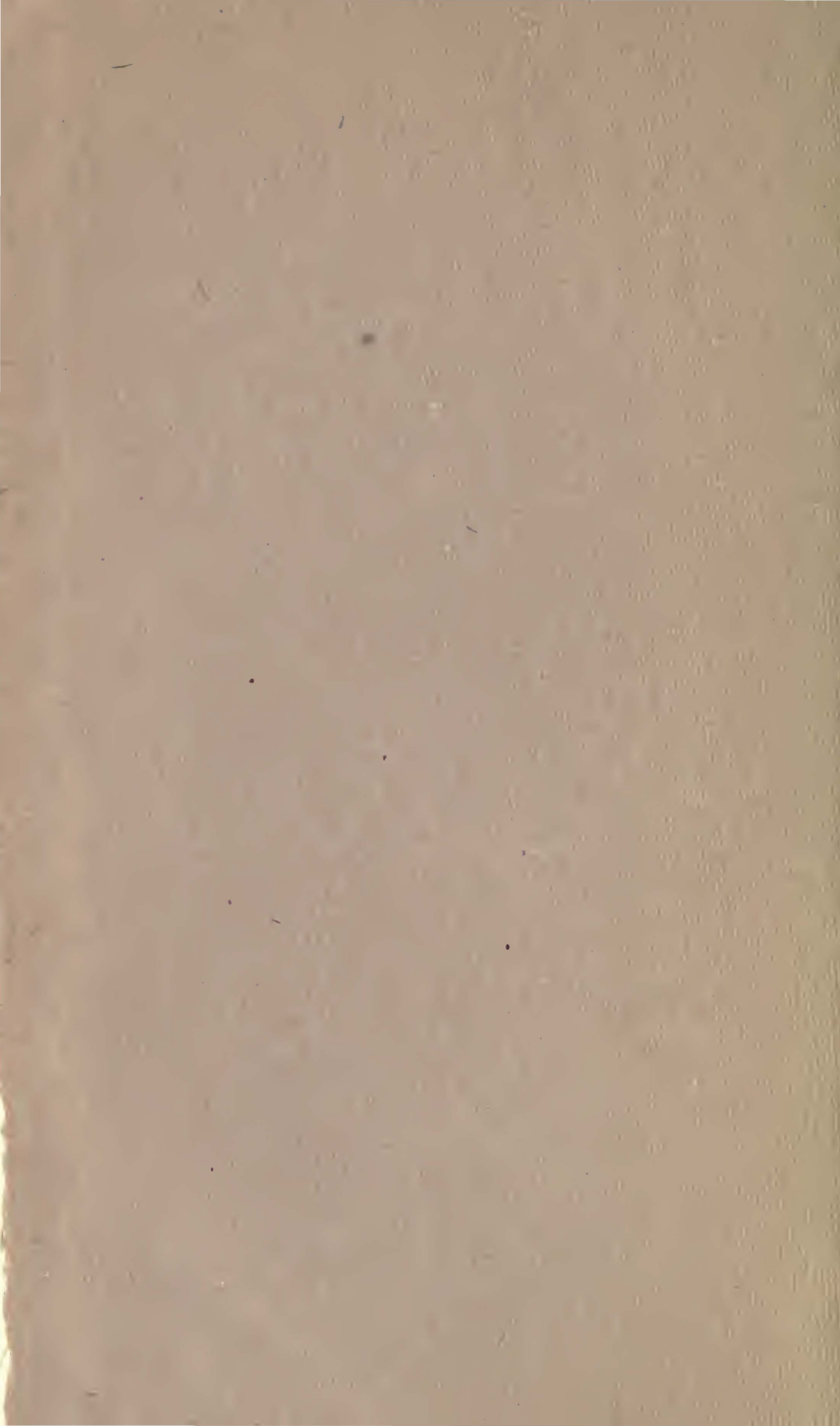


# The California Limited

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*Atchison, Topeka and Santa Fe  
Railway.*

The  
California  
Limited

Tenth Season  
1904 - 1905

Santa Fe





110539

# The California Limited

m/f  
4/23/8

## The Way to the East

California is the most delightful of lands. One leaves it with sincere regrets, always intending to soon return.

But the East, too, has many charms, even when zero weather prevails.

