



Enroute to
VICTORY

Foreword

This booklet is published especially for members of our armed forces, who are traveling over the Santa Fe these days "en route to Victory." It is hoped the following pages will be a source of information and guidance; will provide some knowledge of the railway and the territory it serves and will give added meaning to the passing landscapes, varied industries and points of interest seen from the train window.

Santa Fe System Lines



IN PEACE . . .

SANTA FE SERVES

pioneers; visiting tranquil countrysides and drinking in the many beauties of nature that abound along the railroad's 13,000 miles of track.

That day will come again and when it does, the scenic wonders and interesting places along the Santa Fe—all a part of the country we are fighting for—will still be here for all to enjoy.

. . . IN WAR

THE Santa Fe is a "Road of War" today. Within its territory are many of America's most vital industries, scores of military camps and bases, vast agricultural and grazing areas and enormous supplies of this nation's natural resources including lumber, coal and oil.

To adequately satisfy the transportation requirements of this strategic territory, train after train of men and materials must be kept moving night and day over Santa Fe rails.

This battle on the transportation front resulted in Santa Fe handling more than 30 billion ton-miles of freight in 1942 and in carrying our armed forces, civilian government personnel, war workers and other travelers to the tune of more than 3 billion passenger miles.

The railroad and its 60,000 employees are accomplishing these feats by utilizing every means at their command. Men and women are working long hours on the road and in the shops and offices. Equipment is utilized to its utmost. Locomotives and cars no sooner arrive at their terminal than they are serviced, turned around and sent on another trip. This quick turn-around of locomotive power and equipment is just one of the reasons why the railroad is meeting the test in this present emergency.

There was a time (before Pearl Harbor) when the Santa Fe was a "Road of Peace." Then trains were filled with carefree pleasure seekers journeying to the land of the conquistadores and padres, the pathfinders, traders and



PAST EVENTS

BEFORE the railroads came to the great Southwest, all commerce between the Missouri River and the Rocky Mountains was carried on by caravans of pack mules and wagon trains.

The route followed by these caravans across the prairies was known as the Old Santa Fe Trail. It was this busy thoroughfare that fired the imagination of Cyrus K. Holliday, founder and first president of the Santa Fe Railway, who dreamed of paralleling the wagon route with ribbons of steel.

A native of Pennsylvania, Holliday came to Kansas in the early 50s with 20,000 dollars and a super-abundance of ambition and courage. His first venture was the founding of the city of Topeka in 1854. The town grew so fast that it quickly became the capital of the territory.

In 1859 he drew up a charter for the Atchison and Topeka Railroad Company, but lack of funds delayed the starting of the railroad until 1868, when the first shovelful of earth was turned at Topeka. By the end of 1872, the railroad had been built across Kansas to Colorado, a distance of 469 miles. The seemingly unsurmountable barrier of the Rocky Mountains was conquered in 1878, when the Santa Fe reached Raton Pass, 8,000 feet above sea level.

After crossing Raton Pass, construction was continued into New Mexico and on February 9, 1880, the rails reached the city of Santa Fe, in its day the mecca of all traders and explorers in the Southwest. Not content with



Early Santa Fe locomotive

stopping at Santa Fe, which had been his goal, Holliday set a new objective—the Pacific.

The conquest of the region between Santa Fe and the Pacific was no easy task. There were no towns, only broiling heat, sand-storms, thirst and Indian tribes, who resented the white man's intrusion. There were canyons and rivers to cross, which taxed the ingenuity of the railroad's ablest engineers. One by one these obstacles were overcome and by 1885 the Santa Fe had secured its long desired California seaport at San Diego, and also had obtained trackage rights into Los Angeles.

During the 1880s another line had been extended down through Kansas into Indian territory. In 1887, this line was linked at Purcell, Oklahoma, with the Gulf, Colorado and Santa Fe, which extended from Galveston, Texas, through the heart of the Lone Star State.

This route was joined with many other lines, built or acquired in Texas, and access thereby gained to Beaumont and East Texas, Amarillo, Fort Worth, Dallas, Houston and the Port of Galveston. With railroad connections established, a new market was provided for the products of the entire central and southwestern section of the United States.

The next big step was to cross the Missouri River and advance eastward to Chicago, traffic center of the middle west. This ambition became a reality in 1889. With Chicago and Lake Michigan added to its territory, the Santa Fe had a direct connection with the entire eastern part of the country.

