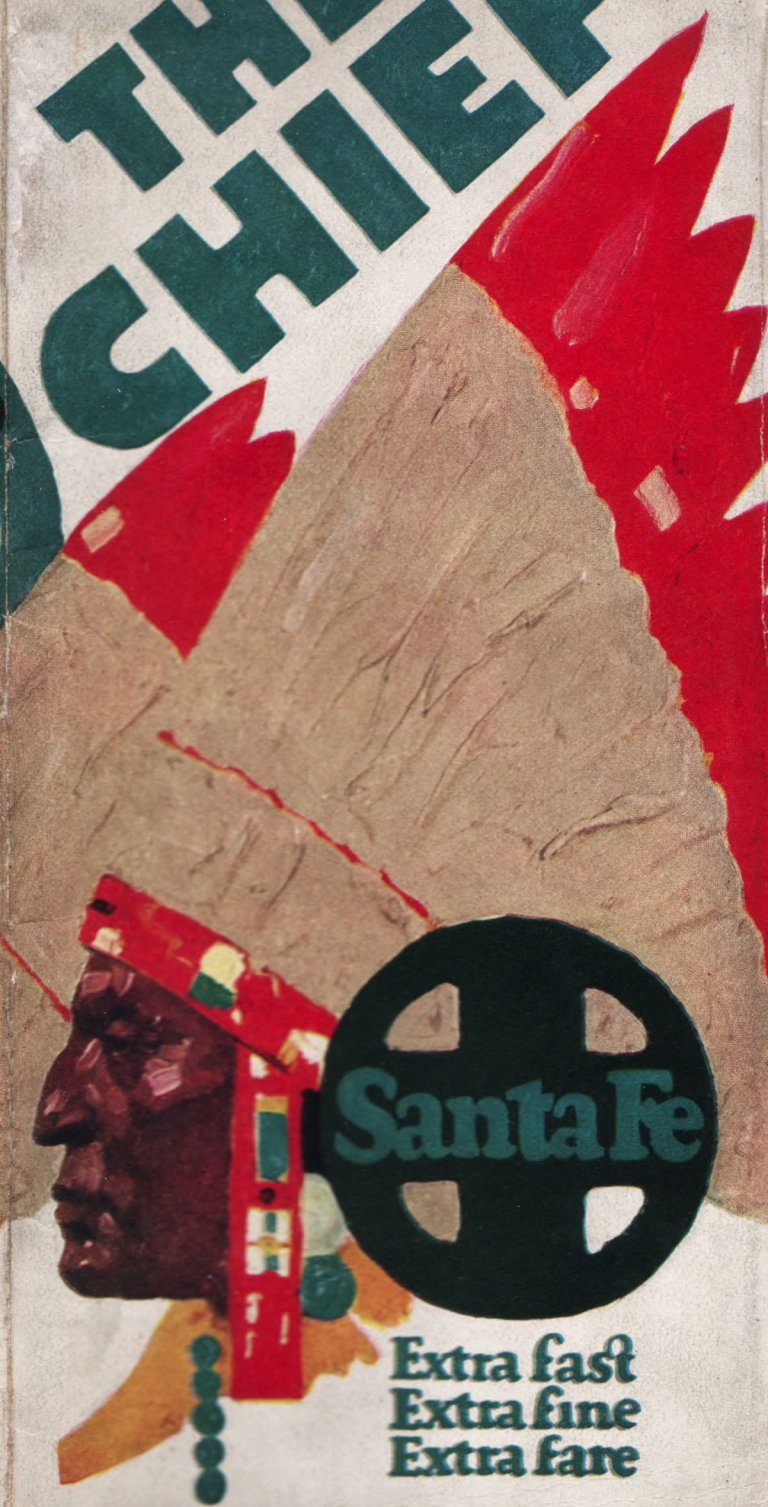


THE CHIEF



Santa Fe

Extra fast
Extra fine
Extra fare





THE

Chief

**extra fast
extra fine
extra fare**



**Season
1926 & 27**

*Eastern
Edition*

CALIFORNIA

"Nearer the heart than home"

RELEASE FROM icy cold and leaden greyness, or saturating summer heat; release from petty cares, household monotony, office grind; release to glamorous radiance, springtime, play, joy—that's the real lure of California.

Of course you want to "go-see" California, and the going is as utterly glorious as the seeing, if you travel on the new Chief, the Santa Fe's train superb—extra fast, extra fine—with all the luxury that moves on wheels, plus several hours saving in time, at an additional cost of only a few dollars.

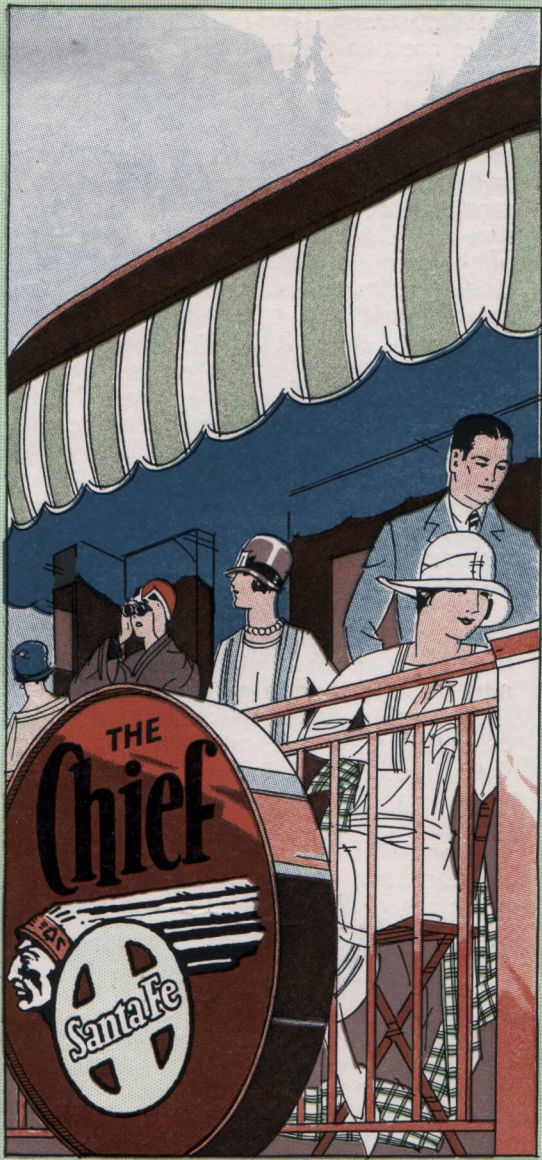
Perhaps you may recall the Santa Fe de Luxe of pre-war days, the first and only extra-fare train to Southern California. It ran once a week and its extra-fare charge was \$25. The Chief is far more magnificent; it leaves daily, instead of weekly, and it costs less than half the old extra charge.

