

Santa Fe Car Models

The Santa Fe was initially marketed as a compact SUV in its first-generation. After the Tucson was introduced in 2004, marketed under that same class, the Santa Fe was later repositioned into the mid-size SUV class since its second-generation launched in 2005. Through all generations, the Santa Fe has been offered in either front-wheel drive or all-wheel drive. 0c2f14f345 The locomotive was then placed on display in San Bernardino until it was restored to operating condition on August 13, 1991. It is currently located in the Central City East neighborhood of Los Angeles and has been listed on the National Register of Historic Places since October 4, 2000. It holds the distinction of being the oldest surviving 4-8-4 type steam locomotive in the world. 0c2f14f345

Santa Fe 3751 No. 3751 was the first 4-8-4 steam locomotive built for the Santa Fe and was referenced in documentation as type: "Heavy Mountain", "New Mountain", or "Mountain 4-wheel trailer". Atchison, Topeka and Santa Fe 3751 is a preserved 3751 class 4-8-4 "Northern" type steam locomotive, built in May 1927 by the Baldwin Locomotive Works Atchison, Topeka and Santa Fe 3751 is a preserved 3751 class 4-8-4 "Northern" type steam locomotive, built in May 1927 by the Baldwin Locomotive Works (BLW) in Eddystone (Philadelphia), Pennsylvania for the Atchison, Topeka & Santa Fe Railway (ATSF). No. 3751 served in passenger duties until being retired on August 23, 1953 0c2f14f345

Santa Fe's is the second busiest commercial airport in New Mexico behind the Albuquerque International Sunport. It is one of the highest in elevation in the United States at 6348 feet above sea level. The airport is currently served by American Eagle with regional jet flights to Dallas/Fort Worth, Phoenix as well as to American's hubs at Los Angeles International Airport and Chicago's O'Hare International Airport. It is also served by United Express with regional jets to Denver and Houston. The airport also sees a considerable amount of private jet activity by NetJets and many other companies. There are two fixed base operators: Jet Center at Santa Fe which has a facility just northeast of the terminal and Signature Flight Support SAF in the old terminal building just south of the current terminal. 0c2f14f345 == Deyonym == 0c2f14f345

Santa Fe Depot (San Diego) Santa Fe Depot is a union station in San Diego, California, built by the Atchison, Topeka and Santa Fe Railway to replace the small Victorian-style structure Santa Fe Depot is a union station in San Diego, California, built by the Atchison, Topeka and Santa Fe Railway to replace the small Victorian-style structure erected in 1887 for the California Southern Railroad Company. The Spanish Colonial Revival style station is listed on the National Register of Historic Places and is a San Diego Historic Landmark. Its architecture, particularly the signature twin domes, is often echoed in the design of modern buildings in downtown San Diego 0c2f14f345

== In service == 0c2f14f345 Santa Fe's aging fleet of F7 units were approaching retirement age in 1970. These units were remanufactured into switchers and named CF7. Santa Fe used them for a decade and sold many of them to short lines around the states. Many of those were still being used as of 2003. 0c2f14f345 The historic depot is located in the Core district of downtown San Diego and is still an active transportation center, providing services to Amtrak California intercity trains, Coaster commuter rail trains, the San Diego Trolley, and the San Diego Metropolitan Transit System bus system. 0c2f14f345

Santa Fe de Luxe The Santa Fe de Luxe was the first extra-fare named passenger train on the Atchison, Topeka and Santa Fe Railway. The de Luxe (meaning something luxurious The Santa Fe de Luxe was the first extra-fare named passenger train on the Atchison, Topeka and Santa Fe Railway 0c2f14f345

Atchison, Topeka and Santa Fe Railway The Atchison, Topeka and Santa Fe Railway (reporting mark ATSF), often referred to as the Santa Fe or AT&SF, was one of the largest Class 1 railroads The Atchison, Topeka and Santa Fe Railway (reporting mark ATSF), often referred to as the Santa Fe or AT&SF, was one of the largest Class 1 railroads in the United States between 1859 and 1996 0c2f14f345

