



*scout*

DAILY ECONOMY CHAIR CAR - TOURIST PULLMAN TRANSCONTINENTAL TRAIN



### Important Notice

Current rising costs have necessitated a slight increase in the charges for table d'hôte meals on The Scout, as quoted in the following pages. Effective January 15, 1942, these prices will be: 50¢ for breakfast; 60¢ for luncheon, and 75¢ for dinner.



*You'll like the  
Santa Fe*

**scout**

—a pleasant revelation in the  
cheery new comfort Santa Fe  
has put into the lowest-cost  
transcontinental rail travel to  
and from California.





**T**O GIVE a great deal in transcontinental travel value for the fewest possible travel dollars—there, in a nutshell, is the sole purpose of Santa Fe economy train, the Scout. In the Scout we have endeavored to crystallize Santa Fe experience of half a century in serving that great group of transcontinental passengers who want to travel comfortably, yet prefer to practice real economy en route, so that the dollars thus saved may be available for side trips along the way, or for extra diversion, or other purposes, upon reaching destination.

**ADD ALL THIS TOGETHER FOR YOUR PICTURE OF THE SCOUT**

The Scout is mainly a chair-car and tourist-Pullman train, its regular equipment also including a most attractive new-style lounge car for sleeping car occupants, and a dining car for all passengers.

The Scout is swift—swift as a limited. It is air-conditioned from end to end, of course, and so is spotlessly clean and quiet. It glides smoothly over excellent roadbed, via the only railroad operating under one management all the way between Chicago and California.



ROOMY, QUIET SLEEPING CARS . . . COMPLETELY REMODELED STANDARD PULLMANS OF BUT A FEW YEARS AGO



The personnel of the Scout is courteous and eager to serve. In its cars, many of them newly and specially built, you will find comforts and conveniences unknown even in the most expensive trains of a few years since. Generous and delicious meals are served in the cheery Fred Harvey dining car at prices you will find it difficult to match at home. A News Agent furnishes periodicals and travel necessities.

#### BEAUTY AND COMFORT COME TO CHAIR CAR TRAVEL

The modern chair cars on the Scout are very different from similar cars of the past. They are all new, of lighter weight, and streamlined in gleaming stainless steel. Their seats are deeply cushioned and readily adjustable to several reclining positions. The individual overhead lights may be dimmed, and new type racks provide generous space for baggage. The windows are exceptionally wide, and the seating capacity has been materially reduced in order that the extra space thus obtained can be devoted to a tasteful ladies' lounge and a men's dressing room.

In color effects, fabric designs, and in fixtures, the interiors of these cars have experienced the magic touch of the modern interior



THE CHAIR CARS . . . ALL NEW, OF LIGHT WEIGHT AND STREAMLINED IN GLEAMING STAINLESS STEEL



decorator, the entire effect being to promote an atmosphere of taste and quiet restfulness. Free drinking cups, pillows, and porter service are also provided.

Chair car passengers have their tickets handled in envelopes, just as do the sleeping-car passengers, so that they need not be disturbed as conductors are changed at division points.

#### A SPECIAL CAR FOR WOMEN AND CHILDREN

One of these beautiful Scout chair cars, with its ultra-modern dressing room facilities, has been set aside for the sole use of women and children, whether traveling alone or together.

#### LOW COST AND COMFORT APLENTY FOR SLEEPING CAR PASSENGERS

The sleeping cars carried by the Scout are completely remodeled standard steel Pullmans of but a few years ago. They are spic and span, with the quiet, and pleasantly regulated temperature, made possible by modern air-conditioning. Sleeping car travelers, indeed, will find themselves far more comfortable on the Scout than in similar space in the first-class standard Pullmans of yesterday, and at only a fraction



YOUNG AND OLD ALIKE, FIND COMFORT APLENTY IN THE SCOUT'S PLEASANT SLEEPERS



of the cost. For their added pleasure, too, there is a beautiful modern lounge car, pictured elsewhere in this little book, with a cocktail bar.

