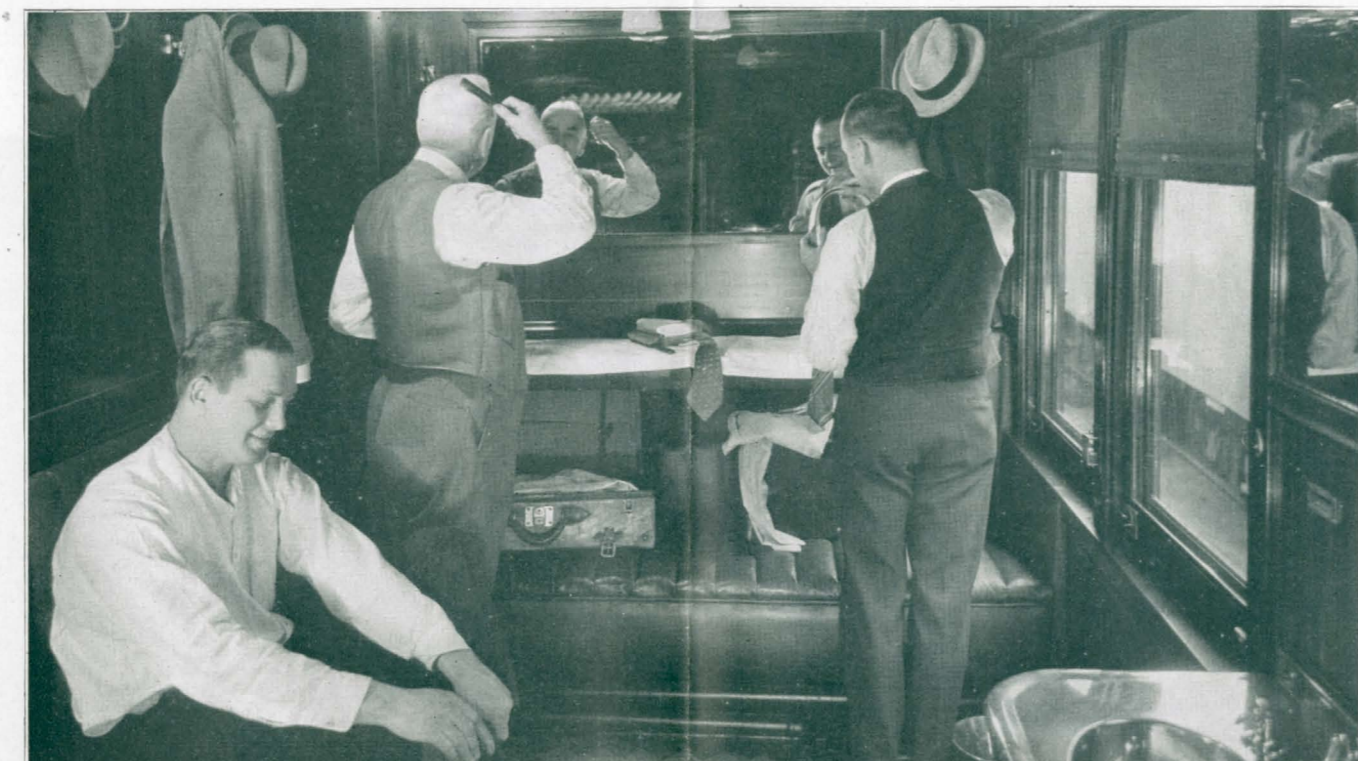




Seventy or Seven—they both enjoy travel comfort

Photos by Pullman Co.



Top—The new drop shelf dressing tables are convenient



Bottom—The new dressing rooms for ladies are larger

Photos by Pullman Co.



Getting all "dolloed up"

Photos by Pullman Co.



Ready for the bedtime story

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.

