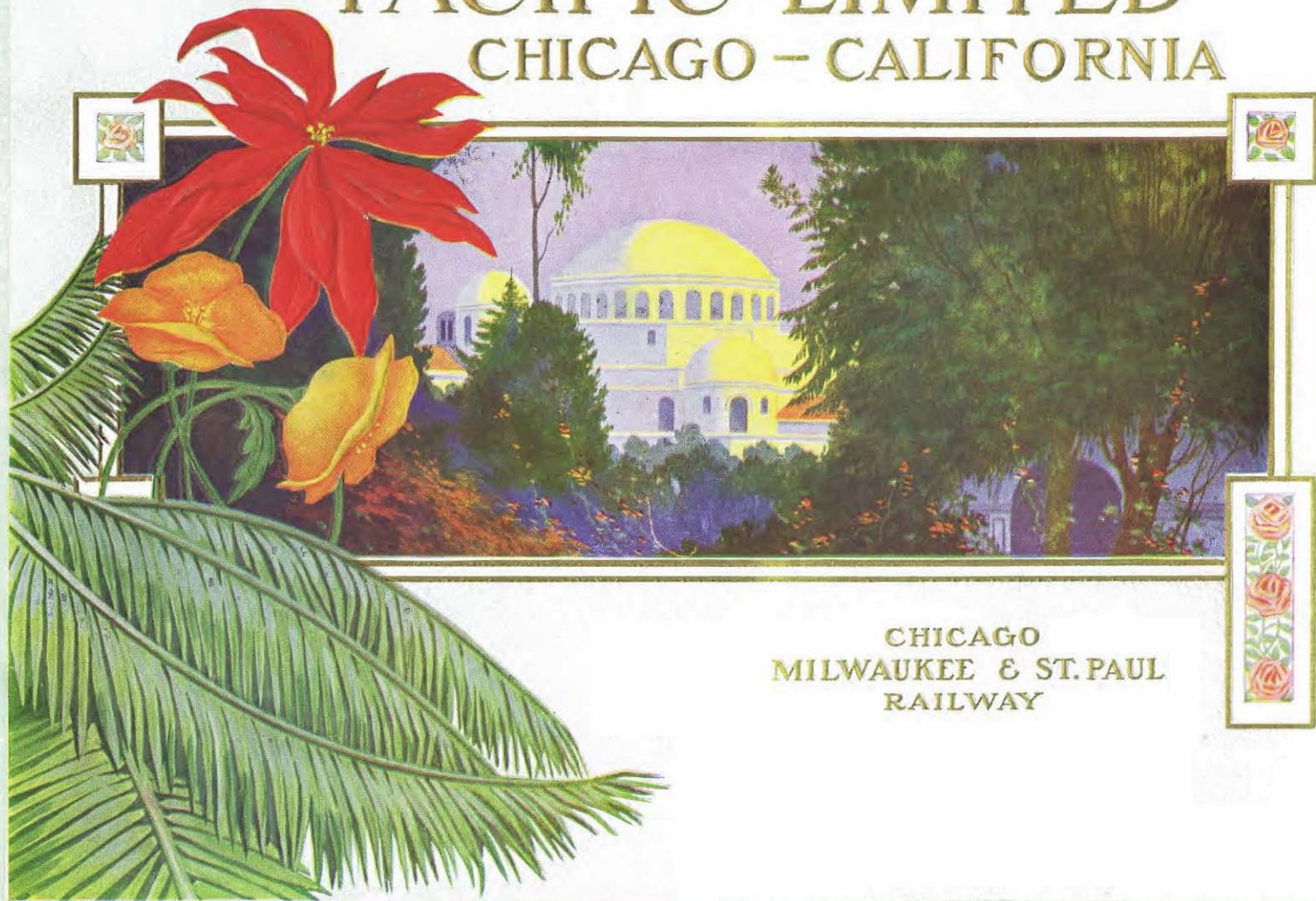


The PACIFIC LIMITED
CHICAGO - CALIFORNIA



CHICAGO
MILWAUKEE & ST. PAUL
RAILWAY

THE
PACIFIC LIMITED
CHICAGO – CALIFORNIA



CHICAGO
MILWAUKEE & ST. PAUL
RAILWAY

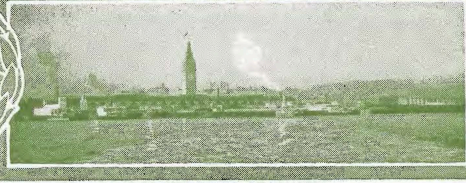


THE PACIFIC LIMITED ENROUTE



SOUTH GARDENS, SAN FRANCISCO EXPOSITION

THE PACIFIC LIMITED



SAN FRANCISCO FROM BAY

THE "PACIFIC LIMITED," the steel equipped, through transcontinental train of the Chicago, Milwaukee & St. Paul—Union Pacific Line between Chicago and California, is in service daily.

