

El Capitan, 24-September-1941
(contributed by Bob Haben)





America's
Only All-Chair-Car Transcontinental Streamlined Train

Important Notice

As of February 10, 1942,
the rail fares quoted in this booklet
were increased 10%.

For changes in *El Capitan's*
Schedule, consult your nearest ticket
office.



Coast to Coast
and return - in 5 days



**Presents EL CAPITAN for
Transcontinental Economy
Travel's Greatest Thrill**





- Someone has called *El Capitan* "A Fascinating Experiment in Practical Democracy."

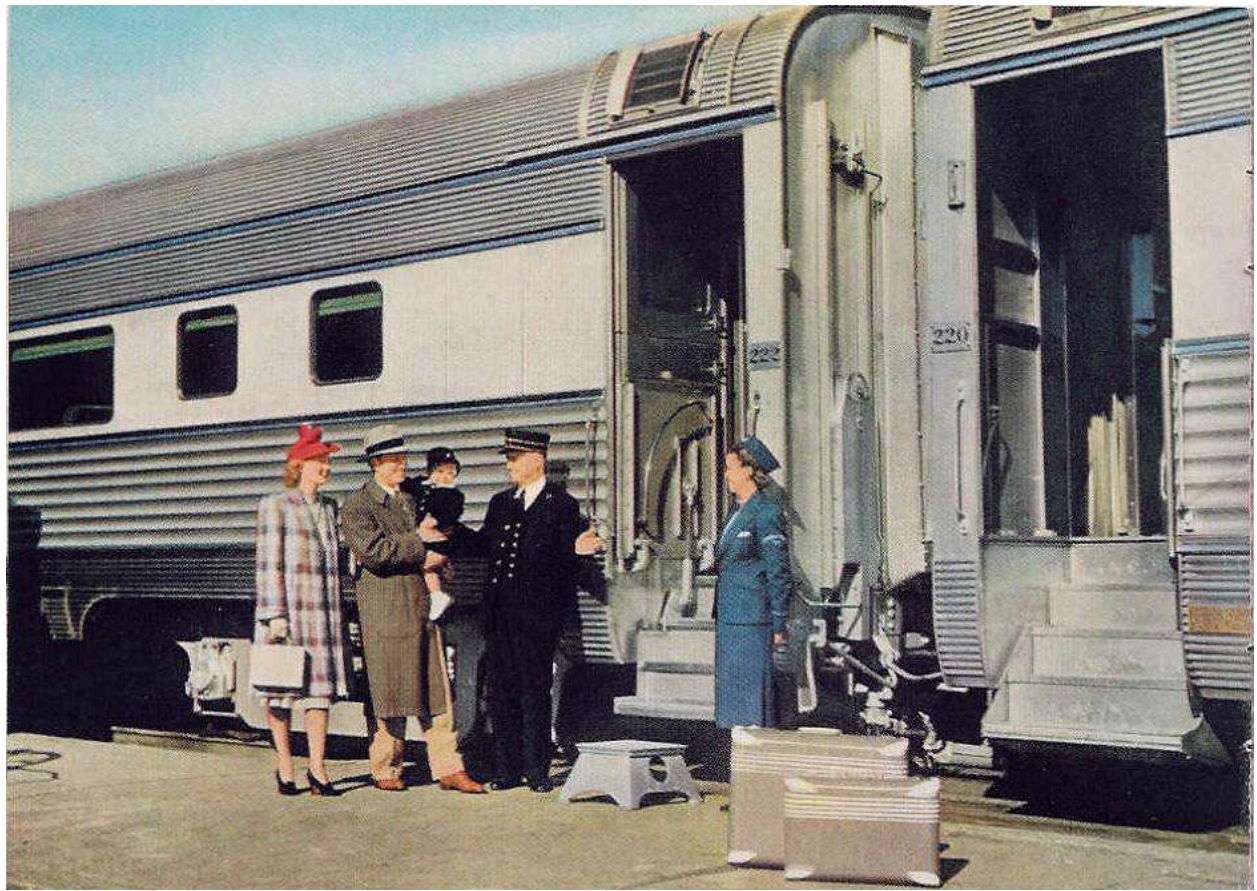
That is because *El Capitan* is America's first and only de luxe all-chair-car transcontinental train;

Because, though *El Capitan* is beautiful and ultra-modern, and as swift as the finest of the de luxe streamliners, it was designed and built entirely for the joy and convenience of the economically-minded;

Because all who use *El Capitan* receive exactly the same service and pay the same fare between any two given points—the very lowest existing coach fare, plus a small extra fare that amounts to but *\$5 between Chicago and California, and less for shorter distances.