For the pleasure-loving there are in winter long sleigh rides and merry skating parties, ending with the evening dance, cosy fireside chats, or a box at the theatre.

For the business man there is the thrill of crowds and the alluring atmosphere of great wealth. The busy, eager life of a metropolis like Chicago or New York stirs the blood and clears the brain. Magnificent art collections, libraries and churches appeal to the reflective visitor.

The East has much of interest for the Westerner.

When you do go East, the long journey involved should lead you to select the most comfortable way.

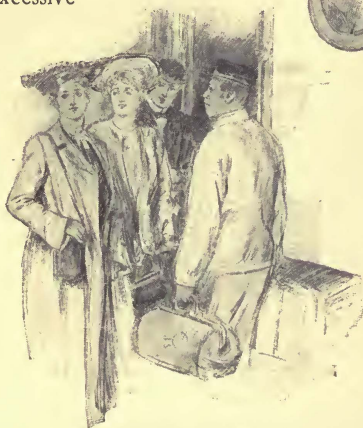
Of the several transcontinental routes, there is one best of all. That road is the Santa Fe.

It begins at Los Angeles, San Diego and San Francisco and ends at Chicago—under one management all the way.

It is the shortest from Southern California.

Crossing Arizona and New Mexico a mile above the sea, it avoids excessive snows in winter and excessive heat in summer. Scenery the finest in the world. The Grand Canyon of Arizona its crowning glory.

In Western Arizona and California the track is oil-sprinkled and engines burn oil.



# The California Limited



*"Night reading made easy by electric berth lights"*

# The California Limited

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## The Start Eastward

Early in the evening of a winter's day, yet the red walls of La Grande station, Los Angeles, are beautified by blooming roses, and in the miniature park are calla lilies and geraniums, fragrant and lovely. Graceful palms bend over the driveways. The air is balmy, like summer.

Cabs whirl up to the curb and travelers descend, hurry across the sidewalk, and enter the station — stopping, perhaps, to buy tickets and have their baggage checked — then passing to the platform, where a long train is waiting.

At San Francisco, in the morning, other travelers were likewise leaving California for the East.

Ahead may be heard the impatient engine, anxious to begin its relay contest with mountain grades and prairie winds. This luxurious train is certainly inviting — so warm, so full of light and color! It is to be a home on wheels for many travelers during the next three days en route from sunland to snowland.

Congenial persons — educated, refined, and well dressed — are the kind one meets here ; hence the journey is sure to be pleasant socially, a point worth considering.

The train? The California Limited, noted among transcontinental travelers as absolutely the finest, recently built at heavy expense for this service ; everything up-to-date.

The route ? Santa Fe, of course.

Experienced travelers take no other.

To-morrow night this scene will be repeated, and the night following, and so on until Spring.



## The California Limited



*"The compartment car provides grateful seclusion"*



# The California Limited

## Concerning the Train

The train is limited to seven cars, all wide vestibuled, comfortably heated, and electric lighted.

There are :

Observation Pullman, Los Angeles to Chicago, attached to rear of train.

Drawing-room Pullman, San Diego and Los Angeles to Chicago.

Drawing-room Pullman, San Francisco to Chicago.

Compartment Pullman, Los Angeles to Chicago.

Through Dining Car.

Buffet-Smoking Car, Los Angeles to Chicago, with duplicate car San Francisco to Barstow.

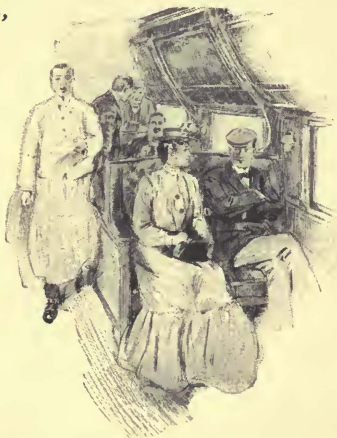
Mail Car.

The Drawing-room Pullmans contain ten sections and two drawing-rooms each; the Observation Car contains ten sections in forward half and observation parlor in rear; the Compartment Car contains seven staterooms and two drawing-rooms.

Leaving San Francisco 9.30 a. m., and Los Angeles 6.15 p. m., you are in Chicago the third day following—a noteworthy speed for such a long distance, made possible by perfect roadway and powerful engines.