Leaving Chicago at 10:45 a.m., the "Pacific Limited" arrives San Francisco at 9:30 a.m. of the third day, and Los Angeles at 10:30 a.m. The early hour of arrival should appeal to the business man, and to the woman traveling alone or with children.

The "Pacific Limited" may properly be regarded as a double train, with two California termini—San Francisco and Los Angeles. Between Chicago and Ogden it is operated as a unit over the tracks of the Chicago, Milwaukee & St. Paul Railway and the Union Pacific Railroad. Thence, two separate "Pacific Limiteds," equal in all respects, speed westward. One, San Francisco-bound, follows the line of the Southern Pacific Company to Oakland ferry. The other, with Los Angeles its destination, proceeds to the southwest from Ogden by way of the Oregon Short Line to Salt Lake City and thence by the Salt Lake Route.

By reason of its double destination and equality of running time to San Francisco and Los Angeles, the "Pacific Limited" provides complete service to California. Its V-shaped route from Ogden to the Coast enables the traveler to make either San Francisco or Los Angeles his initial destination—and thence, by way of the other terminus, to return to Chicago by the same "Pacific Limited."

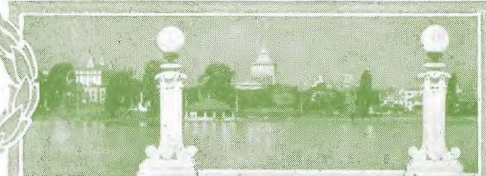
The "Pacific Limited" provides means of travel the most luxurious. And with its three-day schedule—its daylight arrival at terminals—its steel equipment—and perfect service—no extra fare!





PALACE OF VARIED INDUSTRIES, SAN FRANCISCO EXPOSITION

THE PACIFIC LIMITED



LAKE MERRITT, OAKLAND

WHAT WAS AN ARDUOUS JOURNEY less than thirty years ago, now has become a mere jaunt across-continent, and to the comfort and safety of the trip by "Pacific Limited" the physical perfection of the lines means everything.

Service, in all of travel-comfort that the word implies, is impossible unless railway construction be the most modern. It is therefore of vital importance to whoever rides by rail to know that the "Pacific Limited" route is scientifically ballasted with dustless gravel—that over the entire line from Chicago to California double-tracking is far under way—and that automatic electric block safety signals protect the movement of trains.

The "Pacific Limited" has the following equipment, built expressly for this train, practically in duplicate for San Francisco and Los Angeles travel:

Library Observation Standard Sleeping Cars.—Consisting of ten sections; the cars finished in a variety of rich woods, such as Cuban mahogany, Circassian walnut, and Vermilion wood.

Two-Compartment Drawing-Room Standard Sleeping Cars.—Containing, in addition to their ten sections, two compartments, with one of which a drawing-room may be thrown en suite. All finished in rich mahogany.

Drawing-Room Standard Sleeping Cars.—Twelve sections and one drawing-room, all finished in mahogany. Smoking-room and men's lavatory in English oak.

Tourist Sleeping Cars.—Fourteen sections, with mahogany finish and rattan upholstery. Men's lavatory includes a smoking-room on the same scale as in the standard sleeping cars—a distinct innovation. A spacious kitchen, with range and sink, is also provided.

Dining Cars.—Affording service of the highest standard of excellence—and **Dynamo Baggage Car**—where is generated the current that lights the whole train brilliantly.