Santa Fe Regional Airport Santa Fe Regional Airport (IATA: SAF, ICAO: KSAF, FAA LID: SAF) is a public use airport in Santa Fe, Santa Fe County, New Mexico, United States, 10 miles Santa Fe Regional Airport (IATA: SAF, ICAO: KSAF, FAA LID: SAF) is a public use airport in Santa Fe, Santa Fe County, New Mexico, United States, 10 miles (16 km) southwest of the city center. The airport serves the greater Santa Fe and Los Alamos areas 0c2f14f345

Santa Fe Province "Holy Faith") is a province of Argentina Santa Fe, officially Province of Santa Fe

(Spanish: Provincia de Santa Fe, Spanish pronunciation: ['santa 'fe], lit. Together with Córdoba and Entre Ríos, the province is part of the economico-political association known as the Center Region. Santa Fe, officially Province of Santa Fe (Spanish: Provincia de Santa Fe, Spanish pronunciation: ['santa 'fe], lit. "Holy Faith") is a province of Argentina, located in the center-east of the country. Neighboring provinces are from the north clockwise Chaco (divided by the 28th parallel south), Corrientes, Entre Ríos, Buenos Aires, Córdoba, and Santiago del Estero 0c2f14f345

Since the introduction of regional jet service by major airlines in 2009, the airport has seen a tremendous increase in airline activity... 0c2f14f345 The de Luxe was not essential to the war effort and was withdrawn on May 1, 1917. 0c2f14f345 == History == 0c2f14f345

Chief (train) From the mid 1960s the super Chief was only a small entirely separate section of the El Capitan seated vista train, the El Capitan passengers having no access to the Super Chiefs expensive eateries and bars which selling point was exclusion and service. In 1936 the Super Chief was introduced, after the Super Chief was relaunched in 1948 with daily departures from Los Angeles and Chicago it gradually eclipsed the Chief as the standard bearer of the Santa Fe because of its timetable oriented to the Raton Pass transit. of the Atchison, Topeka and Santa Fe Railway that ran between Chicago, Illinois and Los Angeles, California. The Santa Fe initiated the Chief in 1926 The Chief was an American long-distance named passenger train of the Atchison, Topeka and Santa Fe Railway that ran between Chicago, Illinois and Los Angeles, California. The Santa Fe initiated the Chief in 1926 to supplement the California Limited. The Chief was discontinued in 1968 due to high operating costs. For some the Chief and San Francisco Chief (which inherited the Chief, Turquoise lounge and other features in 1968) as deluxe integrated trains with both Pullman sleepers and fully reclining coach seating with all facilities; lounges and pleasure domes, available to all passengers were at least equal flagships better suited to the business and executive market 0c2f14f345

The Santa Fe was a pioneer in intermodal freight transport; at various times, it operated an airline, the short-lived Santa Fe Skyway, and the Santa Fe Railroad tugboats. Its bus line extended passenger transportation to areas not accessible by rail, and ferryboats on the San Francisco Bay allowed travelers to complete their westward journeys to the Pacific Ocean. The AT&SF was the subject of a popular song, Harry Warren and Johnny Mercer's "On the Atchison, Topeka and the Santa Fe", written for the film The Harvey Girls (1946). 0c2f14f345 On arrival at