On this line the famous Lowe Special made the record-breaking time of  $2\frac{1}{6}$  days, Chicago to Los Angeles, 2,265 miles.

No extra fare is charged on The California Limited, beyond the cost of regular first-class one-way or round-trip tickets, except that if one person occupies a drawing-room alone, two first-class tickets will be required; also, one and a half tickets for a state-room similarly occupied.



# The California Limited



*"You always dine well on the Santa Fe"*

# The California Limited

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## The Dining Car

When the first call for breakfast comes the Limited has left the California boundary and is hurrying eastward through Arizona.

The thirty dining car seats are quickly occupied.

The chef and his two cooks are soon busy preparing juicy steaks, rare omelets, fragrant coffee, hot muffins and other items on the varied menu.

From the kitchen mysteriously emerge dusky waiters, bearing appetizing delicacies from many lands.

The tables are very inviting, with their snowy linen, glistening silver, and cut-glass. Ferns and flowers adorn side alcoves. Electric lights gleam from the top and sides. A device in ceiling of kitchen removes any odor of cooking.

All the meals to follow are equally enjoyable.

On The California Limited one may leisurely partake of repasts duplicated only in the best metropolitan clubs and hotels. Dining car is carried through. Breakfast and luncheon are served à la carte; dinner, table d'hôte.

The Santa Fe meal service, under management of Mr. Harvey, has a national reputation. Not an idle boast, but plain truth, to say it is the best in the world.

Some comments by pleased passengers: "Meals well cooked and well served." "Superb dining cars." "Quality of meals unsurpassed." "A perfect dinner." "Finest cuisine in the West."

To dine well is half the joy of a trip to California. You always dine well on the Santa Fe.



# The California Limited



*"A large observation parlor, handsomely furnished"*



# The California Limited

## The Observation Car

Has ten sections of two double berths each. Passengers may easily sit up in the lower berth. Night reading and disrobing are made easy by two electric side lights conveniently placed in each section. Similar berth illumination is provided in the other sleeping cars.

The rear half is a large observation parlor, handsomely furnished with velvet-cushioned rattan easy chairs, a thick brussels carpet and heavy curtains—all in quiet tones.

Two end windows, reaching to the floor, and half a dozen wide plate-glass double side windows, afford unobstructed views of the receding landscape.

There are numerous ground-glass electric lights in ceiling and on sides. Electricity is further availed of for push buttons and ceiling fans.

A writing desk in the corner contains modish stationery. Near by is a well-stocked library of books, mainly devoted to Western topics. Current daily papers, illustrated weeklies and magazines are furnished.

Locked mail boxes are placed in this and the buffet-smoking car for reception of letters written on the train, to be mailed en route.

Those who enjoy being out doors—and who does not love the “open”?—will find camp chairs on the protected rear platform.

All privileges of the Observation Car are free to every passenger on the train. Particularly desirable for ladies and children.





# The California Limited

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## The Buffet-Smoking Car

A spacious smoking and reading room for gentlemen, with carefully-stocked buffet, is a feature of this car.

Club comforts greet the city man.

Seated on plush or leather, after-dinner cigars may be leisurely enjoyed. The day's market report, hot from the wires, keeps investors in touch with Wall Street.

A skillful barber will hair-cut you, singe you, shave you, shampoo you.

There is a well-stocked writing desk, for business correspondence, and a mail box.

Daily papers, bearing news of the busy world you left yesterday and the one you will greet to-morrow, jostle the latest products of the joke mills and the finished articles of the literary magazines.

The porter in charge will, on request, neatly press your clothes—an innovation introduced this season for the benefit of fastidious dressers.

It's a place in which to take one's ease, to forget all worries, and be genuinely comfortable.

Rather pleasant, isn't it, when evening comes, to sit here in the warmth and glow and watch the night outside?



# The California Limited



*"Free from observation by passers-by"*



# The California Limited

## The Compartment Car

Adds the finishing touch to a superb train. Provides grateful seclusion and privacy for those who wish it. Contains seven state rooms and two drawing-rooms.

Family parties, ladies without escort, and invalids will find this style of sleeper very desirable.

Each state room has two double berths, also lavatory and toilet. Ventilation is perfect. In the ceiling are several electric lights. Ladies will find the electric curling-iron heater a great convenience. Ample baggage racks are provided. Doors lead to adjacent rooms; when open the rooms may be thrown together, free from observation by passers-by in the long side aisles.