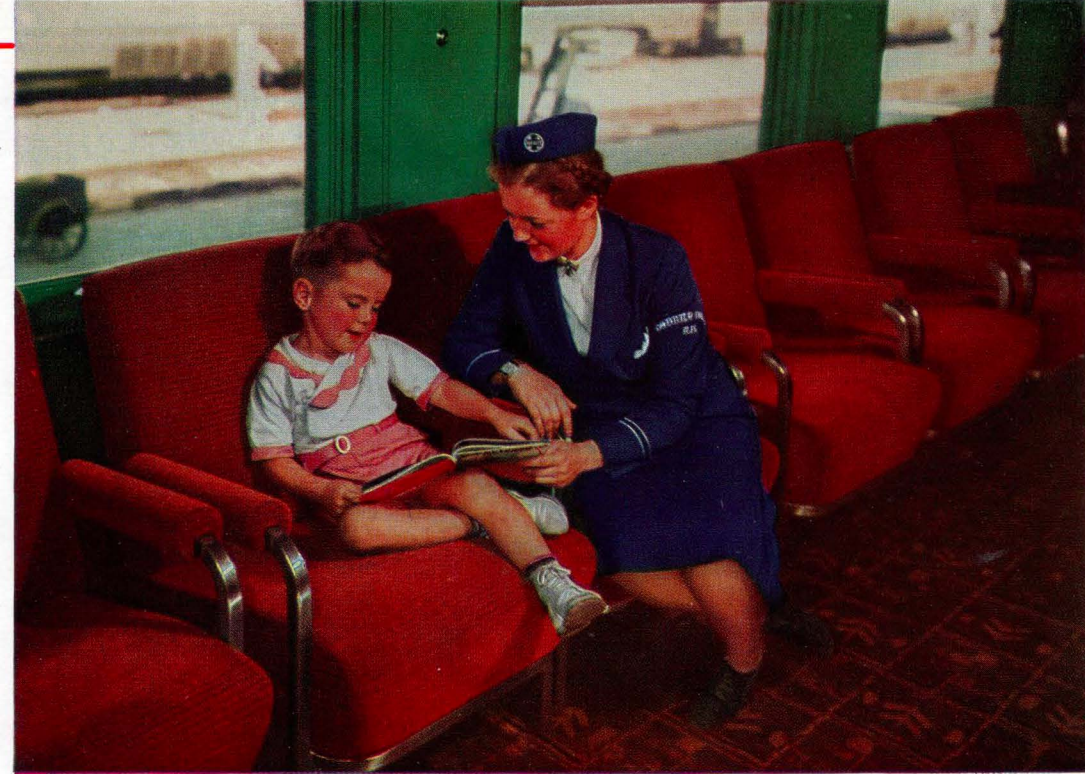
#### DANDY MEALS AT LOW COST

One of the Scout's pleasantest surprises awaits you in the spotless Fred Harvey diner. Complete and excellent table d'hote meals, constantly varied, are served to all passengers at prices of only 40c for breakfast, 50c for luncheon and 60c for dinner—that are a source of never-ending astonishment to Scout travelers. Special children's menus are provided, and, for those who prefer it, there is a la carte service at correspondingly moderate costs.

#### YOU'LL LIKE THE COURIER-NURSES, TOO

No one of all the Scout's contributions to a new comfort and pleasure in economy travel has met with more wholehearted commendation than the trimly uniformed Courier-Nurses, now a regular and important part of the personnel.

You, too, will like these alert, pleasant, capable young women, registered nurses all, assigned to help mothers with babies and



A TRIMLY UNIFORMED COURIER-NURSE IS A REGULAR PART OF THE SCOUT'S PERSONNEL



children . . . to watch over youngsters traveling alone . . . to administer to invalids and the aged . . . and to assist all others on the Scout requiring their free and friendly service.

The Courier-Nurse's manifold duties take her from end to end of the train, but her headquarters are in a specially-designed room at one end of the lounge car.

Besides their professional ability, these trim trained nurses can bring to interested passengers a truly personal knowledge of Santa Fe fascinating southwestern territory—for all have visited Old Santa Fé and southern California, taken Indian-detours, ridden Grand Canyon trails, explored Carlsbad Caverns.

#### CONVENIENCE IN SCHEDULES

The schedules of the daily Scout are extremely convenient. Departures from Chicago at 10:25 PM and Kansas City at 9:15 AM, permit connections from a wide territory. The arrival in Los Angeles at 8:30 AM is also most convenient, leaving an unbroken day ahead. Eastbound, the leaving time from Los Angeles is 8:15 PM, with arrival at Kansas City at 9:10 PM, and Chicago at 8:45 AM.