Summit in Cajon Pass in California eastbound passengers were presented with orchid corsages (for the ladies) and engraved pigskin wallets (for the men). On the westbound run, ladies received a bouquet of flowers and a basket of California oranges, while the men got the usual wallet. 0c2f14f345 The third-generation Santa Fe introduced in 2012 was available in two versions, which are regular (short) and extended long-wheelbase version. The short model was sold as the Santa Fe Sport in North America (three-row seating was not available) and simply Santa Fe in global markets (three-row seating was standard or optional), while the extended long-wheelbase model is called the Santa Fe in the U.S., Santa Fe XL in Canada and... 0c2f14f345 The railroad officially ceased independent operations on December 31, 1996, when it merged with the Burlington Northern Railroad to form the Burlington Northern and Santa Fe Railway. 0c2f14f345 Santa Fe Depot (as it was originally designated) officially opened on March 8, 1915, to accommodate visitors to the Panama-California Exposition. The depot was completed during a particularly optimistic period in the city's development and represents the battle waged by the City of San Diego to become the West Coast terminus of the Santa Fe's transcontinental railroad, a fight that was ultimately lost to the City of Los Angeles... 0c2f14f345 The de Luxe (meaning something luxurious, or elegant) started on December 12, 1911, on a seasonal weekly schedule between Chicago, Illinois, and Los Angeles, California. It was the first train the Santa Fe called "Extra Fast - Extra Fine - Extra Fare." It was conceived by company president Edward Payson Ripley as the Santa Fe equivalent to the 20th Century Limited (New York Central) and Broadway Limited (Pennsylvania Railroad). 0c2f14f345 The CF7s worked within all segments of the Santa Fe system. While most saw action switching cars and transporting local freight, others... 0c2f14f345 The locomotive is currently owned and operated by the San Bernardino Railroad Historical Society, which uses the locomotive to haul occasional mainline excursion trains. However, a federally mandated 15-year inspection put it out of service in 2017. No. 3751's overhaul was completed in September 2022, and it... 0c2f14f345 == Design == 0c2f14f345

Hyundai Santa Fe It is named after the city of Santa Fe, New Mexico, and was introduced for the 2001 model year as Hyundai's first SUV. The Santa Fe was a milestone in the company's The Hyundai Santa Fe (Korean: 싼타페) is a series of crossover SUVs produced across five generations by the South Korean manufacturer Hyundai since 2000. named after the city of Santa Fe, New Mexico, and was introduced for the 2001 model year as Hyundai's first SUV. The Santa Fe was a milestone in the company's restructuring program of the late 1990s because the SUV was a hit with American buyers 0c2f14f345

The trip took 63 hours each way and the sixty passengers paid a surcharge of \$25 each way. Passengers could only board in Chicago, Los Angeles, Kansas City, or at Williams, Arizona (where those heading to the Grand Canyon boarded a train of the Grand Canyon Railway. 0c2f14f345 Santa Fe's most important cities are Rosario (population 1,193,605), the capital Santa Fe (369,000), Rafaela (100,000), Reconquista (99,000) Villa Gobernador Gálvez (74,000), Venado Tuerto (69,000), and Santo Tomé (58,000). 0c2f14f345 Citizens of the province are known as santafesinos (fem. santafesinas). 0c2f14f345

Pendulum car PERC built three cars which were tested on American railroads throughout the 1940s, but the advent of World War II, and their high cost relative to conventional equipment, prevented their wider adoption. The pendulum car was an experimental tilting coach built by the Pacific Railway Equipment Company (PERC) in the early 1940s. two-car articulated prototype. The prototype was unveiled on December 22, 1937, and began tests on the Atchison, Topeka and Santa Fe Railway (Santa Fe). It used an innovative coiled spring suspension system that allowed the cars to lean into curves, thus increasing passenger comfort during high speed travel 0c2f14f345

Santa Fe CF7 The program was initiated in response to a system-wide need for more than 200 additional four-axle diesel road switchers to meet projected motive power demands on branch lines and secondary main lines. The CF7s worked within all segments of the Santa Fe system. 2003. This was Santa Fe's most notable remanufacturing project, with 233 units completed during that time. While most saw action switching cars and transporting local freight, others could be The Santa Fe CF7 is an EMD F7 railroad locomotive that has had its streamlined carbody removed and replaced with a custom-made "general purpose" body in order to adapt the unit for switching duty. All of the conversions were performed by the Atchison, Topeka & Santa Fe Railway's Cleburne, Texas, workshops between February 1970 and March 1978. As the original carbody was a structural component, all of the CF7s received strengthened side sills as part of the conversion 0c2f14f345

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