Attractive color schemes are used: green, red, blue and pink upholstering in connection with old oak, mahogany and curled maple woods.

In the drawing-rooms will be found two double berths and a seat. Wide windows admit an abundance of sun and air from both sides.

## Additional California Trains

There are two additional daily California through trains via the Santa Fe on which all classes of tickets are honored; they carry standard and tourist sleepers and chair cars.

For condensed schedule and diagrams of The California Limited see pages following.

**GEO. T. NICHOLSON,**

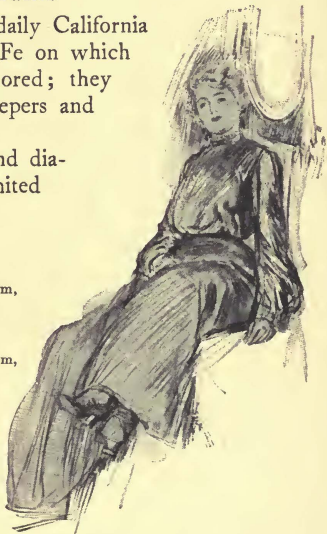
Passenger Traffic Manager,  
The Atchison, Topeka & Santa Fe Ry. System,  
Chicago.

**W. A. BISSELL,**

Assistant Traffic Manager,  
The Atchison, Topeka & Santa Fe Ry. System,  
San Francisco.

**JOHN J. BYRNE,**

General Passenger Agent,  
A., T. & S. F.—Coast Lines,  
Los Angeles.



October 31, 1904

# The California Limited

## CONDENSED SCHEDULE—Eastbound

Daily service in effect November 15, 1904; until then semi-weekly, leaving San Francisco and Los Angeles, Mondays and Thursdays.

<i>Lv San Francisco</i> .....	9.30 am	<i>Mo</i>	<i>Tu</i>	<i>We</i>	<i>Th</i>	<i>Fr</i>	<i>Sa</i>	<i>Su</i>
<i>Lv Oakland</i> .....	9.30 am	"	"	"	"	"	"	"
<i>Lv Pt. Richmond</i> .....	10.10 am	"	"	"	"	"	"	"
<i>Lv Stockton</i> .....	12.05 pm	"	"	"	"	"	"	"
<i>Lv Fresno</i> .....	3.18 pm	"	"	"	"	"	"	"
<i>Lv Bakersfield</i> .....	6.00 pm	"	"	"	"	"	"	"
<i>Ar Barstow</i> .....	10.50 pm	"	"	"	"	"	"	"
<i>Lv San Diego</i> .....	1.45 pm	"	"	"	"	"	"	"
<i>Lv Los Angeles</i> .....	6.15 pm	"	"	"	"	"	"	"
<i>Lv Pasadena</i> .....	6.40 pm	"	"	"	"	"	"	"
<i>Lv Barstow</i> .....	11.05 pm	"	"	"	"	"	"	"
<i>Lv Ash Fork</i> .....	11.20 am	<i>Tu</i>	<i>We</i>	<i>Th</i>	<i>Fr</i>	<i>Sa</i>	<i>Su</i>	<i>Mo</i>
<i>Lv Williams</i> .....	12.35 pm	"	"	"	"	"	"	"
<i>Lv Albuquerque</i> .....	12.09 am	<i>We</i>	<i>Th</i>	<i>Fr</i>	<i>Sa</i>	<i>Su</i>	<i>Mo</i>	<i>Tu</i>
<i>Lv Las Vegas</i> .....	4.40 am	"	"	"	"	"	"	"
<i>Ar La Junta</i> .....	11.47 am	"	"	"	"	"	"	"
<i>Ar Newton</i> .....	9.25 pm	"	"	"	"	"	"	"
<i>Ar Kansas City</i> .....	2.35 am	<i>Th</i>	<i>Fr</i>	<i>Sa</i>	<i>Su</i>	<i>Mo</i>	<i>Tu</i>	<i>We</i>
<i>Ar Chicago</i> .....	2.15 pm	"	"	"	"	"	"	"

NOTE.—Time-card figures are approximately correct. Schedule as finally adopted for season of 1904-05 will not vary in any important particular.

Sleeper for Kansas City is placed in Kansas City Union Depot at convenient hour of 7.00 a. m.

