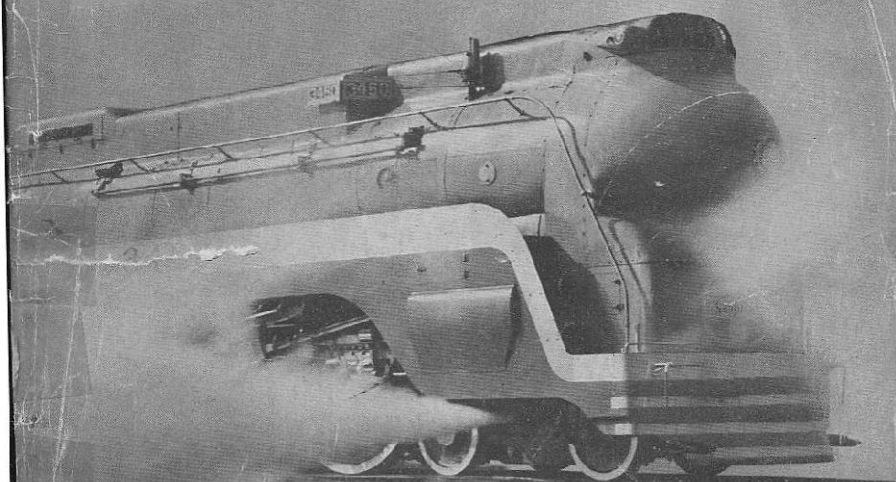


The Santa Fe Magazine



April
1938

The Iron Horse on the Santa Fe Chief Goes Streamlined



SANTA FE'S NEW STREAMLINERS FOR WESTERN TRAVEL

Front and rear views of five of the thirteen racing new trains, streamlined in stainless steel, which the Santa Fe recently placed in regular service for California and Southwestern travel. The Super Chief, El Capitan, Chicaguan, Kansas Cityan and San Diegan, flag bearers of this new fleet of trains, are drawn by Dieselelectric locomotives; the famous Chief is drawn by giant Pacific-type steam locomotives.

The Santa Fe Magazine

Reg. U. S. Pat. Off.

RAILWAY EXCHANGE, CHICAGO

HERBERT DEEMING, Editor

GAY M. HAMILTON, Staff Photographer

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New Streamliners Go Into Action

An Account of the First Run of El Capitan and of the Second Super Chief

IN last month's issue of this magazine, a brief account was given of the inauguration by the Santa Fe of the largest fleet of ultra-modern, lightweight, streamlined trains in the world. The program was favorably commented upon by broadcasters over many radio stations, and newspapers throughout the country were generous in their praise of our company's progressive-ness and exceptional spirit of public service.

Typical of the tributes that were paid the Santa Fe in this respect — and they were legion — is the editorial that appeared in the *Chicago Daily Tribune* for February 14, under the heading "Congratulations, Mr. Bledsoe," from which we quote the following excerpt:

"There were two significant features in the announcement recently made by the Santa Fe Railway that both coach and Pullman services to the south Pacific coast will be immediately improved. First comes the thought that whereas five years ago the construction of a single streamlined train was headline news, the railroads are now ordering them by the dozen. The second is the rapid approach of daily forty-hour service to the Pacific coast — or, as the railways prefer, 39 hours and 45 minutes.

"The public demand for daily fast through trains obviously exists. Such answers to requests for reservations as, 'We can give you an upper next week, a lower the week after next, or a compartment in March,' could not continue. The *Tribune* extends con-

gratulations to President Bledsoe and the members of his staff for the present improvement as well as promises of further innovations in the very near future."

The new equipment which comprises the two additional trains that were placed in regular service on February 22, left Chicago at 7:00 p. m. on February 14, on a trial run to Los Angeles. On the preceding Saturday and Sunday they were on exhibition in Dearborn Station, Chicago, where they were greeted with a most enthusiastic public demonstration. It is conservatively estimated that more than 30,000 persons passed through the glistening, well-appointed cars, wondering at their beauty, comfort and practical luxuriousness, and gazing with awe at the mighty Diesel electric locomotives that were to haul them across mountains and plains with such uniform speed and safety. Unfortunately, it became necessary to turn thousands of well-wishers away because of lack of time.

As a matter of operating convenience for this particular trip to the coast, the two trains were combined, the five cars which comprise El Capitan being placed ahead of the nine cars which form the second Super Chief. And leading this magnificent caravan of all that is strictly modern in railway transportation were the two giant Diesel-electric engines that now handle their respective trains in regular twice-weekly service—the 3600-horsepower two-unit locomotive of the Super Chief and the 1800-horse-

power single-unit of El Capitan. No wonder folk all along the line stood and gazed in amazement as such a train passed by!