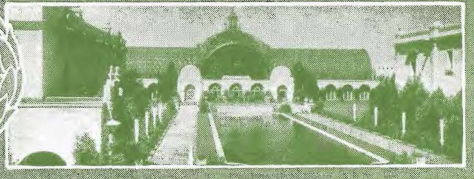


COMPARTMENT IN STANDARD SLEEPING CAR



VARIED INDUSTRIES BUILDING, SAN DIEGO EXPOSITION

THE PACIFIC LIMITED



BOTANICAL BUILDING AND GARDENS, SAN DIEGO EXPOSITION

SOONER OR LATER, everyone goes to California. Particularly will everyone be attracted to the Coast in 1915—California's great exposition year. Not only does the Panama-Pacific Exposition at San Francisco celebrate the opening of the Canal which "divides continents to unite the world," but the Panama-California Exposition at San Diego gives the tourist incentive to traverse all California.

The traveler, having determined on the trip, considers his route. The accommodations of comfort and elegance offered by the "Pacific Limited"—and without extra fare—must weigh heavily.

The "Pacific Limited" is to be this traveler's three-day home, and from the moment he sets foot in train he is charmed to find it homelike.

Whatever accommodations he has chosen, he finds that no detail that affects comfort or restful satisfaction has been overlooked.

On the part of employes he observes a determination to make him want to come again.

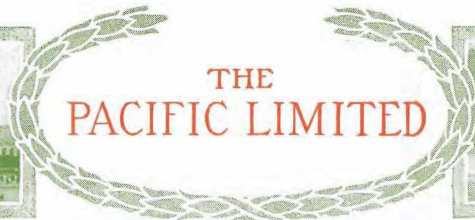
And so, he thanks his good judgment that he has chosen the "Pacific Limited."

Suppose he has desired the most luxurious travel-apartment modern train can afford. He has selected, then, a drawing-room, perhaps with a compartment en suite. Absolute seclusion is his, or, when fancy moves, there is the more sociable library and observation parlor and the observation platform to break monotony.

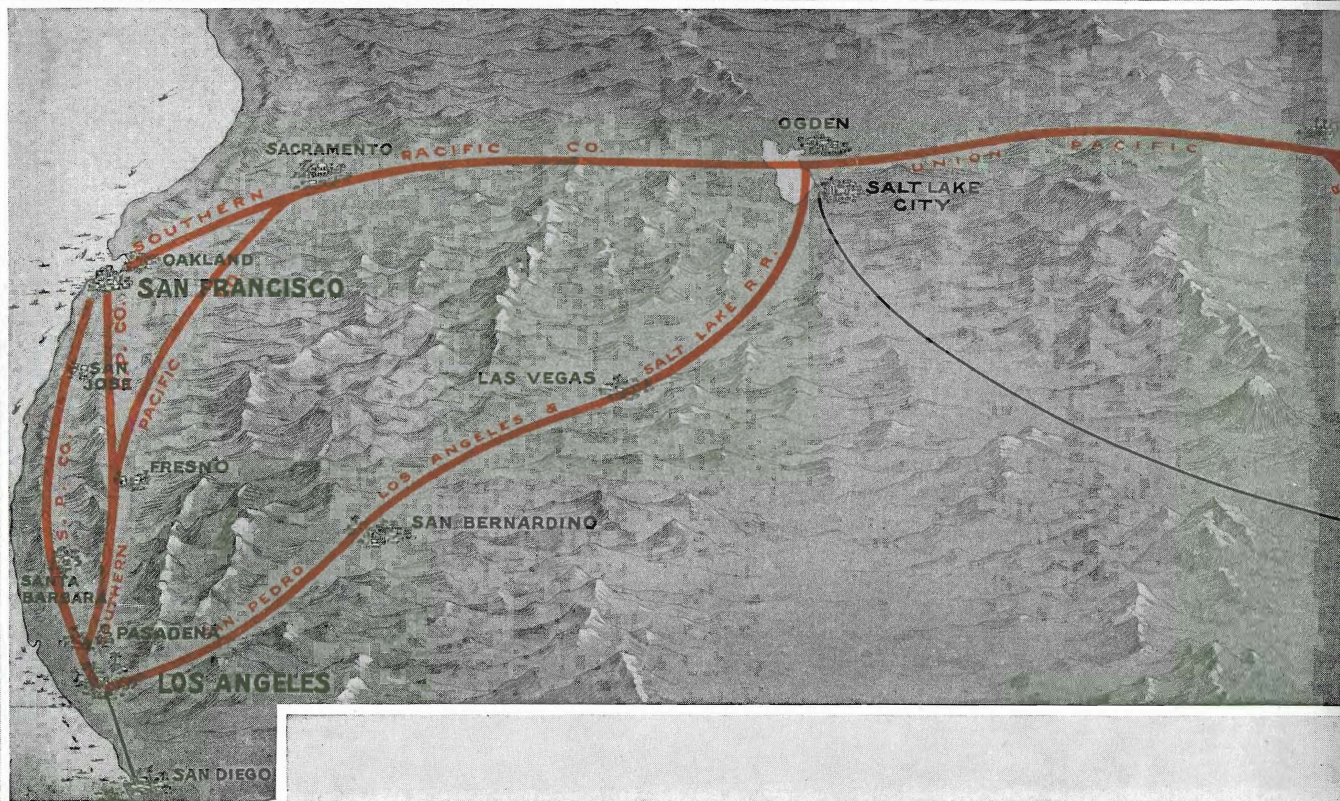
The "Pacific Limited" is a train one can wander in, finding always variety of outlook, good fellowship and comfort. Not only has the occupant of drawing-room or compartment the heating, ventilation and electric fan under his own control—his dressing-table, with ample mirrors, cabinets and drawers—and, withal, his privacy, but he has always some different place to stroll to—some new soft nook in which to lounge.