Moreover, The Chief seems to have garnered much of California's compelling charm to pour at your feet, for as you step into its spacious coaches, complete in a perfection of readiness, you are at once captivated by that sensation of well-being, of all-permeating comfort and enjoyment, which is the very essence of California.

California Your Mecca

California's lure grows ever stronger. Her yellow sands are thronged with merry pleasure-seekers from every clime; for nothing in America is quite so chic as to take your winter morning's dip along that fringe of the continent where Orient and Occident meet; where sun-steeped sands are caressed by the curling laces of a lacquered ocean, along the Pacific Riviera, the most sumptuously fashionable playground in the world.

The fairylike isles of California's coast beckon with a promise of paradise on earth. The limpid water, spread like transparent color of ultramarine, without substance whatever, covers deep sea gardens of sulphur-yellow and rose anemones.



*From the Observation platform
passengers easily may view
the scenery en route*



A far, strange land is California. Its cities are like treasure palaces of Bagdad, filled with exotic jewels, carved jade and crystal, tortoise shell, hand-wrought silver and painted fans. There are ravishing fabrics from lands afar, and delicate trifles perfumed with sandalwood, ylang-ylang, and jasmine flower. There are bazaars and streets of bazaars, with temple roofs and tingling bells, the boom of solemn gongs, and the wafting of incense.

Though close at hand, peopled by those speaking your own language, nevertheless California means all there is of exotic romance to fire your heart and put a song in your soul. The picturesque Missions recreate before your eyes a lovely illusion of old Spain. The greyish-green olive groves, covering a thousand hills, seem conjured out of Granada. And *mantónes* of supple silk, dripping with fringe and heavy with embroideries, are Andalusia incarnate—scarlet and vermilion, magenta and night-blue, orange and emerald—the burning hues that duplicate in color the passions of the Moors.

California has sumptuous hotels, wherein to dwell seems to move in a tale from *The Arabian Nights*. And California has avenues of royal palms on towering, smooth, dull trunks—parterres of flowers—iridescent tiles—great platters heaped with tropical fruits—the soothing tinkle of fountains—the haunting melody of music—all but part of the colorful fabric of charmed everyday life there.

Out-of-Doors Days

continue all the year through in California. Thousands of miles of the most enchanting motor roads carry you along lofty crater rims overlooking a shimmering azure ocean. You may motor through sunlit forests of trees unbelievably mammoth, like those in a prehistoric fairy tale. You may explore valleys of roses, beside mountains covered with snow, so remote that you may enjoy their loveliness without feeling the chill.

There are other sports, too, in the sparkling air of eternal spring, such as



*The Club Car has a commodious
smoking and lounging room*



trap shooting and tennis; and golf over courses spread like tender green suede from beneath your very window, then over the hills and far away. There are riding stables with blooded mounts to bear you along palm-shadowed trails. There are aquatic sports to be pursued amid idyllic surroundings.

California showers her gifts with equal lavishness upon the entire family. She gives health, joy, and safe playgrounds to the children; variety and the stimulus of a novel experience to men and women alike. California is a magnificent relief—a gallant adventure—dovetailed into the prosaic labors of everyday living.

California Begins

when your Santa Fe train leaves Chicago. For whether a glance out the window tells that you are traversing the unique pueblo lands of New Mexico or Arizona, or noteworthy parts of the Colorado Rockies, notwithstanding, a bit of California with its sunshine, fruits and flowers accompanies you all the way.

The first breath of your experience in the wide-windowed observation sun-parlor of The Chief will surcharge you with a delicious sensation of extraordinary well-being. The ministrations of deft servitors and the elegance of your surroundings will give you a pleasure which only an awareness of the superlatively best can produce.

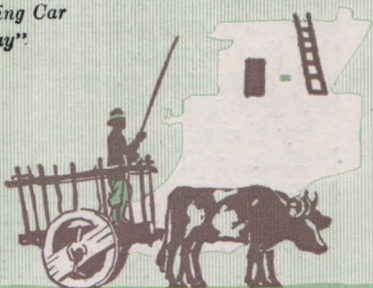
California, the Santa Fe Railway, and the Fred Harvey cuisine have been inseparable in the minds of travelers for over forty years. Each is perfect of its kind. Together they guarantee a flawless vacation, with maximum enjoyment.

Santa Fe Service

The Santa Fe is your natural choice of a route to California, because it is the **shortest** by many miles; it is **safe**, because of its excellent system of automatic block signals and double-tracked main line. It is **smooth**, by reason of its rock ballast and heavy steel rails. It is **clean**, because throughout Arizona and California its engines burn oil.



*Fred Harvey Dining Car
service "all the way"*



To these attractions add also that the Santa Fe is the **only** railroad system from Chicago to California, which is under **one management** "all the way." This unity of management is one basic reason for the glowing accounts you hear of Santa Fe safety, service, speed and food.

The Route of the Santa Fe

is exceptional in that it affords continual change and infinite variety in landscape, natural curiosities and peoples.

It traverses the most spectacular regions of our continent, and gives access to the stupendous, chromatic Grand Canyon of Arizona, to miss seeing which would be like going to France and missing Paris.