The panic of 1893 toppled banks and industries and crippled the commerce of the nation. This catastrophe was too severe for even the Santa Fe to weather without help. Its affairs were reorganized in 1895, and out of that reorganization came the present company, The Atchison, Topeka and Santa Fe Railway. Since then the railroad has been rehabilitated. Unprofitable lines have been disposed of and new and valuable lines built or acquired, including one into San Francisco in 1900. The railroad increased in size until today it embraces more than 13,000 miles of railway lines, stretching from Chicago southward to the Gulf of Mexico and the Mexican border and westward to the Pacific ocean.

Topeka, Kansas, in 1870



A NEW SANTA FE TRAIL



Part of the Santa Fe's streamlined fleet

THE building of the Santa Fe in the Southwest marked the passing of an epoch. The caravans of freight wagons and oxen gradually disappeared from the old Santa Fe Trail. The land of sage brush and cactus was no longer isolated. Settlers and capital followed the railroad. The old Santa Fe Trail westward had become the new Santa Fe Trail of the iron horse.

Yesterday's railroad pioneers helped to conquer the vast expanse beyond the Mississippi. Today's railroad pioneers are working to make a train journey as speedy, comfortable and safe as they know how.

Out of their test tubes and experiments have come many improvements in railroad service, including the new modern streamline trains. Typical of these streamliners is the Super Chief, the Santa Fe's de luxe train, which is one of the world's most modern, finest and fastest trains.

Including the Super Chief, Santa Fe operates seventeen ultra-modern lightweight stainless steel streamliners, which is the largest fleet of such trains in the world. This great fleet consists of two Super Chiefs, six Chiefs, two El Capitanes, the Kansas Cityan, the Chicagoan, two San Diegos, two Golden Gates and the Tulsan.

The Super Chief makes the 2,228-mile journey between Chicago and Los Angeles twice each week in both directions. The Chief makes the same trip daily in both directions.

El Capitan is a de luxe all-chair car streamliner and like the Super Chief operates twice weekly between Los Angeles and Chicago. The Kansas Cityan runs between Chicago and Oklahoma City making a daily trip between the two

cities. The Chicagoan is a twin of this train and identical in equipment, but operates in the opposite direction from Oklahoma City to Chicago. The Tulsan, carries the same type equipment as both these trains and runs between Kansas City and Tulsa.

The San Diego is a nine-car stainless steel streamliner, Diesel-electric drawn, linking Los Angeles and San Diego four times daily. The Golden Gate is a part of the Santa Fe's coordinated streamline service linking Los Angeles and San Francisco by bus and train. The trip from Los Angeles to Bakersfield is made in air-conditioned streamlined motor coaches and from there to San Francisco by streamliner.

In addition to these 17 streamlined trains, Santa Fe service between Chicago and Los Angeles also includes the California Limited, a daily train of standard equipment; The Scout, daily economy train for coach and tourist pullman passengers only and the Grand Canyon Limited, daily transcontinental train for all classes of travel. The Ranger, a standard Pullman and chair-car train operates between Chicago and Galveston on the Gulf of Mexico.

Santa Fe's passenger trains are playing an important role in handling wartime travel. In addition to the above array of regularly scheduled trains, hundreds of men in uniform are moved daily in special trains, operating on their own schedules drawn up by military authorities and the military bureau of the American railroads.

Transporting these men is the railroad's primary task, its main objective and it will continue to be so until the war has been brought to a successful ending.



Chicago's beach front on Lake Michigan

THE New Santa Fe Trail begins in Illinois at Chicago. Illinois is the twenty-second state of the Union. It was admitted to statehood December 3, 1818, and covers an area of 56,665 miles. With the exception of Florida, Delaware and Louisiana, its surface is more level than that of any other state. Illinois is part of the French possession ceded to the English in 1763, becoming a part of Virginia, and later was incorporated in the Northwest Territory; afterwards it formed a section of Indiana Territory, and then was made the Territory of Illinois in 1809.

Petroleum, gas, iron, lead and limestone are produced in Illinois, which ranks second in mineral wealth. Unlimited transportation facilities, proximity to lumber, copper and iron regions with superior water power gives the state the rank of third in manufacturing.