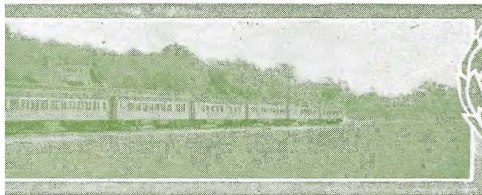


BIRD'S-EYE VIEW OF SAN FRANCISCO EXPOSITION



THE PACIFIC

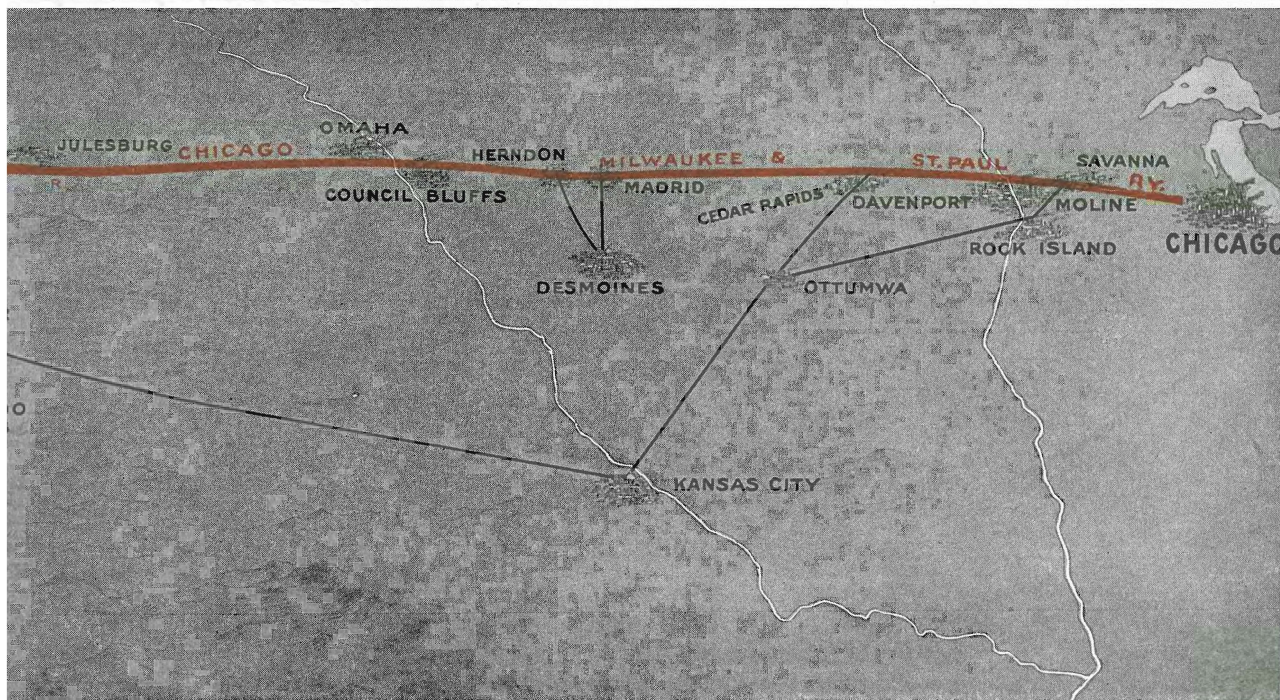


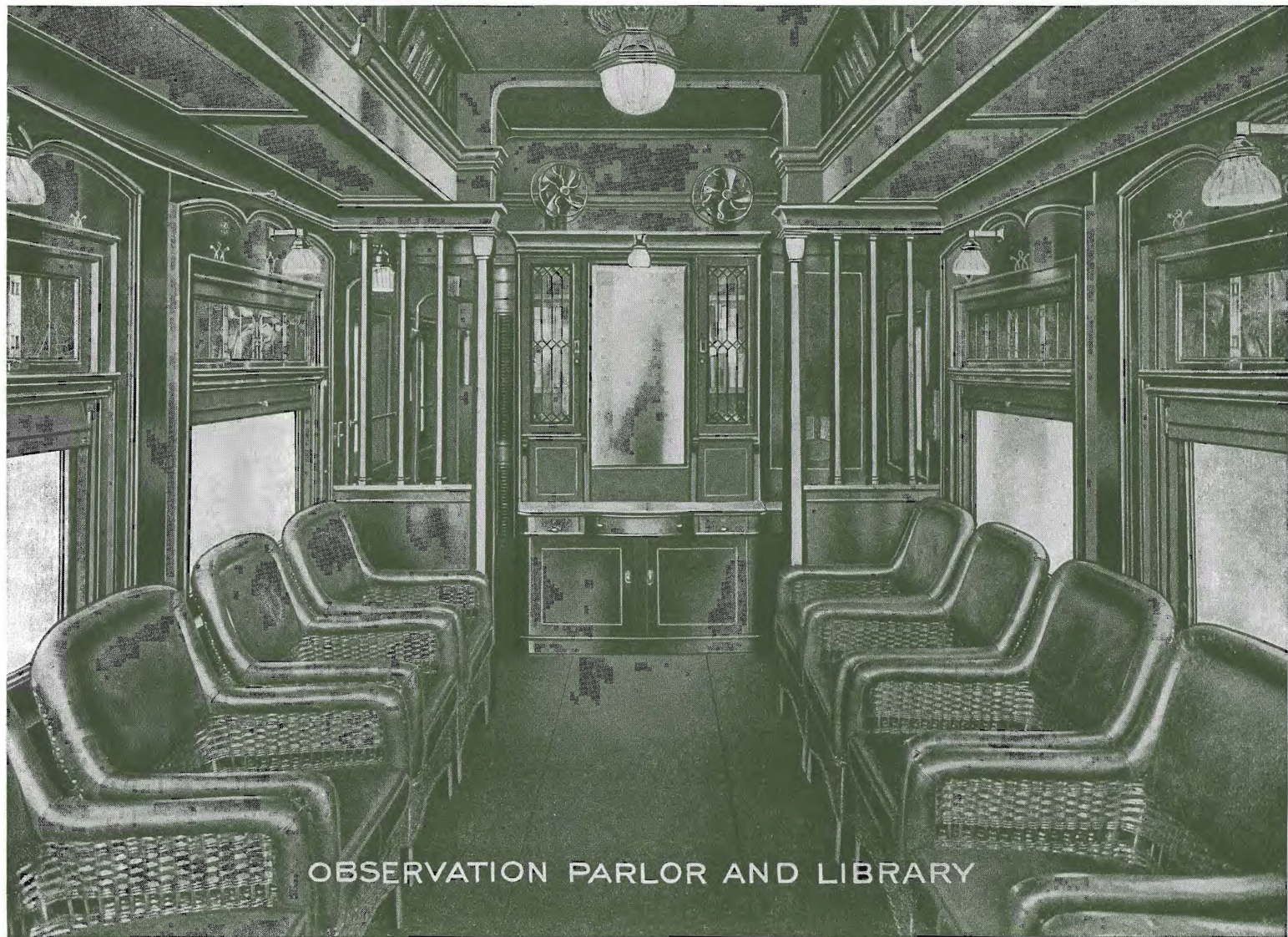


CHICAGO-CALIFORNIA



PRADO DE PALMA, SAN DIEGO EXPOSITION





OBSERVATION PARLOR AND LIBRARY



AUTO ROAD IN SOUTHERN CALIFORNIA

THE PACIFIC LIMITED



AUTO ROAD, AROUND LAKE TAHOE

ONE STANDARD OF EXCELLENCE pervades the whole of the "Pacific Limited." The passenger who prefers a reservation in the standard sleeping car, settles comfortably into a seat, luxuriously upholstered. Breadths and distances suggest ampleness—generosity. Every wide window shows a fitting landscape. All colors harmonize, and, by night, all lights—electric, of course—glow soft, but in brilliancy.