To visit the Grand Canyon in winter—escaping from the dank, cold humidity of northern cities, their ice and snow—is literally like entering another and lovelier world. Even on the canyon rim, with evergreen trees etched black against snow-patches, the midday sunshine is like a flow of warm, etherealized gold. On most winter days you will require but a light wrap save for motoring. While, as you descend into the canyon depths, by way of winding trails and mounted upon sure-footed mules, you enter a charmed region of eternal summer. On the rim, you may stay at El Tovar, a sovereign among caravansaries, and one which will captivate you by its uniqueness. Would you descend into the canyon for a prolonged stay? Then there await you two most artistic camps, with substantial cabins, running water, and superlative camp cooking, which includes the delicacy of freshly laid eggs.

En route, lofty mountains—the Spanish Peaks, rose-gold in the sunset and suggestive of turreted castles in Spain; the San Francisco Peaks, the Raton and Glorieta ranges—make distant backgrounds of beauty.

By the way, colorful pueblos, where Indians still live in the primitive manner of four centuries ago, in houses with bright walls of coral, lemon yellow or orange gamboge; prehistoric ruins, such as that of Puyé, with its House of



*Ladies' Lounge with Ladies'
Maid in attendance*



a Thousand Rooms; the luscious vale of the Rito de los Frijoles; the Painted Cave, and the Altar of Lions, all invite your exploration, and will provide surpassing thrills to reward the slight expenditure of time involved.

This part of the storied Southwest is arousing the interest of scholars all over the world. Here archaeologists are tracing civilizations which date back thousands of years. Their history is compressed in a few acres of soil but a few feet in depth. You may read it pictured in a fascinating manner at the museum in old Santa Fé—displayed in brilliantly decorated utensils, paintings, and woven fabrics.

The Mighty Southwest

is penetrated to every remotest corner of interest by Santa Fe lines and service. This includes "motor land cruises," such as the Indian-detour by automobile, to break the journey agreeably for those who are not in haste.

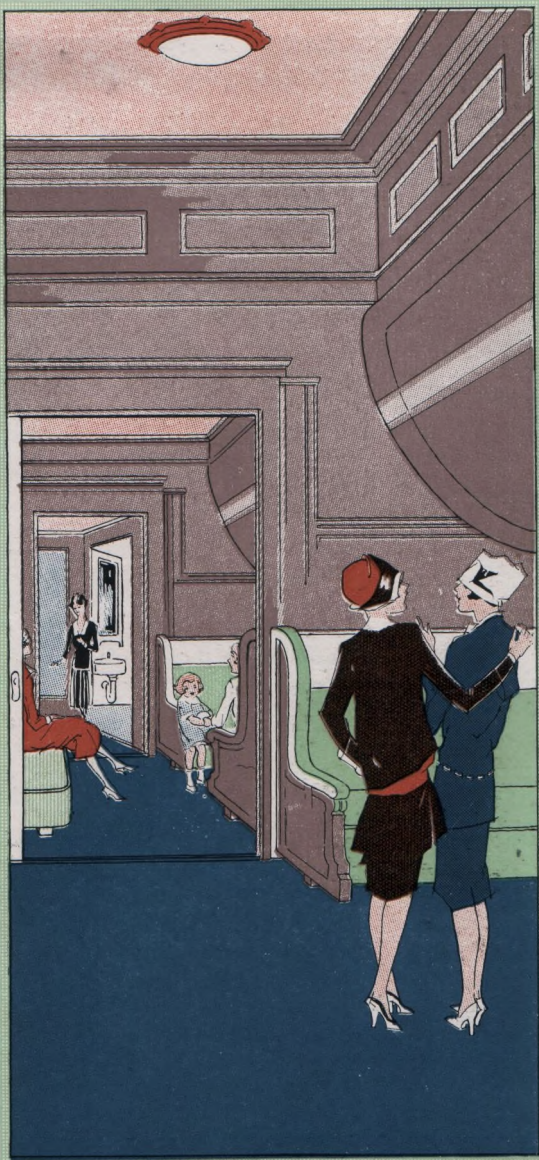
By no other route can the history of this, the oldest part of our country, be followed in so fascinating a way. For along the line of the Santa Fe history is visible. It still lives in enduring monuments and the poetic customs of an old race.

You may visit vivid Phoenix, in southern Arizona, surrounded by orange and grapefruit groves. Accessible are fine winter resort hotels and outlying dude ranches.

You may see the Painted Desert and the rainbow-colored Petrified Forests. You may enjoy the mineral springs and the smart resorts, with their world of sports under lazulite skies. You may ride along mountain trails amid fronded ferns or dance under the velvety night, illumined by swaying lanterns and golden stars. Think of basking in all this balmy, dreamy loveliness, when winter is cold and raw and dreary—at home!

Chief of the Road

The Santa Fe has five daily trains to California—all of them topnotchers in their class. But the very best train is The Chief. It is spacious in accommo-



*Compartment and Drawingroom
may be occupied en suite*





Pen drawing from painting by E. I. Couse, N. A.

CHIEF OF THE S





SUN WORSHIPERS



dations. It is beautiful in upholstery. It is meticulous in its attention to important trifles. There is a very fine edge to the service proffered by its personnel, because every functionary on The Chief is a picked man—the flower of all the men who have been trained to Santa Fe ideals for years.

Then there is that very important matter of speed. You save time by traveling on The Chief and you arrive in Los Angeles at nine in the morning, early enough to give you a full day for business or pleasure.

True, you pay a few more dollars to ride on The Chief. But you will agree with us that this train is well worth it. The Chief is frankly designed for people who want the best. It is for men who value the extra roaming space provided by capacious club cars and smokers; it is for women who love personal daintiness and immaculate surroundings; it is for mothers who appreciate the comfort of a daily shower for the youngsters, and the helpfulness of an efficient maid. The many conveniences on The Chief relieve mothers of much care in respect to their children, while the personnel and equipment make worry as to their safety at any time needless.