For instance, the one-way fare on El Capitan,

*Federal tax not included.



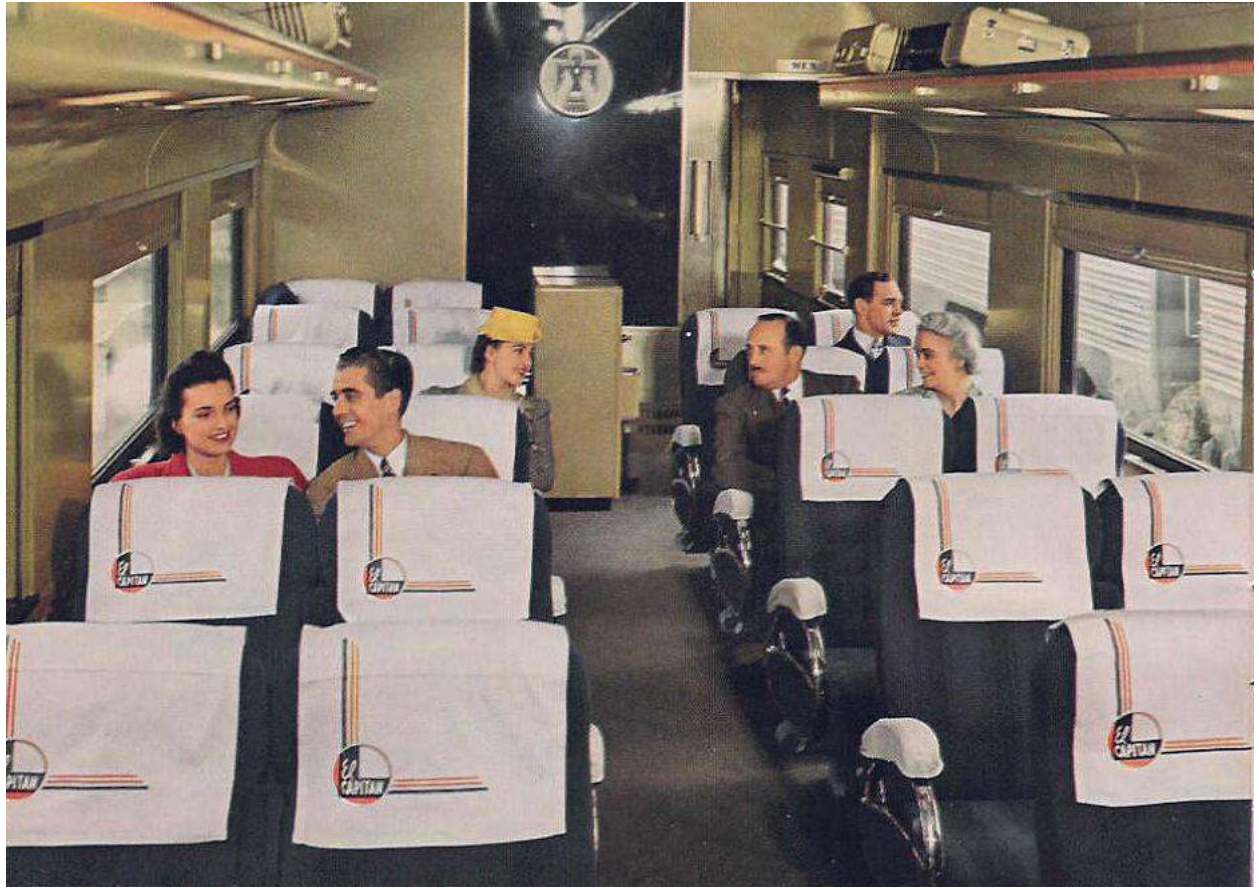
*between Chicago and California, is only *\$39.50, plus *\$5 extra fare; round-trip fare, only *\$65, plus *\$10 extra fare.*

So *El Capitan* saves dollars. But that isn't all. It saves time as well—those hours, even days, so precious at vacation time, on business trips, and in so many emergencies.