Viewed by Thousands

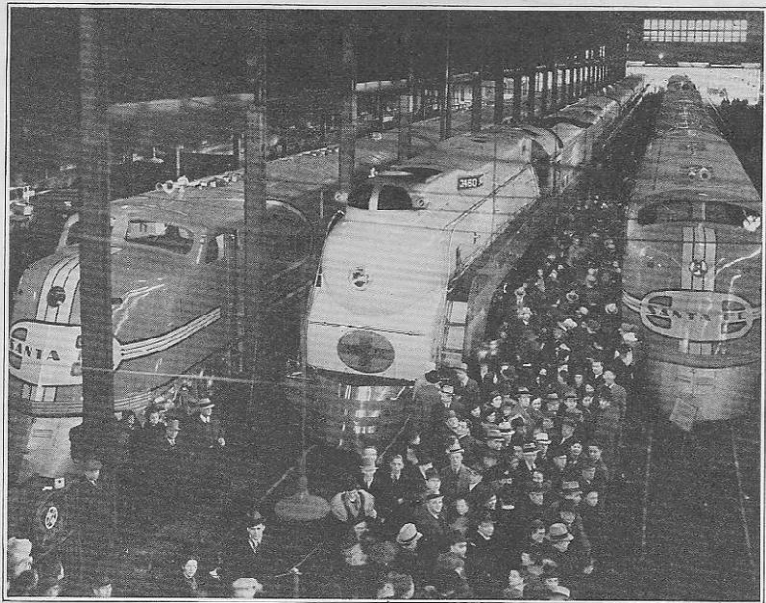
As an example, when our imposing special passed through Galesburg, Ill., shortly after dark, many hundreds of automobiles lined the right of way on both sides of the station, and more than a thousand friendly greeters saluted in unconcealed admiration. And this same outburst of enthusiasm was repeated time and again along the line of march.

At Kansas City on the following day the two trains were again placed on exhibition, being reduced for this purpose to their component parts. And here once more the triumph of the Chicago exhibit was repeated. During the few hours between 10.00 a. m. and 4.00 p. m., overtaxing our well-laid plans for sight-seeing, no fewer than 10,000 persons availed themselves of the opportunity to walk through and admire the gorgeous settings of the new equipment.

Their comments clearly indicated their overwhelming wonder and interest — we heard much of it!

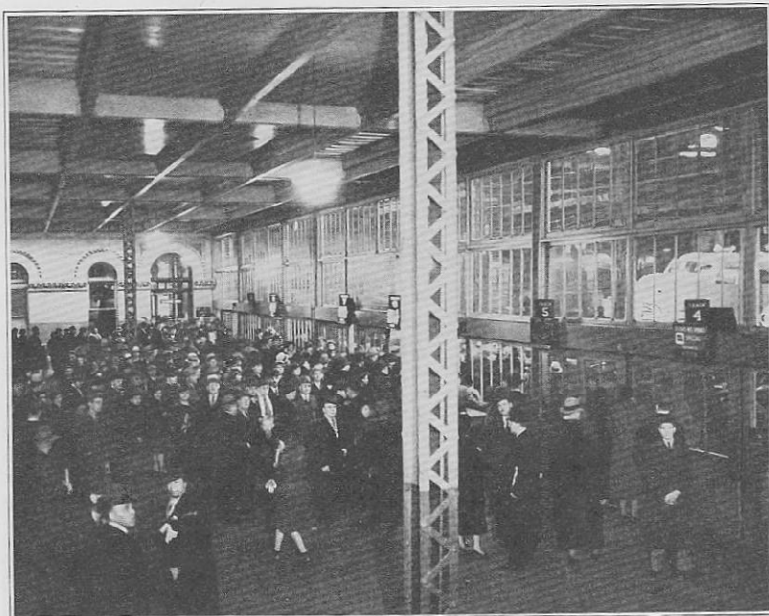
The next stop for exhibit purposes was at Albuquerque, N. M., where for three hours approximately 3,000 persons passed through the two trains. All the city's schools were closed earlier than usual, to give the children, accompanied by their teachers, an opportunity to examine these latest thrills of the rails. This is only one instance which demonstrates that the children of today are becoming more and more railroad-minded, and there is no doubt that the safety and economy of railway travel are motivating factors in this respect.