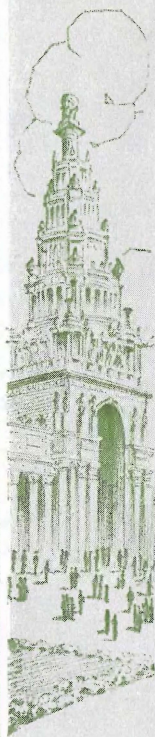
In the lavatories, spacious, and with dressing-mirrors from end to end, toilet facilities are complete. In the cars where a smoking-room adjoins the men's lavatory, the smoking-room occupies the additional space of a full compartment, so that no lavatory room is sacrificed.

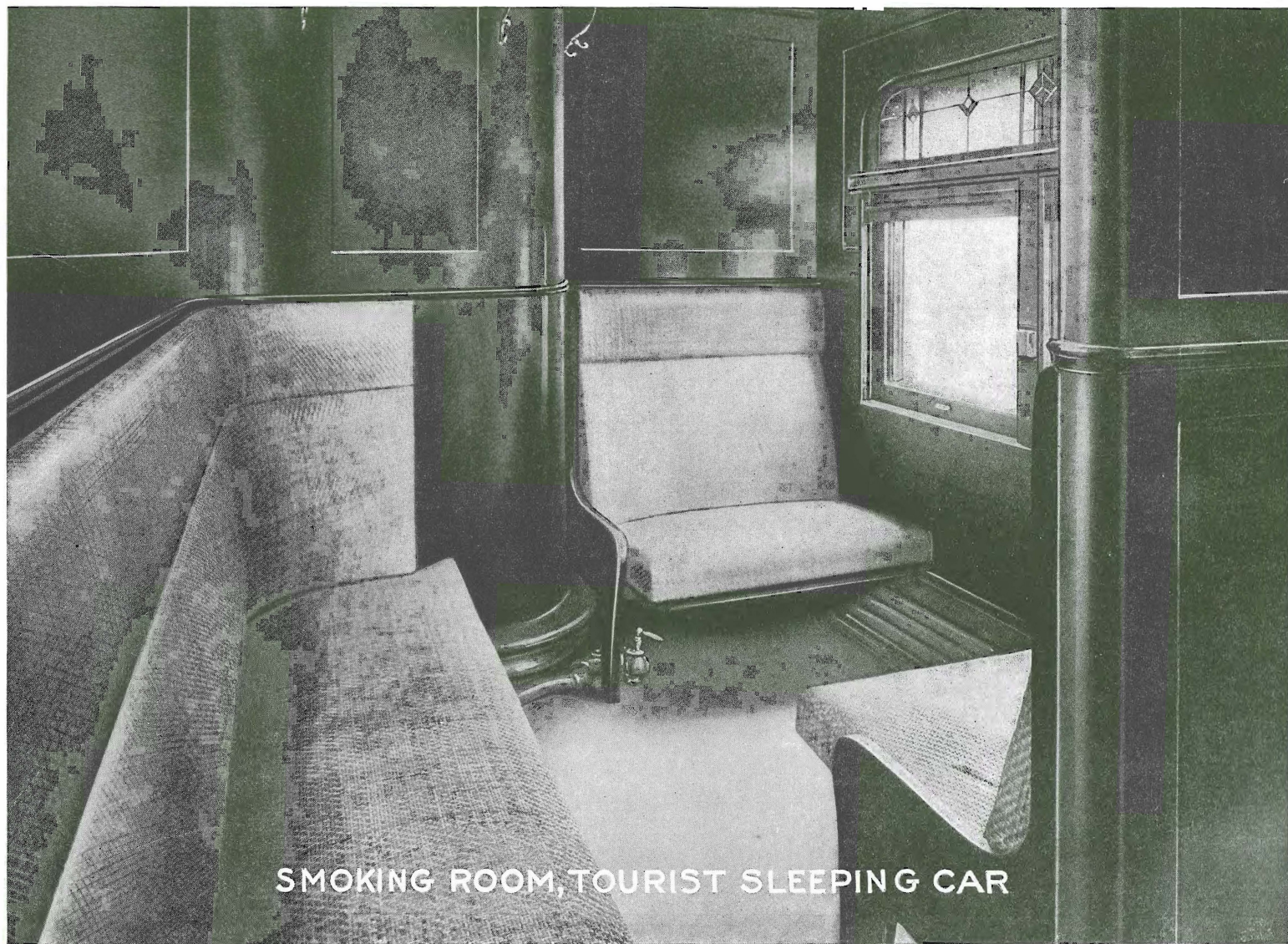
The "Pacific Limited" holds out to the California-bound traveler nothing but solid satisfaction. Here is provided the means of enjoyment, be the traveler's mood whatever it may.

