

The California Limited



Twelfth Season
1906-1907

The California Limited



Issued by the Passenger Depart-
ment, The Atchison, Topeka
& Santa Fe Railway
System

Twelfth Season, 1906-1907





" Their wedding journey, when every month is June "

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 necessary should lead you to select the most comfortable way.

Of the several transcontinental routes, there is one which is 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, including the Grand Canyon of Arizona.

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

The Start Eastward

It is 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 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 are likewise leaving for the East.

Ahead may be heard the impatient engine, anxious to begin its relay contest with prairie winds and mountain grades. This





The compartment car provides grateful seclusion.





"The ladies' writing desk—the daily letter home"



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 the land where every month is June.

Congenial persons—educated, refined and well dressed—are the kind one meets here, because this is the only train between Southern California and Chicago, via any line, exclusively for first-class travel. The journey is sure to be pleasant socially.

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

The route? Santa Fe, of course. Experienced travelers take no other.

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 Francisco to Chicago.

Drawing-room Pullman, Los Angeles to Chicago.

Compartment Pullman, Los Angeles to Chicago.

Through Dining Car.

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

Through U. S. Mail Car.



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

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.

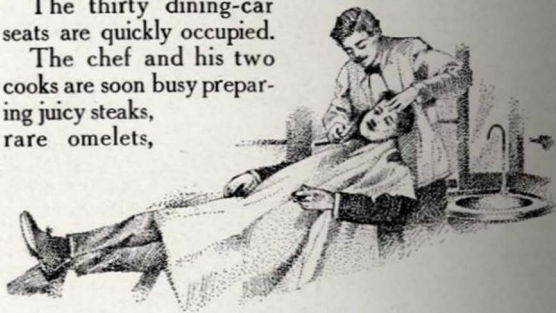
Pullman berths must be paid for when reservations are made. The management has adopted this rule for the mutual benefit of all California Limited patrons, on account of the heavy travel.

The Dining Car

When the first call for breakfast comes the Limited has left the California boundary and is hurrying eastward through Arizona, a mile above the sea.

The thirty dining-car seats are quickly occupied.

The chef and his two cooks are soon busy preparing juicy steaks, rare omelets,





* A spacious reading and smoking room for gentlemen *

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.

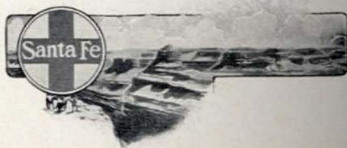
On The California Limited one may leisurely enjoy repasts duplicated only in the very best metropolitan clubs and hotels. Dining car is carried through. Breakfast and luncheon are served a la carte; dinner, table d'hôte.





"You always dine well on the Santa Fe"

The Santa Fe meal service, under management of Fred. Harvey is the best in the world. This fact is attested by a generation of travelers, whose unsolicited testimonials would fill many books.



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." "Fred. Harvey has set a standard of excellence."

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

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.

Two large end windows, reaching to the floor, and half a dozen wide plate-glass double side windows, afford unobstructed views of the fast 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. Daily papers, illustrated weeklies and magazines are furnished.



The Compartment Car

Adds the finishing touch to a superb train. Provides 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. The 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 aisle.

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

These trains are run on a fast schedule and provide satisfactory service.



For descriptive books and other information, address
any representative of the Santa Fe.

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

W. J. BLACK, Passenger Traffic Manager,
The Atchison, Topeka and Santa Fe R'y System, CHICAGO.

JNO. J. BYRNE, Ass't Passenger Traffic Manager,
The Atchison, Topeka & Santa Fe R'y System, LOS ANGELES.

W. A. BISSELL, Assistant Traffic Manager,
The Atchison, Topeka & Santa Fe R'y System, SAN FRANCISCO.

Los Angeles, November 10, 1906.