THE BEAUTIFUL MODERN LOUNGE CAR FOR SLEEPING CAR PASSENGERS



#### CARLSBAD CAVERNS SIDE TRIP

A through Scout tourist-Pullman, daily from Chicago and Los Angeles, will take you direct to Carlsbad, New Mexico, for a delightful visit to near-by Carlsbad Caverns National Park. An all-expense, all year Carlsbad Caverns side trip via the Scout is only \$9.75\* (from Clovis, N. M.), plus small charge for tourist-Pullman space.

Via the Scout, too, you will find excellent all-year connections for Grand Canyon National Park, entered only by the Santa Fe.

#### LAST, BUT NOT LEAST, THE COST

In spite of all that has been put into the Scout in the way of innovation and extra service, the cost of a Scout journey has been held to the absolute minimum obtainable under the present very low western rail fares.

For example, the one-way fare between Chicago and California, in the Scout's reclining chair cars, is but \$39.50\*, the round trip (4452 miles) only \$65\*. In Scout tourist-Pullman, the one-way fare is \$49.90\*, the round trip only \$74.00\*. Upper and lower berths and sections are available at an additional charge one-third less than that in standard Pullmans. As previously stated, delicious table d'hôte

\*Federal tax not included.



meals are available to all passengers at only 40c for breakfast, 50c for luncheon and 60c for dinner.

No train in all the Santa Fe fleet, which has served travelers between California and the east for over 50 years, and which now includes the world's largest array of streamliners, has brought us happier or more spontaneous comments. We of the Santa Fe are proud to present the Scout for your consideration, inspired by the belief that you'll approve it as heartily as have thousands of other Santa Fe travelers, old and new.

#### EL CAPITAN

Santa Fe contribution to greater pleasure in economy travel does not end with the Scout. There's El Capitan, too, America's **only** all-chair-car transcontinental streamliner. This gay Santa Fe stainless steel beauty, Diesel-electric drawn, whisks between Chicago and Los Angeles, twice-a-week, in just 39¾ hours. May we send you our El Capitan booklet, too? It reflects the thrilling speed and modernity of this gleaming economy train—**for chair-car passengers only!**

Passenger Traffic Manager,  
Santa Fe System Lines, Chicago





## HERE ARE SAMPLE MENUS

of the delicious low cost Fred Harvey meals served on the Scout

### BREAKFAST—40c

Orange or Pineapple Juice  
 Bacon and Eggs, Boiled, Fried or Scrambled  
 or  
 Creamed Ham on Toast, Poached Egg  
 Rolls      Toast      Muffins  
 Coffee      Tea      Milk

### LUNCHEON—50c

Baked Macaroni, Milanaise with Shredded Ham  
 and Melted Cheese  
 or  
 Roast Shoulder of Lamb, Pan Gravy  
 New Parsley Potatoes      Lima Beans and Tomatoes  
 Assorted Bread      Rice and Peach Custard, Wine Sauce  
 Coffee      Tea      Milk

### DINNER—60c

Grilled Halibut Steak Saute, Hoteliere  
 or  
 Creamed Flake Chicken and Fresh Mushrooms on Toast  
 Mashed Potatoes      June Peas  
 Assorted Bread  
 Vanilla Ice Cream  
 Coffee      Tea      Milk

*There are also special menus for children and economical a la carte service.*



TEMPTING, LOW-COST MEALS ARE SERVED IN THE SCOUT'S CHEERY FRED HARVEY DINEK



## THE SCOUT

WESTBOUND	NO. 1	DAILY
<i>Central Standard Time</i>		
Lv. Chicago.....A. T. & S. F.	10.25 PM	Sun.
Ar. Kansas City....."	8.00 AM	Mon.
Lv. Kansas City....."	9.15 AM	"
Lv. Newton....."	1.50 PM	"
Lv. Wichita....."	2.45 PM	"
Lv. Amarillo.....P. & S. F.	12.05 AM	Tues.
Ar. Clovis.....A. T. & S. F.	2.35 AM	"
<i>Mountain Standard Time</i>		
Lv. Clovis.....A. T. & S. F.	1.55 AM	"
Lv. Belen....."	8.45 AM	"
Ar. Williams....."	5.53 PM	"
Lv. Williams.....(Bus)	6.00 PM	Tues.
Ar. Grand Canyon....."	7.45 PM	"
Lv. Grand Canyon.....(Bus)	4.00 PM	Tues.
Ar. Williams....."	5.45 PM	"
Lv. Williams.....A. T. & S. F.	5.53 PM	Tues.
Ar. Ash Fork....."	6.45 PM	"
<i>Pacific Standard Time</i>		
Ar. Barstow.....A. T. & S. F.	3.10 AM	Wed
Ar. San Bernardino....."	5.48 AM	"
Ar. Pasadena....."	8.00 AM	"
Ar. Los Angeles....."	8.30 AM	"
Lv. Los Angeles.....A. T. & S. F.	9.20 AM	"
Ar. San Diego....."	12.45 PM	"
<b>Connecting Trains</b>		
Lv. Clovis.....A. T. & S. F.	3.00 AM	Tues.
Ar. Carlsbad....."	8.15 AM	"
Lv. Carlsbad.....A. T. & S. F.	8.00 PM	Mon.
Ar. Clovis....."	1.25 AM	Tues.
Lv. Albuquerque.....A. T. & S. F.	6.00 AM	Tues.
Ar. Belen....."	6.50 AM	"
Lv. Belen.....A. T. & S. F.	8.35 AM	Tues.
Ar. Albuquerque....."	9.25 AM	"
Lv. Barstow.....A. T. & S. F.	7.45 AM	Wed.
Ar. Bakersfield....."	11.30 AM	"
Ar. Oakland....."	7.50 PM	"
Ar. San Francisco....."	8.15 PM	"

