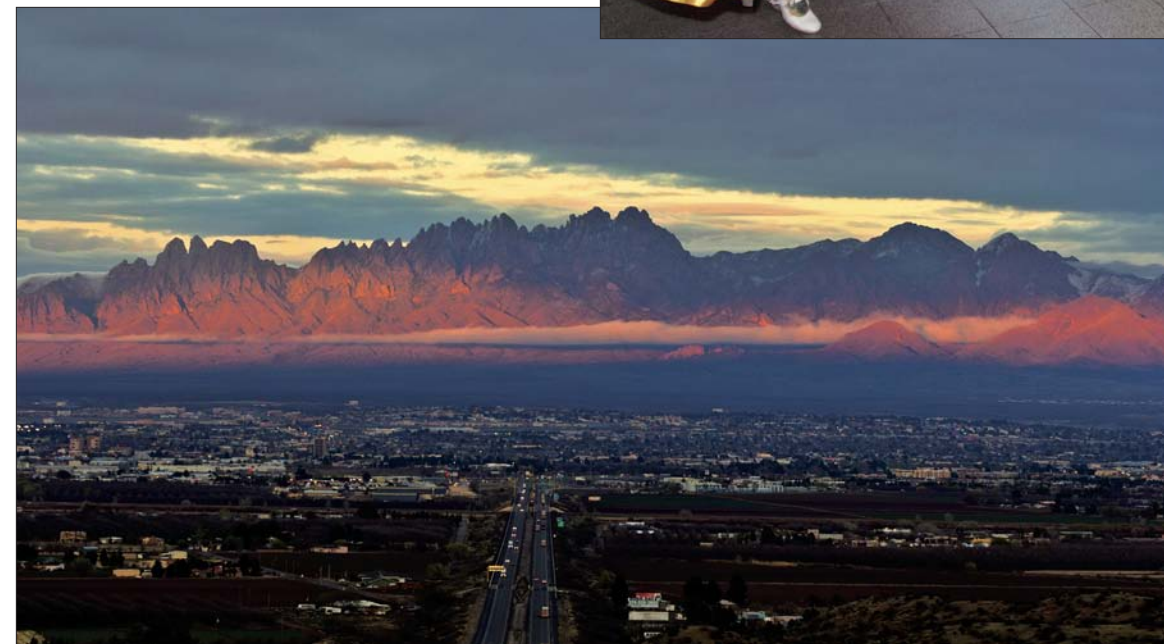
White Sands Missile Range Museum and Missile Park is located about 15 miles east of Las Cruces. Take U.S. Hwy 70 east, then turn south on Hwy. 213. Phone: 575/678-8824. Find information online at <https://history.army.mil/museums/wsmr-history/index.html>

El Paso, Texas. For things to do and places to see visit the El Paso CVB at <https://visitelpaso.com>.

Las Cruces, New Mexico tourism office is at 336 South Main Street. Phone: 575/541-2444; online: www.lascrucescvb.org.



JEFF SCHULTES/SHUTTERSTOCK

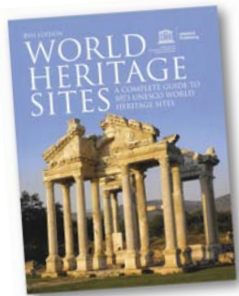


DEADMAN ZIEB/SHUTTERSTOCK

A colorful display of Mexican folkloric dancing at the El Paso International Airport (above) greets visitors arriving for a special event. The Organ Mountains form the backdrop to Las Cruces (left).

World Heritage Sites

A Complete Guide to 1073 UNESCO World Heritage Sites, 8th Edition
Foreword by Audrey Azoulay, 2017, Firefly Books, Buffalo, New York, \$35, softcover, 960 pages, color photographs and maps.
ISBN 978-0-2281-0135-2



Many of the most intriguing destinations appearing in the pages of ODYSSEY are, or include, World Heritage Sites. Is it worth planning a trip just to visit one or

more of these sites? That's up to you, but for beauty, cultural significance, and historical import, any number of these sites can serve as a core element of a trip. The United Nations Educational, Scientific and Cultural Organization (UNESCO) has, through Firefly Books, produced a comprehensive compendium of the officially designated sites. From nature reserves to glaciers, and from monuments to entire villages, the range of World Heritage Sites in its diversity will amaze and captivate. If you have visited one or more sites you will, no doubt, have realized the significance of their preservation, and will be able to project that significance onto the sites listed in this book.

We did not originate the phrase "armchair traveling," but we have used the phrase in ODYSSEY book reviews on past occasions because it applies especially well to many travel books. And though the reader may visit few or none of the World Heritage sites featured in this book, there is no question that the text, maps, and more than 700 photographs in the book will have great value as two-dimensional destinations for the armchair traveler.

Micro Trips

Twenty-eight authors contributed, 2019, Lonely Planet, Oakland, California, \$22.99, hardcover, 304 pages, color photos and maps.
ISBN 978-1-78868-931-1

This book is best placed in your library in the reference book section, along with other reference books such as the *Chicago Manual of Style* and the *Basic Guide to Home Wiring*—books that prove their value on the occasions when they are needed. That is not to say *Micro Trips* is a dry, monochromatic book of facts. No, it's colorful and with a personality that will make sure you don't forget about it—a book that you will pull out before traveling to any of the sixty cities covered. If and when you find yourself in one of the sixty cities, and especially if you know you'll have a bit of time, you definitely will want to know what's out there, just beyond the city limits.

The sixty cities are scattered over the globe, with *Micro Trips'* coverage arranged by continent. The larger cities will have about twenty "micros" listed; the smaller ones at least twelve, with a few exceptions. The micro trips are further grouped by distance from main city: one hour, two hours, three hours.