Albuquerque, N. M., Santa Fe Station.	Minneapolis, Minn., 507 Metropolitan Life Bldg.
Amarillo, Tex., Santa Fe Station.	New Orleans, La., 406 Whitney Central National Bank Bldg.
Atchison, Kan., Masonic Bldg.	New York City, 505 Fifth Ave.
Atlanta, Ga., 1518 Healey Bldg.	Oakland, Calif., 434 13th St.
Bakersfield, Calif., Santa Fe Station	Ocean Park, Calif., 165 Pier Ave.
Beaumont, Tex., Beaumont Hotel,	Oklahoma City, Okla., 11 So. Harvey St.
643 Orleans St.	Peoria, Ill., 211 Jefferson Bldg.
Berkeley, Calif., 2134 University Ave.	Philadelphia, Pa., 601-602 Finance Bldg.
Boston, Mass., 212 Old South Bldg.	Phoenix, Ariz., 102 No. Central Av.
Buffalo, N. Y., 591 Ellicott Square Bldg.	Pittsburgh, Pa., 208 Park Bldg.
Chicago, 179 W. Jackson St.	Pomona, Calif., 261 So. Thomas St.
Cincinnati, Ohio, 200 Neave Bldg.	Portland, Ore., 508 Spalding Bldg.
Cleveland, Ohio, 980 UnionTrust Bldg.	Pueblo, Colo., 401 N. Union Ave.
Colorado Springs, Colo., 118 E. Pike's Peak Ave.	Redondo Beach, Calif., Santa Fe Depot.
Dallas, Tex., 1116 Commerce St.	Riverside, Calif., Mission Inn.
Denver, Colo., Kenmark Hotel Bldg., 524 17th St.	Sacramento, Calif., 1006 K. St.
Des Moines, Iowa, 601 Equitable Bldg.	St. Joseph, Mo., 114 S. Fifth St.
Detroit, Mich., 404 Transportation Bldg.	St. Louis, Mo., 296 Arcade Bldg.
El Paso, Tex., Mills Bldg.	Salt Lake City, Utah, 508 Clift Bldg.
Fort Worth, Tex., 112 E. 9th St.	San Antonio, Tex., 317 City National Bank Bldg.
Fresno, Calif., Santa Fe Station	San Bernardino, Calif., Santa Fe Station.
Galveston, Tex., 411 Twenty-second St.	San Diego, Calif., U. S. Grant Hotel Block.
Glendale, Calif., 119 East Broadway	San Francisco, Calif., Santa Fe Bldg., 601 Market St.
Highland Park, Calif., Santa Fe Station.	San Jose, Calif., 15 E. Santa Clara St.
Hollywood, Calif., 6405 Hollywood Blvd.	San Pedro, Calif., 121 7th St.
Houston, Tex., 904 Texas Ave.	Santa Ana, Calif., Santa Fe Station.
Indianapolis, Ind., 311 Merchants Bank Bldg.	Santa Barbara, Calif., 915 State St.
Kansas City, Mo., 719 Walnut St.	Santa Rosa, Calif., 516 Fourth St.
Leavenworth, Kan., 406 Delaware St.	Seattle, Wash., L. C. Smith Bldg.
Long Beach, Calif., 220 W. Ocean Blvd.	Stockton, Calif., 1st National Bldg.
Los Angeles, Calif., 221 S. Broadway	Topeka, Kan., A. T. & S. F. Gen'l Office Bldg.
Mexico City, Mex., Edificio High-Life, Num. 401.	Trinidad, Colo., Santa Fe Station.
Milwaukee, Wis., 1305 Majestic Bldg.	Tulsa, Okla., 417 S. Boston Ave.
	Waco, Tex., First State Bank Bldg.
	Whittier, Calif., 125 N. Greenleaf St.
	Wichita, Kan., 103 Union Station.

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 W. J. BLACK, Pass'r Traffic Mgr., A. T. & S. F. Ry. System, Railway Exchange, Chicago.
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MAY, 1926—25M

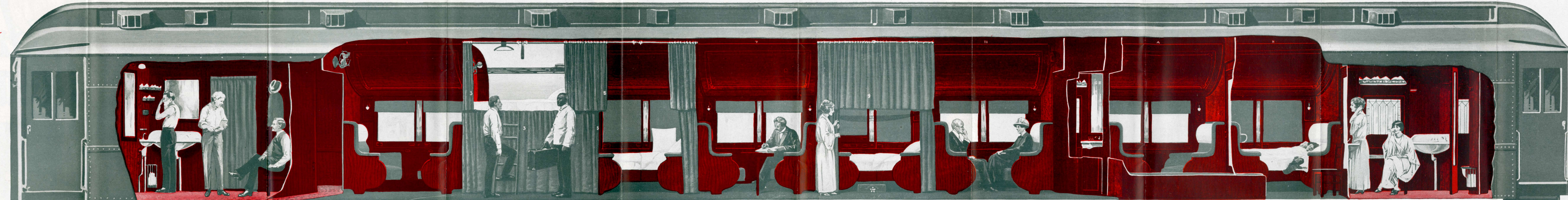
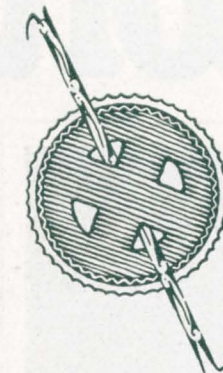
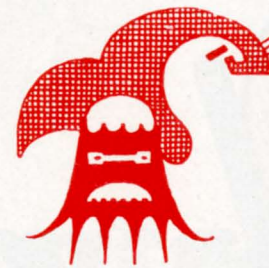
MADE IN U. S. A. RAND McNALLY & COMPANY, CHICAGO



Travel Comfort



the
Grand Canyon
 Line



Men's Lavatory

Open Section

Getting into Upper Berth

Lower Berth

Tables are Provided

Section Ready for the Night

Open Section

Drawing Room

Compartment

Women's Lavatory

PULLMAN CO.