Among the names enshrined in Illinois history are La Salle the explorer, Marquette and Joliet, the missionaries, our martyred president, Abraham Lincoln, Stephen A. Douglas and the industrial giants, Cyrus McCormick, Philip D. Armour, Marshall Field and George M. Pullman.

Chicago, the metropolis of Illinois and the middle west, is the sixth largest city in the world, and the second largest in the United States. The capital of the state is Springfield. Other important cities include Peoria, East St. Louis, Rockford, Quincy, Joliet, Decatur, Aurora, Elgin, Bloomington, Evanston, Rock Island, Galesburg, Streator and Chillicothe.

From Chicago, the Santa Fe follows a southwesterly direction 231 miles across the northern part of Illinois. The railroad winds through the Des Plaines River valley from a point 17 miles west of Chicago to beyond Joliet; thence to Streator, Chillicothe and Galesburg, finally reaching the Mississippi river at Pontoosuc, Ill.



Blackhawk State Park



Museum of Science and Industry, Chicago



The Lombard Elm at Galesburg, Illinois



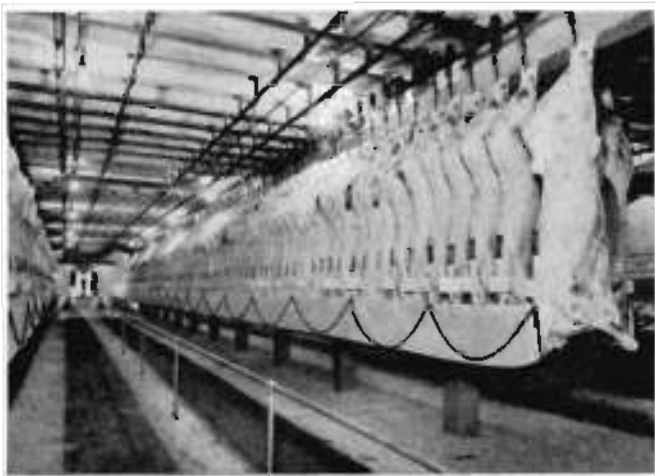
A fertile Iowa farm

LEAVING Illinois, the Santa Fe crosses the Mississippi River on an eight-span steel bridge, 3,330 feet long, and enters Iowa between the Mississippi and Des Moines rivers, traversing the southeastern corner of the state, a distance of 18 miles before entering Missouri.

Iowa formed a part of the original Louisiana Purchase. On December 28, 1846, it was admitted to the Union. One of the first white settlements was at Fort Madison, in 1883. This is the site of a major Santa Fe shop today.

No place on the face of the globe has so large an area of fertile soil and produces so much food. Iowa's chief production is, of course, corn and hogs, with most of the corn being sold as hogs. However, agriculture is by no means the only income in Iowa. Manufacturing, mining, transportation and other lines of endeavor contribute their share to the state's wealth.

The capital of the commonwealth is Des Moines. The motto of the state is "Our Liberties We Prize, and Our Rights We Will Maintain." Iowa is sometimes called the "Hawkeye State." The official flower is the wild rose.



Famous KC steaks



Kansas City, Missouri, with Union Station in foreground



Air view of an oil refinery

THE Santa Fe cuts diagonally across the northern part of Missouri, a distance of 221 miles, to the Kansas line. The area of the state is 68,371 square miles. It is especially rich in coal, iron, lead, zinc, fire-brick clay, marble, and limestone.

In 1682 Missouri formed part of the French Province of Louisiana. The first settlements were made in 1735-1765. Missouri became the possession of the United States in 1803, a territory in 1812 and a state in 1820. The capital is Jefferson City.

The motto of the commonwealth is "The Welfare of the People is the Highest Law." Missouri takes its name from the river, the name (an Indian word), signifying "great muddy."

Kansas City is the main point on the Santa Fe in Missouri. Its Union station is one of the largest in the nation and was erected at a cost of \$50,000,000. The waiting room has a capacity of 10,000 passengers; the train sheds cover platforms for 16 tracks and more than 150 trains arrive and depart daily. 12 trunk line railroads serve this area.



Combining wheat near Salina



World's largest trackside grain elevator at Turner, Kansas



State capital at Topeka

RANKING fourth in the production of food, Kansas also is an important producer of petroleum, salt and coal. Although the outstanding wheat producer of the nation, Kansas' principal income is from livestock. The state usually has more hogs than persons and its bluestem pastures fatten more than 300,000 cattle annually.