Sometimes a city is a routine destination that you have visited before, such as when visiting family or on a trip for business. A micro trip can open up new possibilities for your visit and renew your interest in that destination. And if you find yourself in a new urban destination with the time, a micro trip can add a whole new dimension to your stay. Even if you have logged a number of your own micro trips, there is always room for more.

Idiot's Guides RV Vacations

By Jeremy Puglisi and Stephanie Puglisi, 2016, Alpha/DK Publishing, Indianapolis, Indiana, \$19.95, softcover, 192 pages, color photographs, illustrations, and maps.
ISBN 978-1-61564-892-4



A number of good informational books are available for so-called "idiots" and "dummies." It surprises me that any publisher would consider this a viable approach to marketing, but somehow it seems to have worked! This *Idiot's Guides RV Vacations* has value beyond what its name would seem to imply. First off, if you have an RV you must be doing something right!

Forty-four destinations are preceded in the book by a short section on the basics of RVing: RVing safety, types of campgrounds, etc. The destinations featured in the book are to be found in all corners of the country. Many are well-known places such as Mammoth Cave National Park, Walt Disney World, and Mount Rushmore. More interesting are the destinations like "Vermont Fall Foliage," "Cape Hatteras National Seashore," and "Coastal Washington Lighthouse Tour." Although campsite, dining, and recreational information is provided for each of the landing spots, the book is more inspirational than practical. It's filled with maps, colorful photographs, and itineraries for what to do in the area around the campgrounds. As anyone with an RV knows, there are thousands of places to go. This book gives the RVer some good ideas that might not have been otherwise considered, and just might lead to an interesting side trip while on your way to somewhere beyond.



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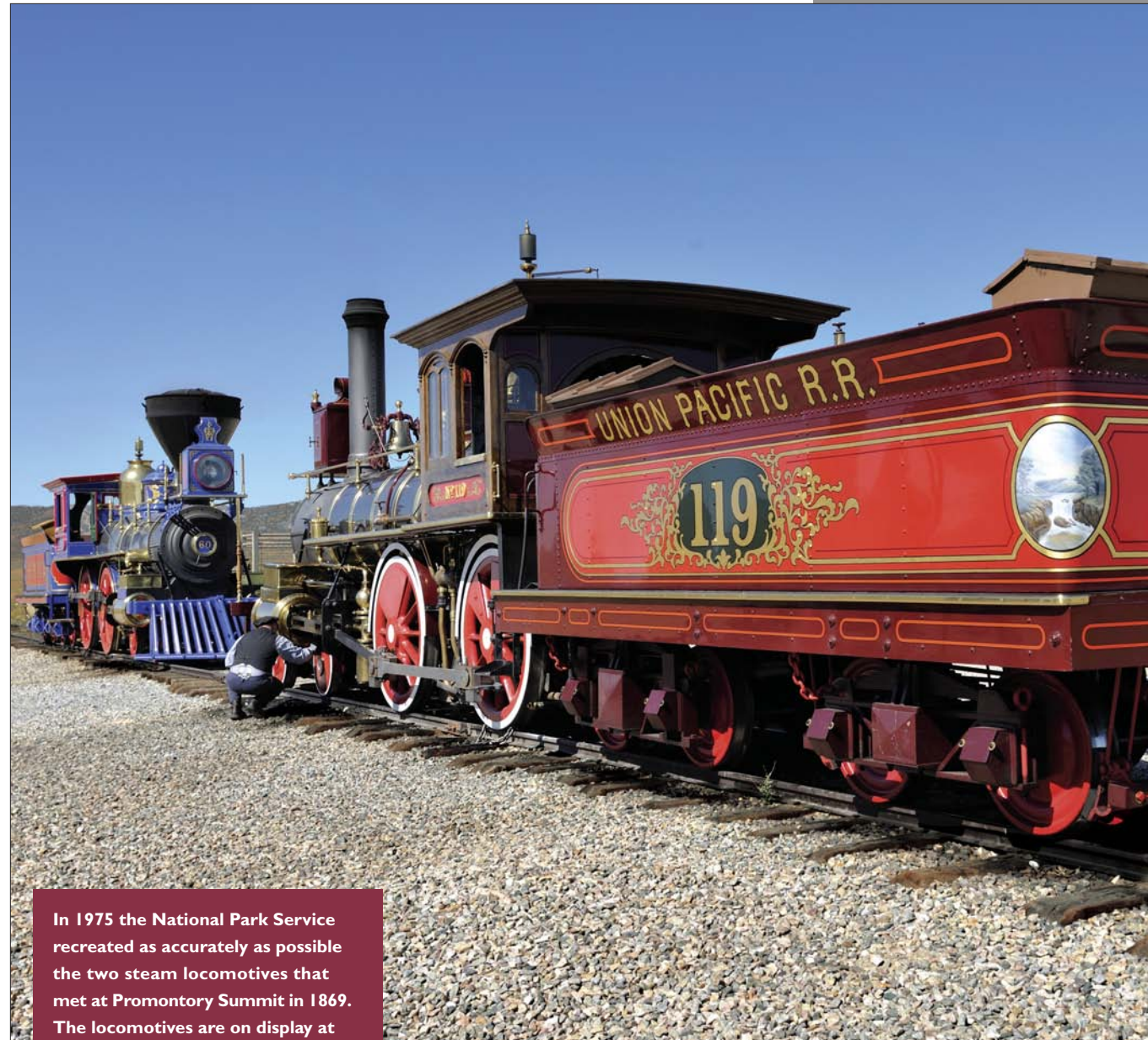
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BRECK P. KENT/SHUTTERSTOCK

In 1975 the National Park Service recreated as accurately as possible the two steam locomotives that met at Promontory Summit in 1869. The locomotives are on display at the Golden Spike National Historic Park in Utah.