There are hours when one wants to read—to smoke—to talk—to write. For each, there is a homelike place. The library in the observation car is provided with classics, and current fiction, and magazines and newspapers—something for every taste and whim. At intervals en route news bulletins keep the business man in touch with important happenings.

Night comes, and one sleeps—rests—in a real bed.

Mealtime comes, and one appreciates the fresh deliciousness of the foods, the savory cooking of them, and the attentive deftness of the service.





SMOKING ROOM, TOURIST SLEEPING CAR



SANTA CATALINA ISLAND

THE PACIFIC LIMITED



"MILLIONAIRES" ROW, PASADENA

TOURIST CAR TRAVEL could receive no more scrupulous attention than in the provision for comfort that has been made in the equipment of the "Pacific Limited."

Here, as everywhere else, the aim has been to make the service distinctive, and it is confidently believed that the traveling public will appreciate that this has been accomplished.

The same general lines of car construction are followed in the tourist as in the standard sleeping cars. The windows are wide, the mahogany finish in pleasing contrast to the cream color of the rattan upholstery. Aisles are broad, seats roomy and comfortable. Heating and lighting are uniform with the rest of the train, and no essential element of "Pacific Limited" service is lacking. Berths are of the same size, "real beds," as those in the standard sleeping cars. At each end of the car is a lavatory, with a smoking-room in connection with the one for men.

Many and various are the errands that draw men and women to California. Some go in quest of health, where Nature is both blooming and fragrant, the air both tonic and mild.

Others seek opportunity for greater gain with less struggle.

Still others make California their playground.

Whatever the purpose of journey or the motive for migration, the "Pacific Limited" offers to one and all a service as complete and full of comfort as ingenuity and cordial desire to serve can make it.



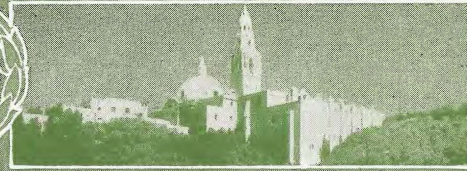


STANDARD SLEEPING CAR



AVENUE OF PALMS, SAN FRANCISCO EXPOSITION

THE PACIFIC LIMITED



FROM LAGUNA DE CABRILLO, SAN DIEGO EXPOSITION

THE "PACIFIC LIMITED" is more than a railway Service to one California terminal; it is a Service to all California—Central, Northern and Southern.

Service, according to the standards that govern the participating railways, comprehends all the details of railway construction, maintenance and operation that unite to make a railway great and a perfect train possible.

The "Pacific Limited" is the fastest no-extra-fare train between Chicago and San Francisco.

Stop-over at Salt Lake City is allowed on all classes of tickets, making possible a stay in this beautiful city of broad streets and historic buildings, reminiscent of the founding and upbuilding of the Mormon Church. To hear the great organ in the Tabernacle alone is worth the trip.

Northward from Salt Lake City and Ogden, by a short night trip, access is had to Yellowstone National Park by the new and direct route of the Oregon Short Line Railroad. During the Park season solid trains, with parlor and sleeping car facilities, run between Salt Lake and Ogden and Yellowstone Station, via Pocatello.

Yellowstone Park may be seen, in greater or less completeness, by any one of three stage tours. One trip, which covers fifty-six miles, consumes two and one-half days, from Salt Lake and Ogden, and enables one to see the Geysers. Another, of 120 miles, consumes four and one-half days, and takes in the Lake, the Canyon, Norris and Geyser Basin. The third tour, of 160 miles, occupies five and one-half days and completely covers the Park.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY

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