Los Angeles was reached on time — 7:00 a. m. on Thursday, February 17—the schedule being about that of the Super Chief, excluding the time occupied in making the exhibits at Kansas City and Albuquerque. And it is gratifying to record the fact that no untoward incident occurred that might have had any tendency to mar the smoothness and operating efficiency of this test



THE NEW TRAINS ON EXHIBITION AT DEARBORN STATION, CHICAGO

Here we see a small part of the thirty thousand streamliners fans who passed through the first El Capitan. The second Super Chief and the streamlined Chief during the two days, February 12 and 13, they were on exhibition in Chicago.



AWAITING THEIR TURN TO VIEW THE NEW EQUIPMENT

The crowd of sight-seers at Dearborn Station became so vast at times during the two days our new trains were on exhibit that it filled the waiting rooms, and extended out into Polk Street and as far east as State Street. Our illustration shows some of the overflow.

run. The entire journey, with all its ramifications, was a perfect success, due in part, of course, to the Santa Fe's great program of improving roadbed, laying heavier steel, cutting grades and straightening curves — a program of far-seeing utility.

As in the case of other test runs, no effort was made on this trip to set any new speed records. However, it is interesting to observe that the first eighty-nine miles of the run, between Chicago and Streator, were made in exactly eighty-eight minutes; and the 203 miles between Dodge City and La Junta were covered in seventeen minutes less than the schedule set for the Super Chief.

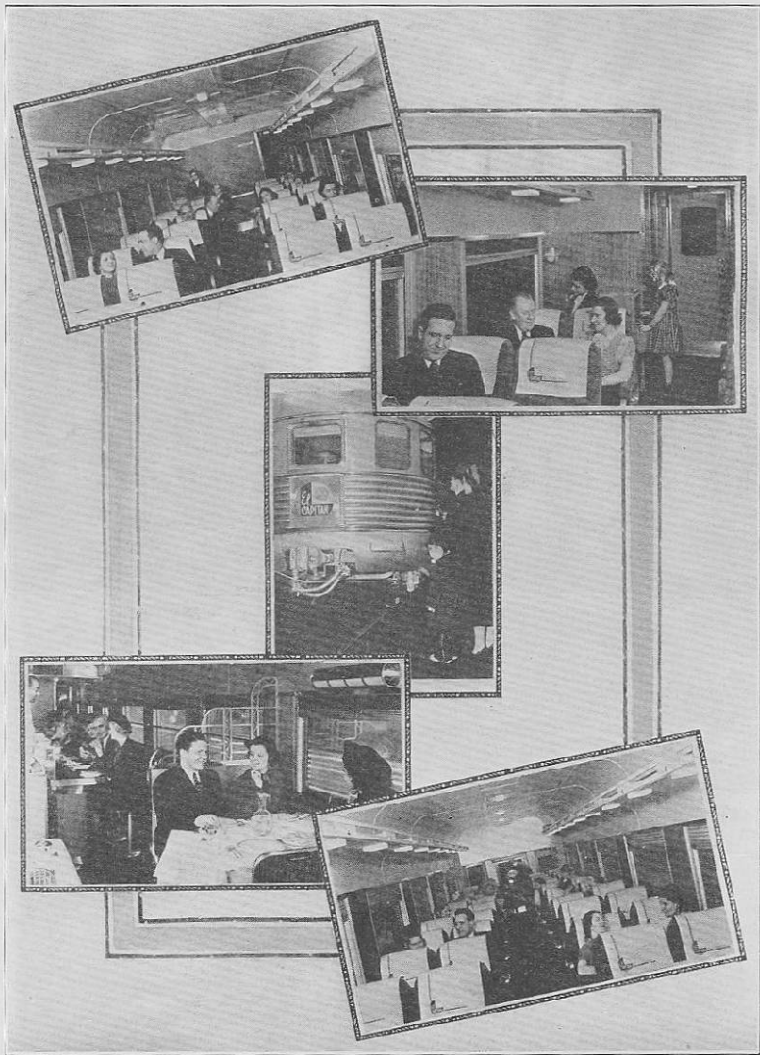
Another observation that is worthy of especial note is that on this particular trip we had three units of Diesel-electric locomotives of 1800 horsepower each, all of which were coupled and working together, making a total of 5,400 horsepower. With this combined train of fourteen cars of new equipment it was necessary to employ a helper engine only over the heaviest grade on the system, the sixteen miles between

Trinidad, Colo., and Lynn, N. M. This is truly a remarkable accomplishment when we consider that the grades in these few miles over Raton Mountain are as high as three and a half percent.

Preview Run of El Capitan

On the following morning, February 18, El Capitan left Los Angeles at eight o'clock on a preview run to the Grand Cañon, carrying as guests of the Santa Fe an enthusiastic group of approximately 170 persons, including the publishers and representatives of the leading newspapers and magazines of the Southwest and officials of the company.