Imagine leaving Chicago one evening, and reaching a New Mexico dude ranch the next afternoon; or leaving Los Angeles one afternoon and reaching Kansas City the next night! From Chicago to Los Angeles, or return, 2227 miles, takes only $39\frac{3}{4}$ hours!

Why, using *El Capitan*, you can live on the Atlantic seaboard and yet spend nearly twelve full days in

*Federal tax not included.



sunny California out of the usual two weeks' vacation.

- Suppose we leave Chicago on *El Capitan* at 5:45 some Tuesday or Saturday evening. On the following Thursday or Monday morning, as the case may be, we'll roll into the new Los Angeles Union Station, one of the most beautiful in America, at 7:30 a.m., after two restful nights and only one day on the road.

En route, the fertile farm lands of Illinois and Missouri, the plains of Kansas, the mountains of Colorado, the vast painted deserts and Indian country of New Mexico and Arizona, and the orange groves of California, have swept past our broad windows at speeds ranging from the slow pace made necessary by the steep mountain grades, to a hundred miles an hour



clipped off over long straight stretches of right-of-way in the open country.

Speed? Yes. Safe, gliding speed. Speed that is an important and desired feature of an *El Capitan* trip, yet that passes almost unnoticed because of fine road-bed and the smooth-riding qualities of our train.

● But first, before we slip out of the Dearborn Station in Chicago, on our speedy dash to the Coast, let's inspect this up-to-the-minute economy flyer.

You will note, from the moment you enter the train, how carefully the designers have worked out details of color, arrangement, and comfort.

Soft, warm tones in upholstering, walls, and ceilings, in many variations, forbid any thought of monotony



in the traveler's surroundings. There is roominess, lighting, and convenience unknown a few years ago.

As for downright *solid comfort* there is this to observe: *El Capitan* is air-conditioned from end to end, and insulated against heat, cold and noise. Every car has a low center of gravity, delicate springing, side-sway stabilizers, and other mechanical improvements to provide the *smoothest riding* features yet devised by rail car engineers.

- Behind the powerful streamlined diesel-electric locomotive stretch the baggage-crew dormitory car, chair cars, full length lounge car, lunch counter-diner, and more chair cars—all streamlined in gleaming steel.

The baggage-crew dormitory car contains a room



where trunks and other luggage may be checked; a complete dormitory for the train crew, and the conductor's office.

The ultra-modern chair cars have soft, upholstered reclining seats, each one reserved. There are generous luggage racks overhead and additional luggage space at each end of the cars, individual lights (that may be dimmed at night) above each pair of seats, and unusually broad windows.

Wherever stationary seats have been required in the ends of cars, they have been set so that two pairs face, and provision has been made for installation of tables, for cards or for writing.

The dressing room-lounges, one at each end of the



chair cars, are commodious as those of sleeping cars. In the men's lounges are deep divans, roomy chairs, and outlets for electric razors. The women's lounges are practically boudoirs on wheels, complete with large mirrors, dressing tables, and ample shelves.

Midway between the forward and rear chair cars is the beautiful full-length lounge car with its modern cocktail bar, roomy davenports, lounging chairs, and radio—an exceedingly popular place for jolly parties, or for individual relaxation. Here, too, you will find a compact little newsstand stocked with periodicals and travel necessities.

Then comes the lunch counter-dining car, serving economical and selective Fred Harvey table d'hôte



meals, a la carte meals, and special meals for children. In this unique restaurant-on-wheels, there is a lunch counter seating 14 persons; and a formal section, with 6 tables of four places each.

Last, but not least among the delightful travel features *El Capitan* provides, is the Courier-Nurse. This trimly uniformed young woman, a registered graduate nurse, helps mothers with babies and children, administers to the aged and infirm, and assists all other passengers requiring her free and friendly service.

● *El Capitan*, swift as the swiftest, for chair-car passengers only, and making two round trips each week, joins another already famous Santa Fe trans-continental economy train—*The Scout*.

The no-extra-fare *Scout* is a daily train, fast as the ordinary limited, and for both tourist-Pullman and chair-car travelers. In *El Capitan* or the *Scout*, according to your desires, you will find the utmost in travel values, for your western travel dollars.

● *Let your ticket agent fit these economy trains into your western itinerary.*

A handwritten signature in dark ink, appearing to read "H. P. Saccabert". The signature is fluid and cursive, with a large initial "H" and a long, sweeping tail.