"A large observation parlor, handsomely furnished"



CONDENSED SCHEDULE—Eastbound

Lv. San Francisco . . .	9.20 a. m.	Mon.	Tue.	Wed.	Thur.	Fri.	Sat.	Sun.
Lv. Oakland	9.20 a. m.	"	"	"	"	"	"	"
Lv. Ferry Point	10.00 a. m.	"	"	"	"	"	"	"
Lv. Stockton	12.01 p. m.	"	"	"	"	"	"	"
Lv. Fresno	3.10 p. m.	"	"	"	"	"	"	"
Lv. Bakersfield	6.00 p. m.	"	"	"	"	"	"	"
Ar. Barstow	10.40 p. m.							
Lv. Los Angeles	6.10 p. m.	Mon.	Tue.	Wed.	Thur.	Fri.	Sat.	Sun.
Lv. Pasadena	6.35 p. m.	"	"	"	"	"	"	"
Lv. Barstow	10.55 p. m.	Tue.	Wed.	Thur.	Fri.	Sat.	Sun.	Mon.
Lv. Ash Fork	11.15 a. m.							
Ar. Williams	12.20 p. m.							
Ar. Grand Canyon . . .	4.20 p. m.	Tue.	Wed.	Thur.	Fri.	Sat.	Sun.	Mon.
Lv. Albuquerque	12.09 a. m.	Wed.	Thur.	Fri.	Sat.	Sun.	Mon.	Tue.
Lv. Las Vegas	4.55 a. m.	"	"	"	"	"	"	"
Ar. La Junta	11.49 a. m.	"	"	"	"	"	"	"
Ar. Newton	9.25 p. m.	Thur.	Fri.	Sat.	Sun.	Mon.	Tue.	Wed.
Ar. Kansas City	2.35 a. m.							
Ar. Chicago	2.15 p. m.							

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

CONNECTING TRAINS

Lv. San Diego	1.45 p. m.	Mon.	Tue.	Wed.	Thur.	Fri.	Sat.	Sun.
Ar. Los Angeles	6.00 p. m.	"	"	"	"	"	"	"
Lv. Santa Barbara . . .	7.10 a. m.	Mon.	Tue.	Wed.	Thur.	Fri.	Sat.	Sun.
Ar. Los Angeles	11.20 a. m.							
Lv. La Junta	12.10 p. m.	Wed.	Thur.	Fri.	Sat.	Sun.	Mon.	Tue.
Ar. Pueblo	2.05 p. m.	"	"	"	"	"	"	"
Ar. Colorado Springs . .	3.40 p. m.	"	"	"	"	"	"	"
Ar. Denver	6.30 p. m.	"	"	"	"	"	"	"
Lv. Newton	5.45 a. m.	Thur.	Fri.	Sat.	Sun.	Mon.	Tues.	Wed.
Ar. Ft. Worth	8.30 p. m.	"	"	"	"	"	"	"
Ar. Galveston	9.10 a. m.	Fri.	Sat.	Sun.	Mon.	Tues.	Wed.	Thur.

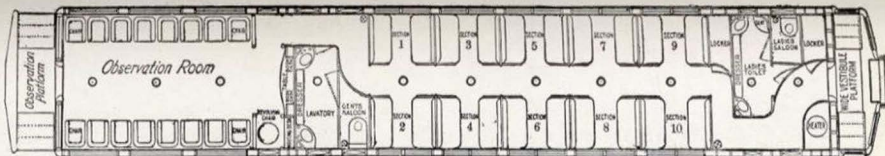
CONDENSED SCHEDULE—Westbound

Lv. Chicago	8.00 p. m.	Mon.	Tue.	Wed.	Thur.	Fri.	Sat.	Sun.
Lv. Kansas City	8.45 a. m.	Tue.	Wed.	Thur.	Fri.	Sat.	Sun.	Mon.
Lv. Newton	2.00 p. m.	"	"	"	"	"	"	"
Lv. La Junta	10.10 p. m.	"	"	"	"	"	"	"
Lv. Albuquerque	12.35 p. m.	Wed.	Thur.	Fri.	Sat.	Sun.	Mon.	Tue.
Ar. Williams	12.25 a. m.	Thur.	Fri.	Sat.	Sun.	Mon.	Tue.	Wed.
Ar. Needles	6.20 a. m.	"	"	"	"	"	"	"
Ar. Fresno	11.10 p. m.	"	"	"	"	"	"	"
Ar. San Francisco	7.50 a. m.	Fri.	Sat.	Sun.	Mon.	Tue.	Wed.	Thur.
Ar. Los Angeles	5.15 p. m.	Thur.	Fri.	Sat.	Sun.	Mon.	Tues.	Wed.
Ar. San Diego	7.00 a. m.	Fri.	Sat.	Sun.	Mon.	Tue.	Wed.	Thur.