El Capitan is a complete caravan for cross country rail travel. Every detail of equipment necessary for the comfort of the traveler has been built into this train. Reclining chairs, upholstered in soft sponge rubber and with deeply cushioned seats which slide forward as the chair reclines, make the journey in them a most comfortable one. In addition, these chairs revolve to face the broad windows for a view of the countryside,



HAIL TO THE NEW EL CAPITAN

The new El Capitan, 39½-hour flyer between Chicago and Los Angeles, is unique because it is the only transcontinental train in America exclusively for chair car passengers. It is equipped with deeply cushioned reclining chairs, broad windows, large dressing rooms and a lunch-counter diner, as illustrated in the above group of pictures.

or completely about to face neighboring passengers.

Therefore, it was only natural that a fine spirit of comradery soon prevailed among the happy excursionists. All seemed to feel the importance of the event: the first ride in the latest of wonder trains, on pleasure bent, from the wonder city of the Southwest to one of nature's greatest wonders — the Grand Cañon.

The merriment of the party, the interest in each other and in the journey, grew apace, and became more and more apparent during the two-day eventful sight-seeing stay at the Cañon. The time for the return trip came all too soon, as do all of the mundane things of life, and El Capitan, with its friendly voyagers, left Grand Cañon at 8:00 a. m. on February 20, and arrived in Los Angeles at 9:00 p. m. the same evening, without a single incident happening to affect the jousness of the occasion.

Again on Exhibition

The second Super Chief and the new Chief were placed on exhibition in Los Angeles on Sunday, February 20, where



TELLING THE WORLD ABOUT IMPROVED SANTA FE SERVICE

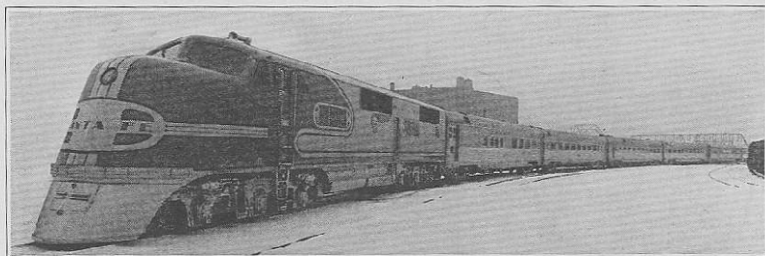
Here are shown (right to left) T. E. Gallaher, passenger traffic manager; James B. Duffy, assistant passenger traffic manager; John Purcell, assistant to the vice-president, and Fred Wendell, superintendent of dining car service for Fred Harvey, standing before the KFWB "mixer," in front of the nose of the Super Chief, as taken in Los Angeles on the eve of the departure of the new Super Chief on its first eastbound run on February 22.

they were joined by El Capitan on the next morning.

Here again was demonstrated the whole-hearted public welcome that had greeted the trains on their premiere in Chicago earlier in the month, which left no doubt as to the popularity of these ultra-modern streamliners.

In Regular Service

And so on the following day, February 22, the second Super Chief and the two new



EL CAPITAN, NEW SANTA FE FLYER BETWEEN CHICAGO AND LOS ANGELES

This picture of the gleaming twice-a-week silver transcontinental flash, streamlined in stainless steel behind its Diesel-electric locomotive, was taken just prior to its departure on the initial run to California

El Capitans were placed in regular service. Let us view the course of the El Capitan which left Chicago on the afternoon of that day through the eyes of Mrs. Lucia Lewis, travel editor for the *Chicago Daily News*.



A DISTINGUISHED VISITOR

William Knudson, president of General Motors Corporation, is here shown as he finished an inspection of the Santa Fe's new equipment during its stay in Kansas City. Behind Mr. Knudson is E. J. Engel, our executive vice-president.

as published in that newspaper for February 26. It is similar in effect to many of the accounts that were published concerning all the inaugural runs. Mrs. Lewis said:

Pulling into the station here in Los Angeles, 3994 hours from the time it left Chicago, the Santa Fe's new streamliner El Capitan delivered the passengers aboard its inaugural run on time—to the minute. De luxe travelers aboard the Super Chief have been making that time in the past, but now, in this all-coach train, the average man can put on a burst of speed with the swankiest of them.

Built especially for this service the El Capitan is designed to give the traveler of limited means an opportunity to visit California at the lowest railroad rate, and it gets him out here as fast as the fastest of the first-class extra-fare sleepers.