Railroads, flour mills, packing houses, oil refineries, cement plants, airplane factories and many diverse manufacturing concerns give the state a steadily growing industrial background.

The Santa Fe operates nearly 3,000 miles of railroad in the state. Its general offices, hospital and shops are located at Topeka where the company began its existence. More than 4,000 employees work at this point.

Kansas slopes gradually from 700 feet above sea level in the southeast corner of the state to 4,000 feet in the northwest, giving a diversity of soil and climate suitable to a variety of crops and is conducive to good health and long life.

Eighty-nine per cent of the total population of Kansas is American born. The state ranks first in college students per 1,000 persons, stands higher in literacy than Massachusetts, and offers a wholesome environment for home-making.



"Finished" steers ready for market



Kansas pastoral scene



Aerial view of Oklahoma City

WHEN you see Oklahoma's wheat, corn and cotton fields, its great herds of livestock, its numerous oil wells and refineries, and visit its modern cities, you will scarcely believe that this state was opened for settlement little more than half a century ago.

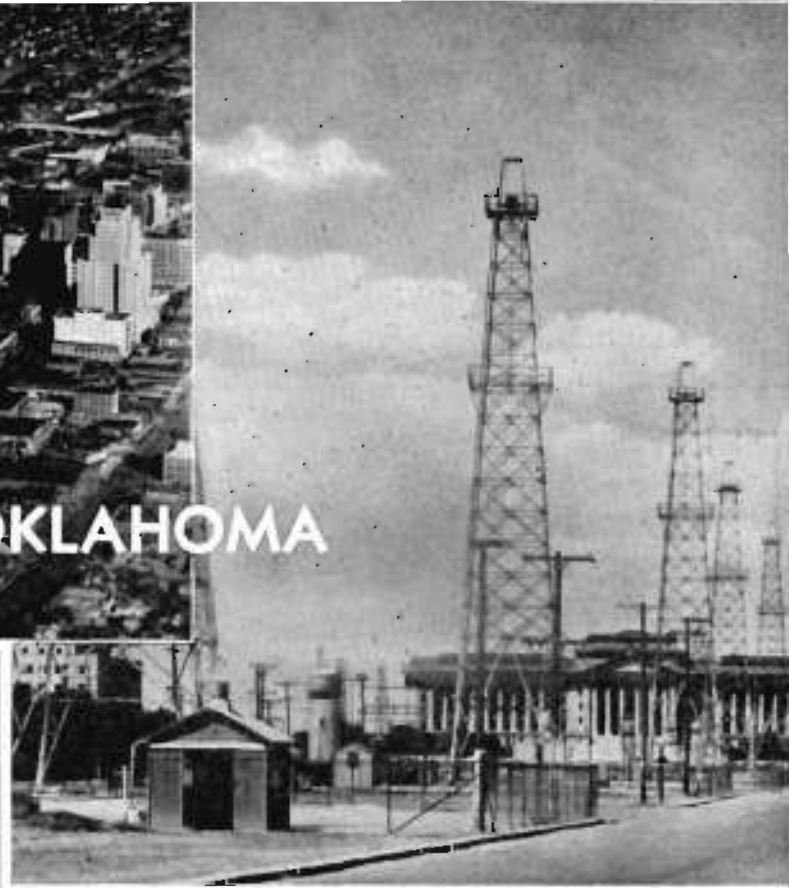
All the world is familiar with "The Run" on April 22, 1889. On that day 100,000 American citizens entered the area in the central part of Indian Territory, which henceforth was to be known as Oklahoma. Chance and speed of transportation determined the ownership of 2,000,000 acres of land and city lots, for the law provided that the individual who arrived first to stake a piece of property would obtain title to it. The Santa Fe helped bring in these first settlers whose many disputes were not always settled politely.

Oklahoma's vast wealth is derived almost equally from three sources: agriculture and livestock, commerce and industry, and oil and mining. The state has frequently been called a geologist's paradise for nature was lavish in bestowing varied types of soils, rock formations and minerals indiscriminately within its borders.

The state's name is derived from two Choctaw Indian words meaning "red people;" the state tree is the redbud; the state flower is the mistletoe; the state colors are green for vigor and youth and white for purity and fairness; the state motto is "Labor conquers all things."