SANTA FE AGENCIES IN CALIFORNIA

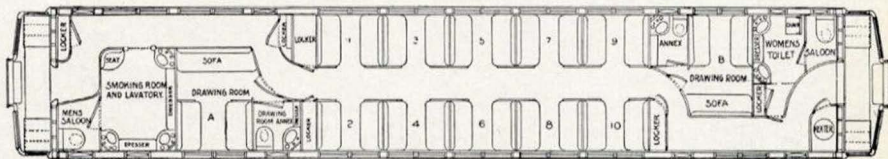
F. M. SHICK, Agent	Bakersfield, Cal.
R. W. HOBART, General Agent	1832 Tulare St., Fresno, Cal.
R. K. GENTRY, Agent	Hanford, Cal.
E. W. McGEE, General Agent Pass r Dep't	334 S. Spring St., Los Angeles, Cal.
J. J. WARNER, General Agent	1112 Broadway, Oakland, Cal.
W. B. HINCHMAN, General Agent	130 J. St., Sacramento, Cal.
E. B. STUART, Agent	1312 C. St., San Diego, Cal.
F. W. PRINCE, City Ticket Agent	Market St. Ferry, San Francisco, Cal.
J. B. DUFFY, City Passenger Agent	Market St. Ferry, San Francisco, Cal.
B. F. McDANNELL, Traveling Agent	Market St. Ferry, San Francisco, Cal.
H. R. STERNE, General Agent	27 South First St., San Jose, Cal.
H. B. GREGORY, General Agent	818 State St., Santa Barbara, Cal.
W. G. DOZIER, Jr., Agent	Stockton, Cal.

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



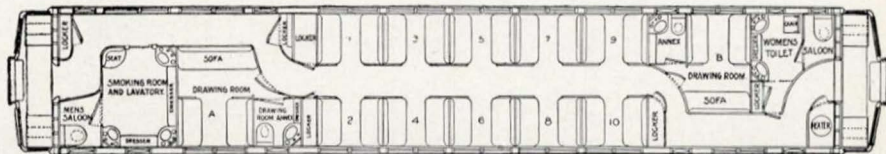
Ten sections in forward half. Observation room and platform for free use of all passengers. Wide vestibuled and electric lighted.

No. 2. PULLMAN DRAWING-ROOM SLEEPING CAR, FROM SAN FRANCISCO TO CHICAGO.



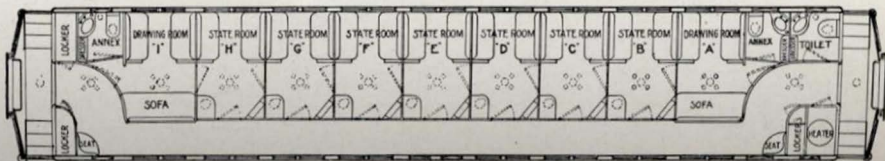
Ten sections and two drawing-rooms. Wide vestibuled and electric lighted from ceiling and in berths.

No. 3. PULLMAN DRAWING-ROOM SLEEPING CAR, FROM LOS ANGELES TO CHICAGO.



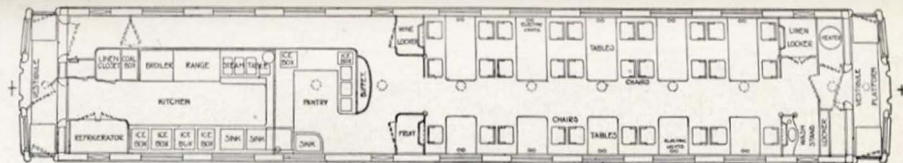
Ten sections and two drawing-rooms. Wide vestibuled and electric lighted from ceiling and in berths.

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



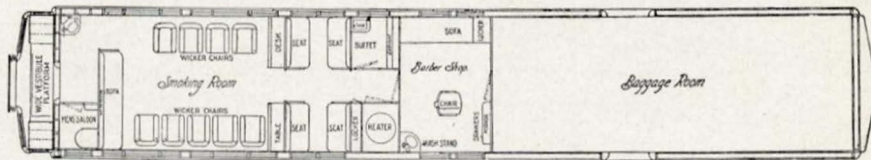
Contains seven state-rooms and two drawing-rooms. No sections. Wide vestibuled and electric lighted.

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, 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.



Route of The California Limited

California Edition

DESIGNED AND COMPLETED BY
THE HALL-TAYLOR CO., MILWAUKEE

10-16-06 10M

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