There is nothing second class about the El Capitan, either. If you have ever seen old-fashioned coaches plowing their way across the continent methodically and tiresomely, if you have shuddered at the visions of many hours in dusty cars crowded with wailing children, bananas, oranges and lunch baskets—just banish that thought. These new coaches include many features which were unknown on even the finest of trains a few years ago.

Cars Air-Conditioned

Air-conditioned, they are, of course. They are roomy, restful and roll along so smoothly that even at a speed of 106 miles an hour we felt no jarring or jolting. A restrained modernism makes the interior decoration gay and cheerful but soothing to the eye. Comfortable seats, adjustable to the angle the passenger finds most restful, make for a newly restful type of coach travel.

The dining car has a unique arrangement of luncheonette counter service and a section for those who like to dine leisurely at tables. The variety of the menu and the excellence of the food are on a par with standard diners anywhere, but at prices scaled to the budget of the coach passenger. Speed here becomes a part of the economy factor, for a shorter running time naturally means fewer meals en route.

Registered Nurse Aboard

With a registered nurse aboard to minister to the comfort of the passengers, and pleasant, spacious dressing lounges, a family of moderate means can easily manage a two-week vacation trip to California in comfort and at a price which rivals the cost of an automobile or bus trip. At the same time, they arrive here so speedily that they have



ABOARD EL CAPITAN

Giving the average man with the average income many of the de luxe comforts usually to be found only in the reach of those who travel by Pullman and extra fare trains as a matter of course, is El Capitan, new streamlined, stainless steel, Diesel-electric train recently placed in service between Chicago and Los Angeles by the Santa Fe. Here is Nurse Marcela Shatusky reading a bed-time story to four-year-old Marilyn Ann Denier and helping her on her way to slumberland.

the maximum time to spend in the holiday spot they have chosen.

The El Capitan from Chicago whistled a greeting at the halfway point to the El Capitan making its first run from Los Angeles. Farther along the route we passed the new streamliners, the Super Chief and The Chief. It was a week of transcontinental processions for the Santa Fe which introduced these new trains and thus formed the largest fleet of Diesel-powered trains in the world.

The Diesel-electric locomotives, capable of running 117 miles an hour, were built by the Electro-Motive Corporation of La Grange, Ill., a subsidiary of General Motors. The five lightweight,

stainless steel cars comprising each El Capitan were constructed by the Edward G. Budd Manufacturing Company of Philadelphia. Lightweight though they are, the tensile strength of this steel ranges as high as 150,000 pounds per square inch and through the "shotweld" process the car structure is welded into an integral mass of tremendous strength.

Travel as It Used to Be

A dramatic contrast of "then and now" is shown in the comparison with a time-table of 1876, which the Santa Fe pried out of its files just before this inaugural run. The hardy passenger who went West in those days left Chicago in the morning, changed trains frequently along the line, and after three days and two nights of travel reached his goal at Colorado Springs. Now, in one day and two nights, he covers a distance of 2,229 miles to Los Angeles.

But even the moderns cannot rival the descriptive powers of these railroaders of another day. Every inch of this old time-table is covered with flowery descriptions and no pun was too low to use as a lure.

Describing the Garden of the Gods in Colorado, the inspired advertiser writes:

"The garden is most remarkable for its fence, which is built of rock, after designs by nature, and is 2,000 feet high in the lowest place. In the line of productions this garden 'beets' all, the explorer being liable at any moment to 'turnip' gold, 18 'carrots' fine. Tennyson was inspired by this beautiful scene to write his lines:

"Come into the garden, Maud."

"Which Maud can easily do by purchasing a ticket over the justly celebrated A. T. & S. F. R. R."

We warn you, you won't find this sort of thing aboard the modern El Capitan. You won't get puns but you will have a lot of fun.



ORTHOPAEDIC SURGEONS USE SPECIAL SANTA FE TRAIN TO CONVENTION

A fourteen-car special train brought prominent members of the American Academy of Orthopaedic Surgeons to Los Angeles recently where several hundred gathered for their annual convention at the Biltmore Hotel. Immediately upon arrival aboard the Santa Fe special train a number of leading members of the organization were "shot" by a news cameraman. Here they are, left to right: Dr. Allen F. Vashell of Baltimore; Dr. P. D. Wilson of New York; Dr. Willis C. Campbell of Memphis, Tenn., member of the executive committee; Dr. H. S. Henderson of Rochester, Minn., member of the executive committee; Dr. A. Bruce Gill of Philadelphia, retiring president of the Academy; Dr. A. R. Shands Jr. of Wilmington, Del., and Dr. John C. Wilson of Los Angeles, president-elect of the Academy, who greeted the arrivals.