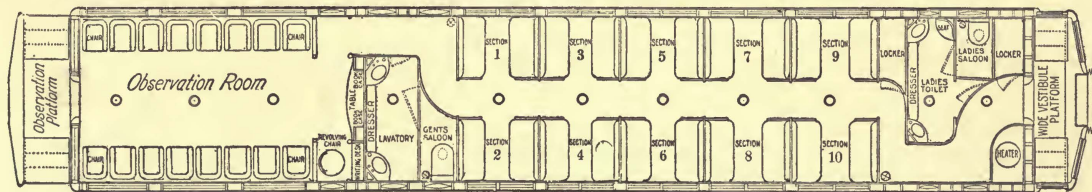
## CONNECTING TRAINS

<i>Lv Monterey</i> .....	6.20 pm	<i>Su</i>	<i>Mo</i>	<i>Tu</i>	<i>We</i>	<i>Th</i>	<i>Fr</i>	<i>Sa</i>
<i>Ar San Francisco</i> .....	10.30 pm	"	"	"	"	"	"	"
<i>Lv Santa Barbara</i> .....	7.30 am	<i>Mo</i>	<i>Tu</i>	<i>We</i>	<i>Th</i>	<i>Fr</i>	<i>Sa</i>	<i>Su</i>
<i>Ar Los Angeles</i> .....	12.01 pm	"	"	"	"	"	"	"
<i>Lv La Junta</i> .....	12.10 pm	<i>We</i>	<i>Th</i>	<i>Fr</i>	<i>Sa</i>	<i>Su</i>	<i>Mo</i>	<i>Tu</i>
<i>Ar Pueblo</i> .....	2.00 pm	"	"	"	"	"	"	"
<i>Ar Colorado Springs</i> .....	3.30 pm	"	"	"	"	"	"	"
<i>Ar Denver</i> .....	6.00 pm	"	"	"	"	"	"	"
<i>Lv Newton</i> .....	5.45 am	<i>Th</i>	<i>Fr</i>	<i>Sa</i>	<i>Su</i>	<i>Mo</i>	<i>Tu</i>	<i>We</i>
<i>Ar Galveston</i> .....	9.55 am	<i>Fr</i>	<i>Sa</i>	<i>Su</i>	<i>Mo</i>	<i>Tu</i>	<i>We</i>	<i>Th</i>

## CONDENSED SCHEDULE—Westbound

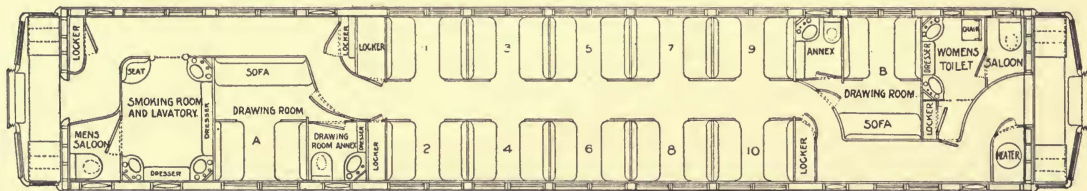
<i>Lv Chicago</i> .....	8.00 pm	<i>Mo</i>	<i>Tu</i>	<i>We</i>	<i>Th</i>	<i>Fr</i>	<i>Sa</i>	<i>Su</i>
<i>Ar Kansas City</i> .....	8.45 am	<i>Tu</i>	<i>We</i>	<i>Th</i>	<i>Fr</i>	<i>Sa</i>	<i>Su</i>	<i>Mo</i>
<i>Ar Los Angeles</i> .....	2.15 pm	<i>Th</i>	<i>Fr</i>	<i>Sa</i>	<i>Su</i>	<i>Mo</i>	<i>Tu</i>	<i>We</i>
<i>Ar San Diego</i> .....	6.25 pm	"	"	"	"	"	"	"
<i>Ar San Francisco</i> .....	10.55 pm	"	"	"	"	"	"	"

No. 1. OBSERVATION CAR, FROM LOS ANGELES TO CHICAGO, ATTACHED TO REAR OF TRAIN.