*Passenger Traffic Manager, Santa Fe System Lines,
Railway Exchange, Chicago, Illinois.*



EL CAPITAN

(Schedule subject to change without notice)

WESTBOUND		NO. 21		TWICE W'KLY	
<i>Central Standard Time</i>					
Lv Chicago.....	A.T. & S.F.	5.45 PM	Tues.	Sat.	
Ar Kansas City.....	"	12.42 AM	Wed.	Sun.	
Lv Kansas City.....	A.T. & S.F.	12.47 AM	Wed.	Sun.	
Ar Newton.....	"	3.35 AM	"	"	
Ar Dodge City.....	"	5.50 AM	"	"	
<i>Mountain Standard Time</i>					
Lv Dodge City.....	A.T. & S.F.	4.53 AM	"	"	
Ar La Junta.....	"	7.37 AM	"	"	
Ar Raton.....	"	10.05 AM	"	"	
Ar Las Vegas.....	"	12.05 PM	"	"	
Ar Albuquerque.....	"	3.00 PM	"	"	
Lv Albuquerque.....	"	3.05 PM	"	"	
Ar Gallup.....	"	5.45 PM	"	"	
Ar Winslow.....	"	7.37 PM	"	"	
<i>Pacific Standard Time</i>					
Ar Needles.....	A.T. & S.F.	12.38 AM	Thurs.	Mon.	
Ar Barstow.....	"	4.00 AM	"	"	
Ar San Bernardino.....	"	5.58 AM	"	"	
Ar Pasadena.....	"	7.05 AM	"	"	
Ar Los Angeles.....	"	7.30 AM	"	"	
Lv Los Angeles.....	A.T. & S.F.	8.00 AM	Thurs.	Mon.	
Ar San Diego.....	"	10.30 AM	"	"	
Connecting Trains					
Lv Barstow.....	A.T. & S.F.	7.45 AM	Thurs.	Mon.	
Ar Bakersfield.....	"	11.30 AM	"	"	
Ar Oakland.....	"	"	"	"	
(40th & San Pablo)	"	7.50 PM	"	"	
Ar San Francisco.....	"	8.15 PM	"	"	

EASTBOUND		NO. 22		TWICE W'KLY	
<i>Pacific Standard Time</i>					
Lv San Diego.....	A.T. & S.F.	8.00 AM	Tues.	Fri.	
Ar Los Angeles.....	"	10.30 AM	"	"	
Lv Los Angeles.....	A.T. & S.F.	1.30 PM	Tues.	Fri.	
Lv Pasadena.....	"	1.55 PM	"	"	
Lv San Bernardino.....	"	3.05 PM	"	"	
Lv Barstow.....	"	4.47 PM	"	"	
Lv Needles.....	"	7.38 PM	"	"	
<i>Mountain Standard Time</i>					
Lv Winslow.....	A.T. & S.F.	3.03 AM	Wed.	Sat.	
Lv Gallup.....	"	4.57 AM	"	"	
Ar Albuquerque.....	"	7.30 AM	"	"	
Lv Albuquerque.....	"	7.35 AM	"	"	
Lv Las Vegas.....	"	10.22 AM	"	"	
Lv Raton.....	"	12.27 PM	"	"	
Lv La Junta.....	"	2.45 PM	"	"	
Ar Dodge City.....	"	5.20 PM	"	"	
<i>Central Standard Time</i>					
Lv Dodge City.....	A.T. & S.F.	6.23 PM	"	"	
Lv Newton.....	"	8.35 PM	"	"	
Ar Kansas City.....	"	11.30 PM	"	"	
Lv Kansas City.....	A.T. & S.F.	11.37 PM	Wed.	Sat.	
Ar Chicago.....	"	7.15 AM	Thurs.	Sun.	
Connecting Trains					
Lv San Francisco.....	A.T. & S.F.	11.00 PM	Mon.	Thurs.	
Lv Oakland.....	"	"	"	"	
(40th & San Pablo)	"	11.40 PM	"	"	
Lv Bakersfield.....	"	8.15 AM	Tues.	Fri.	
Ar Barstow.....	"	12.05 PM	"	"	

● Extra fare, Chicago-Los Angeles \$5. Lower extra fare to or between intermediate points.

FARES ON EL CAPITAN

From _____ To _____

Regular one-way fare _____ Extra fare _____

Regular round-trip fare _____ Extra fare _____

ITINERARY ON EL CAPITAN

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

Remarks _____

ITINERARY CONNECTING TRAINS

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