Features of The Chief

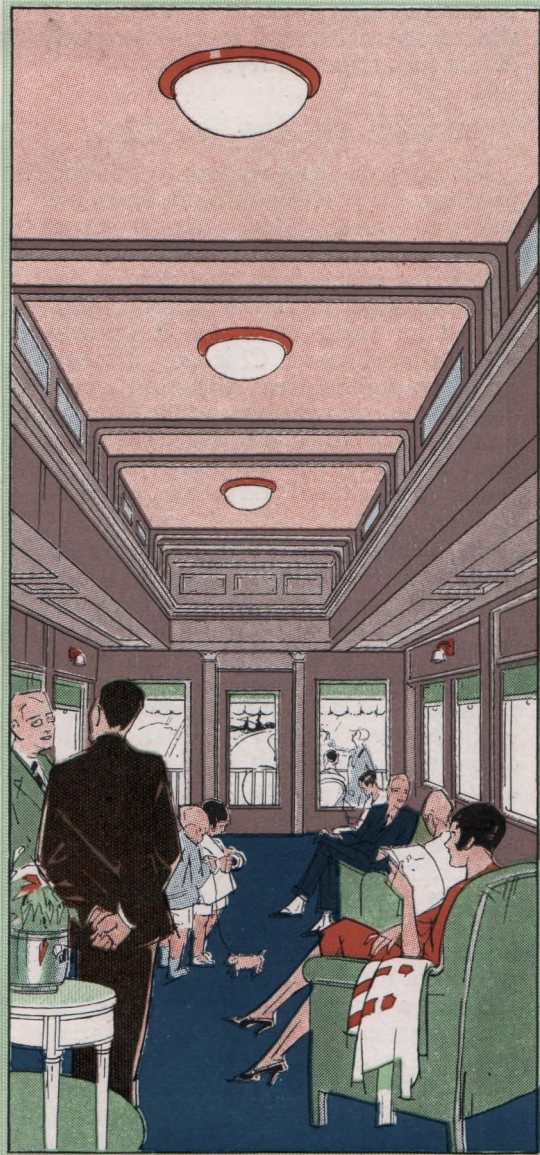
Brings Chicago nearer Los Angeles; carries observation sunparlor; ladies' lounge and ladies' maid; barber, valet and manicure service; also shower baths.

Club car and dining car will have many special, exclusive features, and will be managed by Fred Harvey.

Extra fare, \$10 from Chicago; \$8 from Kansas City—same returning.

As for Fred Harvey's Cuisine

Fred Harvey has originated a number of special dishes for The Chief. Those acquainted with the surpassing skill of this master caterer will be eager to prove the delectable qualities of these new concoctions. Eating Fred Harvey meals always has been the epicure's delight. Eating Fred Harvey meals as



*The Observation sunparlor is
a pleasant rendezvous for
the entire family*



prepared and served on The Chief will be a surpassing pleasure, to be enjoyed with deliberation and repeated eagerly at the first opportunity.

A Walk Through the Train

Would you like to know in advance just how delightful a trip on The Chief will be. Then come with us on an imaginary stroll through the train.

Let us enter first the dining car. You see that it is ready for dinner, served for those who wish it immediately after leaving Chicago. Flowers and fine table linen, gleaming silver, harmonious decoration and immaculate daintiness everywhere serve to whet your appetite for the feast prepared under the skilled direction of Fred Harvey.

In the club car are comforts to which fastidious men have become accustomed at their city clubs. Here one may secure the services of a valet, to attend to such important trifles as the correct creasing of trousers and the polish of boots. Expert barbering also is obtainable. And of course the luxury of a shower bath, which is here available to women as well as to men.

Passing rapidly through the sleeping cars you observe that sections, drawing-rooms and compartments are so cleverly contrived that they may be had *en suite*. The formation of suites is flexible, to accommodate family parties of mother and children, with or without a personal maid; and various sized parties of friends. This flexibility is achieved by grouping in one car six compartments and three drawing-rooms; in another, seven drawing-rooms; in still another, ten sections and two drawing-rooms. And so on. These varied arrangements make possible almost any combination one may desire.

At the rear end of the train we arrive at the spacious observation sunparlor car. Its commodious chairs promise ease. Its charming coloring, handsome upholstery and deep-pile carpets delight you with the atmosphere of luxury which they create. In this sumptuously equipped car there is a lounge

for women which offers every convenience, and there is also a shower bath exclusively for the use of women and children. A trained maid will respond to the signal of a bell. She will officiate as a skilled manicure and hairdresser upon request.

A well-stocked writing desk urges you to correspondence. A library filled with delightful books suggests reading. Tables for cards invite to a game of bridge. A spacious platform, bathed in sunlight and swept by gentle breezes, lures to hours of sheerest indolence, while a glorious world of beauty, romance, and warm open spaces glides swiftly before your eyes.

Rare days await you on The Chief.

SPECIAL INFORMATION

Trains No. 19 and 20, The Chief, are run especially to accommodate first-class travel between Kansas City, Chicago and East and Arizona-California points.

Such through travel will have first claim to advance reservations, which only will be made as follows: **Westbound**, from regular and conditional stops (see note), Hutchinson, Kansas, and east thereof, to Williams and Ash Fork, Arizona, and to regular and conditional stops (see note) south of Barstow, Calif. **Eastbound**, advance reservations will be made from regular and conditional stops south of Barstow, Calif., also from Williams and Ash Fork, Arizona, to regular and conditional stops, Hutchinson, Kansas, and east. A few berths also will be sold from Chicago to Kansas City, and vice versa.

Other interstate passengers will be carried between all regular stops as shown below; but advance reservations will not be made, and passengers will be allowed to board trains only when unassigned Pullman space is available at train time.