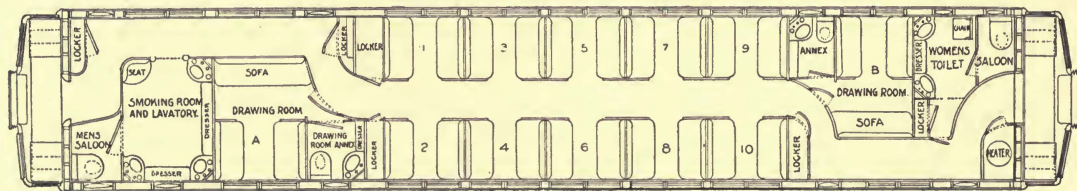
Ten sections in forward half. Observation room and platform for free use of all passengers. Wide vestibuled and electric lighted.

No. 2. PULLMAN DRAWING-ROOM SLEEPING CAR, FROM SAN DIEGO AND LOS ANGELES TO CHICAGO.



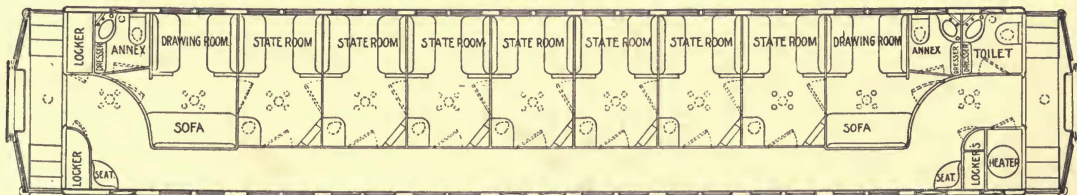
Ten sections and two drawing rooms. Wide vestibuled and electric lighted from ceiling and in berths.

No. 3. PULLMAN DRAWING-ROOM SLEEPING CAR, FROM SAN FRANCISCO TO CHICAGO.



Ten sections and two drawing rooms. Wide vestibuled and electric lighted from ceiling and in berths.

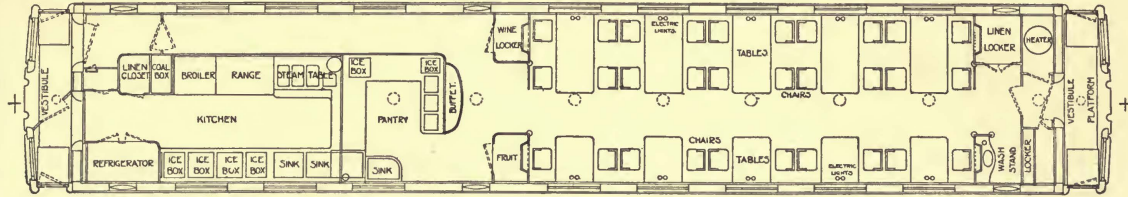
No. 4. COMPARTMENT CAR, FROM LOS ANGELES TO CHICAGO.



Contains seven state rooms and two drawing-rooms. No sections. Wide vestibuled and electric lighted.

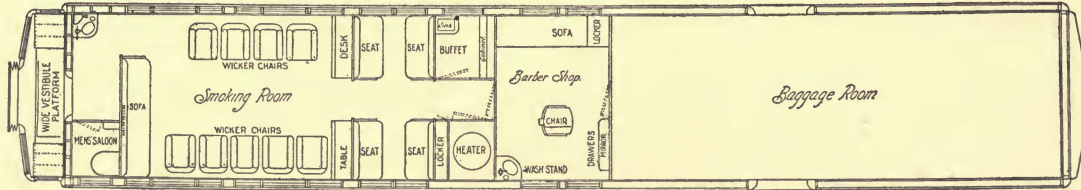


No. 5. THROUGH DINING CAR.



Built expressly for this service; wide vestibuled and electric lighted; provided with electric fans, and a device in the ceiling of kitchen which removes odor of cooking. The best railway meal service in the world.

No. 6. BUFFET-SMOKING CAR, FROM LOS ANGELES TO CHICAGO; WITH DUPLICATE CAR SAN FRANCISCO TO BARSTOW.



Baggage compartment in forward end. Buffet, barber shop, and smoking and reading room for gentlemen.



# The California Limited

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# The California Limited

Tenth  
Season

1904  
1905

FROM  
The California Franchise Committee  
SAN FRANCISCO  
25 NEW MONTGOMERY ST.;  
INFORMATION REGARDING  
CALIFORNIA  
SENT FREE ON APPLICATION