Santa Fe-Fred Harvey-Pullman

The average American is apt to take things for granted. He picks up the receiver and talks across a continent. He tunes in and listens to a concert a thousand miles or more away. He puts on a record and hears the latest song hit or an aria by Galli Curci. He

goes around the corner and sees the last Hollywood film creation for a pittance.

Marvels? Yes. But no longer wonders for him. They are all in the day's work or play.

And so it is that the luxuries of modern railway travel have ceased to be regarded as out of the ordinary.

We get on board at Chicago for example, and in less than three days get off at Los Angeles. Meanwhile we have been carried nearly twenty-three hundred miles in absolute comfort. Our beds, our meals, magically provided. An obliging porter at our beck and call. Magazines to read, if bookishly inclined.

The news of the day, hot from the wires. And the scenery of the Far West unwinding like an endless panorama outside the car windows. Smooth is the track. Powerful are the engines. And gloriously we roll along.

Few ever stop to think how all this came about, for it didn't just happen. Few realize how many millions of dollars, how many thousands of alert men are needed in order that just one trainload may be transported safely and quickly across mountain ranges and plains, within three "sleeps."

We take it for granted. It is just in the day's work.

Especially is the Pullman sleeper taken for granted. And yet there are those still living who, in 1859, saw the first crude forerunner (car No. 9) of the present steel-construction Pullman. These old and new types are comparable to cave man and college graduate, to cohippus and Derby winner.

In every business certain forward-looking corporations with high ideals set the standard. Fred Harvey immediately suggests the very best in railway meal service. The California Limited suggests the acme of limited trains.

The Pullman Company likewise has certain definite ideals. It is not satisfied to have produced a sleeping car that rides easily, that is

safe and comfortable. It is constantly adding new features. At least fifty cars are in service all the time in which new ideas are being tried out. Furnishings are simplified. Greater privacy is secured for the open car sections. Toilet rooms are enlarged. Dust is kept out and fresh air let in. More conveniences are available in the upper berths. There is an anti-pinch device on car doors. Guard rails are installed on hallway windows. Safety step ladders are provided. Vestibule roller curtains and improved buffer plates make the passage through the vestibules non-hazardous.

And the Pullman Company goes to the limit in cleanliness. Vacuum cleaning and

compressed air are dirt and germ enemies. Dome lights, berth lights, aisle lights, and vestibule lights all make for adequate illumination. The heat in each car now is controlled with several units instead of one. The water-distributing system is practically bacteria proof, and the common drinking cup is taboo. Other noteworthy items are the fumigation of linen, the dental lavatory and the first-aid packets.

The omnipresent, smiling, helpful porter has "evolved" along with the rest of the Pullman service. Today he is a model of neatness—attentive and proud of his job. The Pullman conductor and the porter are

the Pullman Company, for the passengers of that particular car. If the conductor may be termed the captain, the porter is nothing less than top sergeant. Both are selected for the exacting duties required. And both are willing servants of the Great American Public. Women and children, the aged and infirm, find them helpful aids in a pleasant journey.

It is interesting to know that last year nearly 34,500,000 passengers were transported in Pullman cars, or an average of 94,500 a day; that 30,000 employees were "on the job"; that the total distance covered by these cars was 987,780,631 miles, or 410 miles a day a car; that each car earned only \$3.06 a day or

27 cents a passenger, equivalent to less than 5 per cent on the fair value of the operating Pullman property.

On the Santa Fe System the length of the runs varies from 126 miles to 2,540 miles. The rates charged are reasonable for services rendered. Almost any price would be gladly paid, rather than go back to pre-1859 days. The value of a night of sleep is hard to estimate, until the morning after a sleepless night.

The illustration above represents a twelve-section, one drawing-room, one compartment standard Pullman, cut in two lengthwise.

Here you see the various activities of a typical run. They are discussing the fate

of the nation in the men's dressing-room, while in the women's dressing-room the lily and the rose are in process of adornment. A kiddie has gone to bed clasping her doll. The blankets are all wool, the pillows filled with goose feathers. Granddad and grandma are telling each other what a wonderful child Mary is. A man is writing home. The porter and the new safety step-ladder are getting busy for the upper berth occupant, who will enjoy the spring mattress, the baggage shelf and suit hanger. The other passengers are up ahead in the club car or diner.

Cozy, isn't it? And comfortable.

The tourist sleepers are not quite so elaborately finished and furnished as the standard sleepers. Almost as good, expresses it in a phrase. And costing considerably less for the journey. This style is mainly used on the long transcontinental runs and carried on fast express trains. Appreciated by those who wish to combine comfort with a reasonable economy.

Santa Fe—Fred Harvey—Pullman. The best in the transportation world. They insure a pleasant trip.