The **regular** passenger stops of these trains will be: Chicago, Ill., Chillicothe, Ill., Marceline, Mo., Kansas City, Mo., Emporia, Kan., Newton, Kan., Dodge City, Kan., La Junta, Colo., Trinidad, Colo., Las Vegas, N. M., Lamy, N. M., Albuquerque, N. M., Williams, Ariz., Ash Fork, Ariz., Barstow, Calif., San Bernardino, Calif., Pasadena, Calif., and Los Angeles, Calif.

Note: The **conditional** stops referred to are Joliet, Streator, Galesburg, Fort Madison, La Plata, Bucklin, Carrollton and Hutchinson; also stations south of Barstow, Calif., not shown as regular stops in preceding paragraph.

Passengers traveling between points in the same state (intra-state) will **not** be carried on these trains.

An extra fare of \$10.00 between Chicago and

California points, and \$8.00 between Kansas City and California points, and proportionate extra fares between intermediate points, will be required of each passenger. If one passenger has exclusive use of drawing-room, two passage tickets and two extra fare tickets will be required. When one passenger has exclusive use of compartment, one and one-half passage tickets and one and one-half extra fare tickets will be required.

All first-class interstate passage tickets will be honored on these trains between the points and under the conditions outlined in preceding paragraphs.

Clergy tickets will be honored between stations Hutchinson and east, and authorized stops in Arizona and California, upon payment of the regular extra fares.

The following forms of special or reduced rate tickets will **not** be honored on The Chief, viz., Tickets endorsed "Special Rate," "Special," "Employe," "Charity," "D. V. S." or "Clergy" (except as provided in preceding paragraph). Homeseekers tickets, Second-class tickets, Immigrant tickets, Drovers tickets and Live Stock contracts, and all tickets endorsed "Not good on trains 3 and 4 or 19 and 20," or "Not good on Limited trains," also will not be honored.

There are four additional daily California through trains via the Santa Fe.

The California Limited (No. 3) leaves Chicago in the evening and arrives Los Angeles 2.15 p.m. the third day. Exclusively for first-class travel.

The Navajo (No. 9) leaves Chicago early in the afternoon and reaches Los Angeles in sixty-eight hours. It carries standard Pullmans, observation car and free reclining chair car.

The Missionary (No. 21) and The Scout (No. 1) run over the Belen cut-off. They are equipped with standard Pullmans, tourist sleepers and free reclining chair cars.

No other transcontinental line operates five trains every day to California, under one management for the entire distance.

Meals for The Navajo, The Scout, and The Missionary are served in dining cars east of Kansas City and in station dining rooms west.

On The Chief and The California Limited the dining car runs through.

Equipment of the Chief is as follows:

Two-drawing-room, three-compartment observation Pullman (No. 190), Chicago to Los Angeles.

Ten-section, two-compartment, one-drawing-room Pullman (No. 191), Chicago to San Diego.

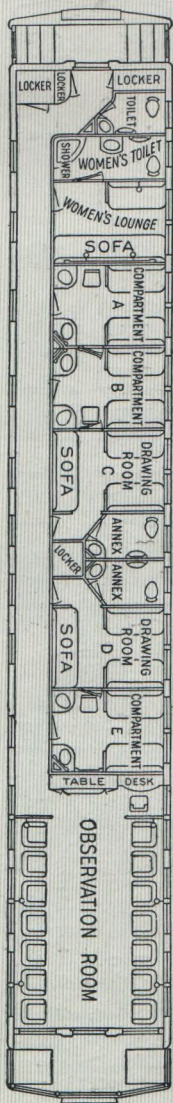
Six-compartment, three-drawing-room Pullman (No. 194), Chicago to Los Angeles.

Seven-drawing-room Pullman (No. 196), Chicago to Los Angeles.

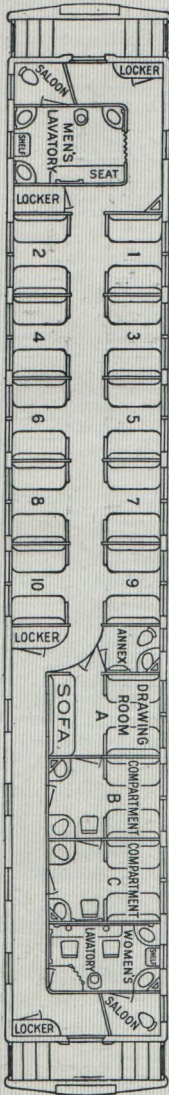
Ten-section, two-drawing-room Pullman (No. 197), Chicago to Los Angeles.

Fred Harvey dining car, Chicago to Los Angeles.

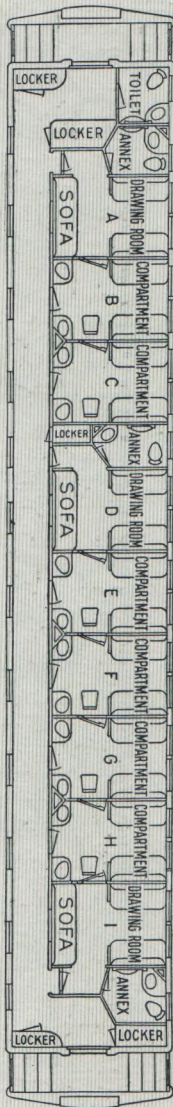
Club car, Chicago to Los Angeles.