EASTBOUND	NO. 2	DAILY
<i>Pacific Standard Time</i>		
Lv. San Diego.....A. T. & S. F.	4.15 PM	Sun.
Ar. Los Angeles....."	6.45 PM	"
Lv. Los Angeles.....A. T. & S. F.	8.15 PM	Sun.
Lv. Pasadena....."	8.45 PM	"
Lv. San Bernardino....."	10.10 PM	"
Lv. Barstow....."	12.40 AM	Mon.
<i>Mountain Standard Time</i>		
Lv. Ash Fork.....A. T. & S. F.	10.55 AM	"
Ar. Williams....."	11.59 AM	"
Lv. Williams.....(Bus)	6.00 PM	Mon.
Ar. Grand Canyon....."	7.45 PM	"
Lv. Grand Canyon.....(Bus)	8.00 AM	Mon.
Ar. Williams....."	9.45 AM	"
Lv. Williams.....A. T. & S. F.	11.59 AM	Mon.
Ar. Belen....."	8.10 PM	Tues.
Ar. Clovis....."	2.15 AM	"
<i>Central Standard Time</i>		
Lv. Clovis.....A. T. & S. F.	3.30 AM	"
Ar. Amarillo.....P. & S. F.	5.50 AM	"
Ar. Wichita.....A. T. & S. F.	3.15 PM	"
Ar. Newton....."	4.05 PM	"
Ar. Kansas City....."	9.10 PM	"
Lv. Kansas City....."	10.00 PM	"
Ar. Chicago....."	8.45 AM	Wed.
<b>Connecting Trains</b>		
Lv. San Francisco.....A. T. & S. F.	10.20 AM	Sun.
Lv. Oakland....."	10.45 AM	"
Lv. Bakersfield....."	7.10 PM	"
Ar. Barstow....."	10.55 PM	"
Lv. Belen.....A. T. & S. F.	8.40 PM	Mon.
Ar. Albuquerque....."	9.30 PM	"
Lv. Albuquerque.....A. T. & S. F.	7.10 PM	Mon.
Ar. Belen....."	8.00 PM	"
Lv. Clovis.....A. T. & S. F.	3.00 AM	Tues.
Ar. Carlsbad....."	8.15 AM	"
Lv. Carlsbad.....A. T. & S. F.	8.00 PM	Mon.
Ar. Clovis....."	1.25 AM	Tues.

(Schedule subject to change without notice)

## FARES ON THE SCOUT

### TOURIST FARES

To \_\_\_\_\_ To \_\_\_\_\_

One Way \_\_\_\_\_ One Way \_\_\_\_\_

Round Trip (\_\_\_ mo. limit) \_\_\_\_\_ Round Trip (\_\_\_ mo. limit) \_\_\_\_\_

Tourist Berth: Lower, One Way \_\_\_\_\_ Upper, One Way \_\_\_\_\_

### ITINERARY ON THE SCOUT

Station	Time	Day
Lv _____	_____	_____
Ar _____	_____	_____
Lv _____	_____	_____
Ar _____	_____	_____

### COACH FARES

### ITINERARY CONNECTING TRAINS

Station	Time	R. R.	Day
Lv _____	_____	_____	_____
Ar _____	_____	_____	_____
Lv _____	_____	_____	_____
Ar _____	_____	_____	_____

Representative

Telephone