No. 190

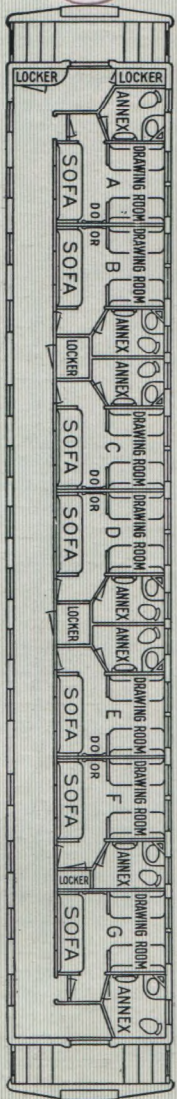


No. 191

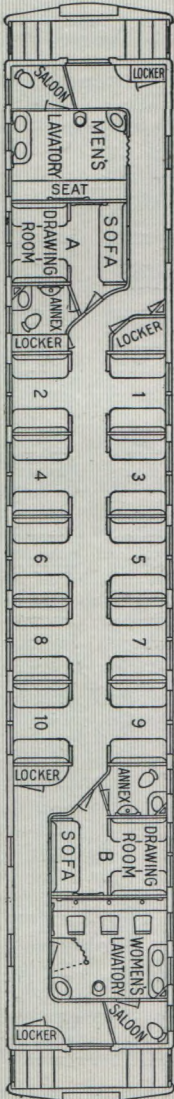


No. 194

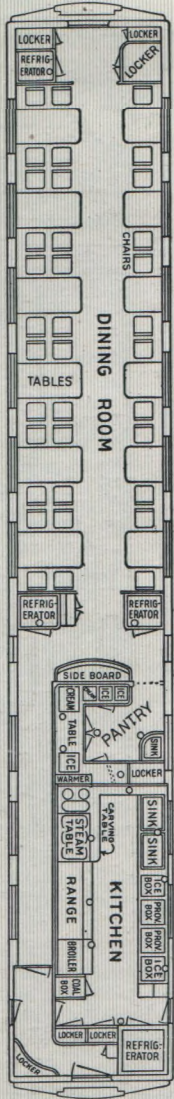
- No. 190. **Observation Car.** Three compartments, two drawing rooms and ladies' lounge with shower bath. Observation room and platform.
- No. 191. **Compartment-drawing room-section car.** Ten sections, two compartments and one drawing room.
- No. 194. **Compartment drawing room car.** Six compartments and three drawing rooms. No sections.



No. 196



No. 197



Dining Car

No. 196. All drawing room car. Seven drawing rooms.

No. 197. Drawing room-section car. Ten sections and two drawing rooms.

Through dining car.



Altitudes Principal Stations

MISSOURI RIVER AND EAST

Chicago.....	593
Ft. Madison.....	521
Galesburg.....	755
Joliet.....	538
Kansas City.....	750

KANSAS

Dodge City.....	2480
Florence.....	1269
Hutchinson.....	1528
Newton.....	1440
Syracuse.....	3221

COLORADO

Canon City.....	5332
Colorado Springs.....	5975
Denver.....	5173
La Junta.....	4045
Lamar.....	3603
Palmer Lake.....	7216
Pueblo.....	4641
Trinidad.....	5972

NEW MEXICO

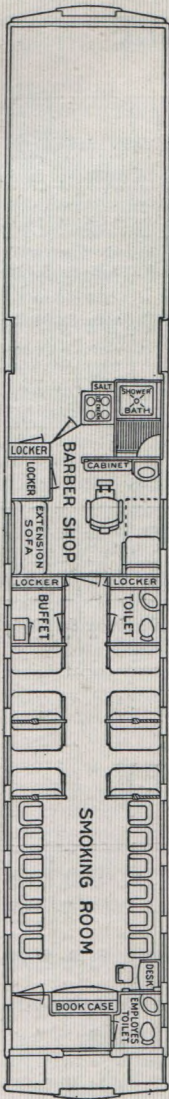
Albuquerque.....	4934
Continental Divide.....	7243
Gallup.....	6506
Glorieta.....	7421
Laguna.....	5836
Lamy.....	6458
Las Vegas.....	6383
Raton.....	6635
Raton Tunnel.....	7608
Santa Fe.....	6947
Springer.....	5793

ARIZONA

Adamana.....	5277
Ash Fork.....	5128
Canyon Diablo.....	5421
Flagstaff.....	6894
Grand Canyon Rim.....	7000
At Colorado River.....	1000
Holbrook.....	5080
Kingman.....	3335
Peach Springs.....	4788
Seligman.....	5219
Williams.....	6748
Winslow.....	4856

CALIFORNIA

Bagdad.....	788
Barstow.....	2103
Goffs.....	2580
Hesperia.....	3190
Highland.....	1315
Los Angeles.....	267
Needles.....	481
Orange.....	176
Pasadena.....	824
San Bernardino.....	1077
San Diego.....	13
Summit (Cajon Pass).....	3820
Upland.....	1210



CLUB CAR

Club Car, Baggage, buffet, barber shop, shower bath, smoking and reading room.

SCHEDULES

THE CHIEF

(WESTBOUND)

	No. 19	Su	Mo	Tu	We	Th	Fr	Sa
Lv Chicago (Dearborn Sta.)	8.00 p.m.							
Lv Chillicothe, Ill.	11.15 p.m.							
Lv Marceline, Mo.	4.55 a.m.	Mo	Tu	We	Th	Fr	Sa	Su
Ar Kansas City, Mo.	7.50 a.m.	"	"	"	"	"	"	"
Lv Kansas City, Mo.	8.05 a.m.	"	"	"	"	"	"	"
Lv Emporia, Kan.	11.00 a.m.	"	"	"	"	"	"	"
Lv Newton, Kan.	1.00 p.m.	"	"	"	"	"	"	"
Lv La Junta, Colo.	8.45 p.m.	"	"	"	"	"	"	"
Lv Albuquerque, N. M.	8.30 a.m.	Tu	We	Th	Fr	Sa	Su	Mo
Lv Williams, Ariz.	6.35 p.m.	"	"	"	"	"	"	"
Lv Ash Fork, Ariz.	7.25 p.m.	"	"	"	"	"	"	"
Ar Barstow, Calif.	3.50 a.m.	We	Th	Fr	Sa	Su	Mo	Tu
Ar San Bernardino, Calif.	6.25 a.m.	"	"	"	"	"	"	"
Ar Pasadena, Calif.	8.25 a.m.	"	"	"	"	"	"	"
Ar Los Angeles, Calif.	9.00 a.m.	"	"	"	"	"	"	"
Lv Los Angeles, Calif.	9.15 a.m.	"	"	"	"	"	"	"
Ar San Diego, Calif.	1.00 p.m.	"	"	"	"	"	"	"

CONNECTING TRAINS

Lv San Bernardino, Calif.	6.55 a.m.	We	Th	Fr	Sa	Su	Mo	Tu
Ar Riverside, Calif.	7.20 a.m.	"	"	"	"	"	"	"
Lv San Bernardino, Calif.	6.30 a.m.	We	Th	Fr	Sa	Su	Mo	Tu
Ar Redlands, Calif.	6.52 a.m.	"	"	"	"	"	"	"
Lv Los Angeles, Calif.— Sou. Pac.	3.15 p.m.	We	Th	Fr	Sa	Su	Mo	Tu
Ar Santa Barbara, Calif.	6.30 p.m.	"	"	"	"	"	"	"

THE CHIEF

(EASTBOUND)

	No. 20	Mo	Tu	We	Th	Fr	Sa	Su
Lv San Diego, Calif.	2.00 p.m.							
Lv Los Angeles, Calif.	6.00 p.m.	"	"	"	"	"	"	"
Lv Pasadena, Calif.	6.30 p.m.	"	"	"	"	"	"	"
Lv San Bernardino, Calif.	7.50 p.m.	"	"	"	"	"	"	"
Lv Barstow, Calif.	10.35 p.m.	"	"	"	"	"	"	"
Lv Ash Fork, Ariz.	9.55 a.m.	Tu	We	Th	Fr	Sa	Su	Mo
Lv Williams, Ariz.	11.10 a.m.	"	"	"	"	"	"	"
Lv Albuquerque, N. M.	8.40 p.m.	"	"	"	"	"	"	"
Ar La Junta, Colo.	8.05 a.m.	We	Th	Fr	Sa	Su	Mo	Tu
Ar Newton, Kan.	6.00 p.m.	"	"	"	"	"	"	"
Ar Emporia, Kan.	7.55 p.m.	"	"	"	"	"	"	"
Ar Kansas City, Mo.	10.55 p.m.	"	"	"	"	"	"	"
Lv Kansas City, Mo.	11.10 p.m.	"	"	"	"	"	"	"
Ar Marceline, Mo.	1.55 a.m.	Th	Fr	Sa	Su	Mo	Tu	We
Ar Chillicothe, Ill.	7.25 a.m.	"	"	"	"	"	"	"
Ar Chicago (Dearborn Sta.)	11.00 a.m.	"	"	"	"	"	"	"

CONNECTING TRAINS

Lv La Junta, Colo.	10.30 a.m.	We	Th	Fr	Sa	Su	Mo	Tu
Ar Pueblo, Colo.	12.05 p.m.	"	"	"	"	"	"	"
Ar Colorado Springs, Colo.	1.35 p.m.	"	"	"	"	"	"	"
Ar Denver, Colo.	4.35 p.m.	"	"	"	"	"	"	"
Lv Santa Barbara, Calif.— Sou. Pac.	1.15 p.m.	Mo	Tu	We	Th	Fr	Sa	Su
Ar Los Angeles, Calif.	4.30 p.m.	"	"	"	"	"	"	"

SANTA FE AGENCIES

For information about excursion fares, Pullman rates, and reservations, train schedules, etc., apply to the nearest railroad ticket agent, or address the Santa Fe representative at any one of the agencies named below:

ATLANTA, GA.....	1518 Healey Building
BEAUMONT, TEX.....	Beaumont Hotel Bldg., 643 Orleans St.
BOSTON, MASS.....	212 Old South Bldg.
BUFFALO, N. Y.....	591 Ellicott Square Bldg.
CHICAGO, ILL.....	179 West Jackson Street
CINCINNATI, OHIO.....	200 Neave Building
CLEVELAND, OHIO.....	980 Union Trust Building
COLORADO SPRINGS, COLO.....	118 E. Pike's Peak Ave.
DALLAS, TEX.....	1116 Commerce Street
DENVER, COLO.....	Kenmark Hotel Bldg., 524 17th St.
DES MOINES, IOWA.....	601 Equitable Building
DETROIT, MICH.....	404 Transportation Building
EL PASO, TEX.....	Mills Bldg.
FORT WORTH, TEX.....	112 East Ninth Street
GALVESTON, TEX.....	411 Twenty-second Street
HOUSTON, TEX.....	904 Texas Avenue
INDIANAPOLIS, IND.....	311 Merchants Bank Bldg.
KANSAS CITY, MO.....	719 Walnut Street
LEAVENWORTH, KAN.....	406 Delaware Street
MEXICO, CITY, MEX.....	Edificio High Life Num. 401
MILWAUKEE, WIS.....	1305 Majestic Building
MINNEAPOLIS, MINN.....	507 Metropolitan Life Building
NEW ORLEANS, LA.....	601-602 Whitney Cent. Nat. Bank Bldg.
NEW YORK CITY, N. Y.....	505 Fifth Ave.
OKLAHOMA CITY, OKLA.....	11 South Harvey Street
PEORIA, ILL.....	211 Jefferson Building
PHILADELPHIA, PA.....	601-602 Finance Bldg.
PITTSBURGH, PA.....	208 Park Building
PUEBLO, COLO.....	401 North Union Avenue
ST. JOSEPH, MO.....	114 South Fifth Street
ST. LOUIS, MO.....	296 Arcade Building
SALT LAKE CITY, UTAH.....	508 Clift Building
SAN ANTONIO, TEX.....	317 City National Bank Building
TULSA, OKLA.....	Atlas Life Bldg., 417 South Boston Ave.
WACO, TEX.....	507 First State Bank Bldg.
WICHITA, KAN.....	Room 103, Union Station

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

W. J. BLACK, Passenger Traffic Manager

Santa Fe System Lines
CHICAGO

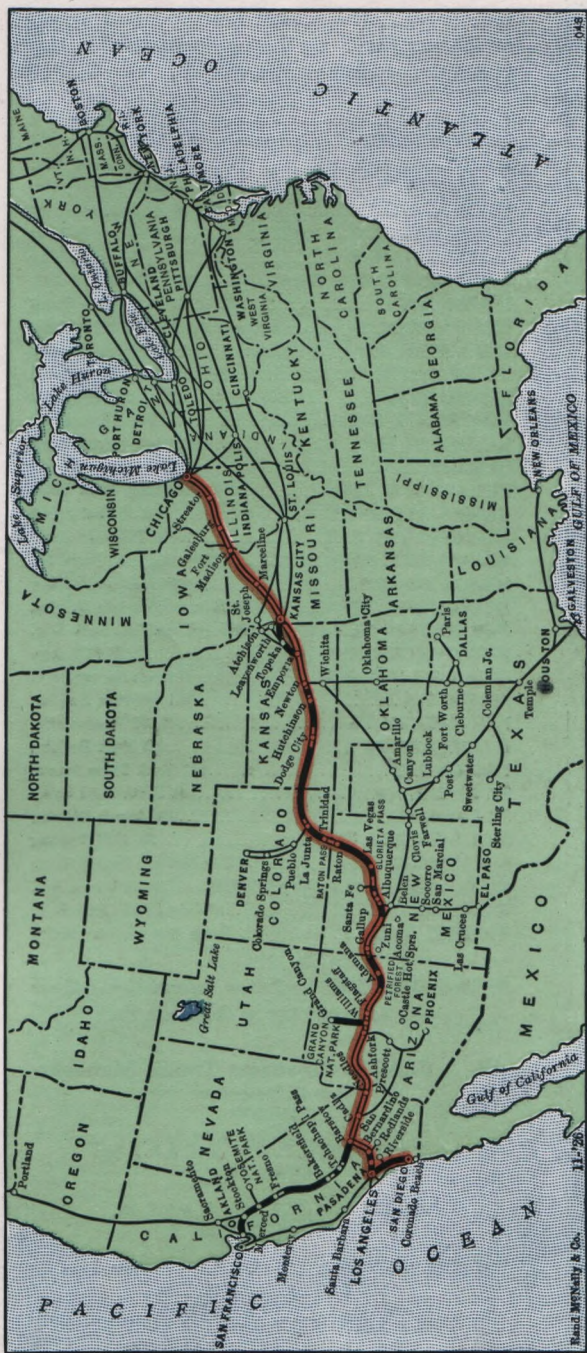
A. P. MORISON, A. P. T. M., A. T. & S. F. Ry.
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J. M. CONNELL, G. P. A., A. T. & S. F. Ry.
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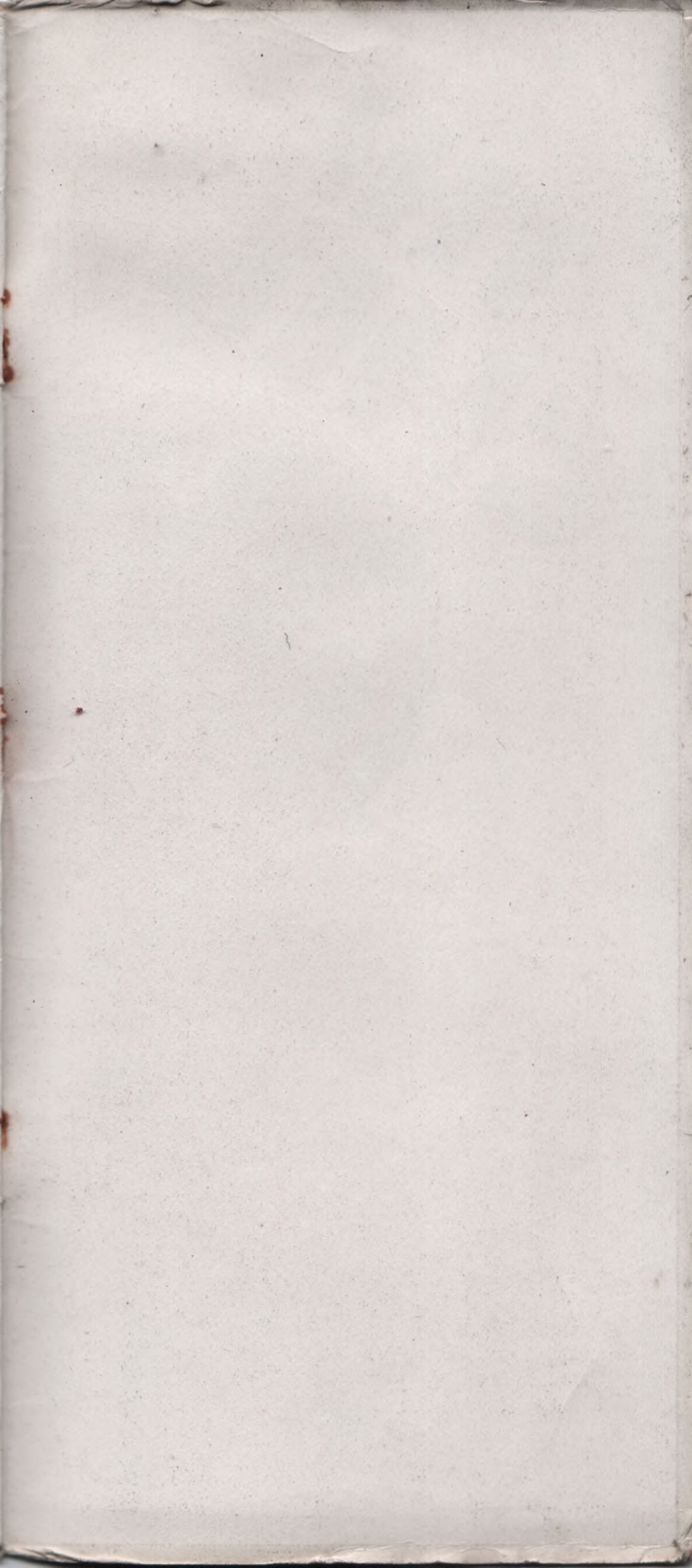
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