Oklahoma City, the capital, and Tulsa, known as the capital of the oil industry, are the state's two largest cities. Enid is the center of the state's wheat industry. The state's two largest institutions of learning are the University of Oklahoma, at Norman, and the Oklahoma Agricultural and Mechanical College, at Stillwater. All these towns are served by the Santa Fe.

OKLAHOMA



Oil wells on the capitol lawn



Photo by Roy L. Sherrow

Tulsa with a refinery in foreground



Turner Falls near Ardmore, Oklahoma



Cattle—one source of Oklahoma's wealth



The Alamo where Texans fought and died for liberty



Baled cotton ready for market



Texas oil wells supply the nation

OUR largest state (area, 267,339 square miles), Texas was a part of Mexico until 1836 and derives its name from the Indian word, "tejas," meaning friendly.

Texas, since its discovery by Spanish explorers in 1519, has served under six flags and is the possessor of perhaps the most colorful history of any state in the Union.

Today the Lone Star State, with a civilian population of approximately, 6,500,000, is one of the main cogs in the nation's war machine, supplying foodstuffs, fuel, weapons and manpower in an all-out effort for victory.

Mineral production value of Texas is higher than that of any state in the Union. From the coast prairies of this great state comes much of the world's supply of oil, sulphur and natural gas. In 1942 Texas produced 484 million barrels of oil valued at more than \$566,000,000. Texas produces most of the sulphur supply of the United States and an appreciable percentage of the world supply. In recent years, Texas has had practically a monopoly on national and world production of helium, the principal deposit in Texas being located near Amarillo. Texas is the leading producer of carbon black, is usually one of the leading states in mercury production, and now is producing large quantities of magnesium and other vital minerals.

Abundant water supplies and diversified climate have combined to give Texas a prominent place in agriculture and livestock-raising. Texas is the leading livestock state of the nation. Leading in number of beef cattle and ranking usually from fourth to sixth in dairy cattle, Texas has more than twice as many sheep as any other state and produces more than twice as much wool. In Texas are

approximately 85 per cent of the nation's Angora goats, and from this state comes a similar percentage of mohair production. Texas is also by far the leading state in turkey production and usually is first or second in other kinds of poultry.

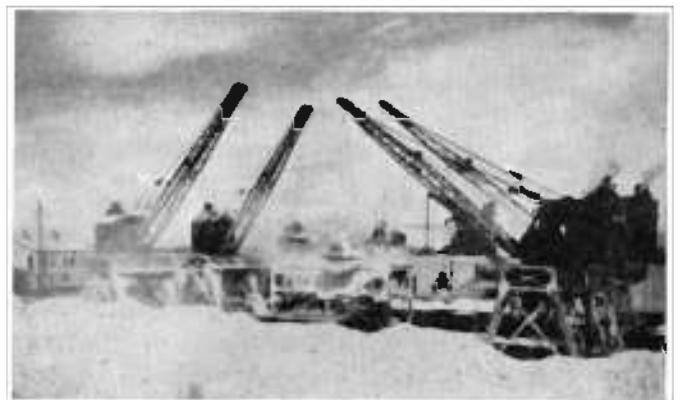
The agricultural industry of Texas consists of more than 418,000 farms with an average of 329.4 acres to the farm and a total value of more than two billion dollars. More than sixty commercial crops are grown on Texas farms, and because of rich earth and varied climate there is not a month of the year that is not seasonable for the raising of important foods in some part of the state. Texas is by far the leading grain sorghum-producing state of the Union, is one of the four leading rice-producing states, is the leading pecan-producing state, and is the third ranking state in citrus fruit production.

Texas' first large manufacturing industry was lumbering, which is one of the leading industries today, supplied mainly by the "Piney Woods" of East Texas with approximately eleven million acres of timber lands. Texas has two pulp mills, one of which is the only one of its kind, a newsprint mill which manufactures newsprint from Southern pine.

Thirteen deep water ports are valuable to Texas primarily as outlets for the great commodity surpluses of the state and the midcontinent regions to the north. Relatively few seaboards of comparable length anywhere in the world have greater shipping tonnage than the Texas coastline.



Roundup time in Texas



Loading sulphur at Galveston

NEW MEXICO, called the "Land of Enchantment", covers more than 122,000 square miles of towering mountains, fertile valleys and sweeping plains.

The Santa Fe Railway serves the state well, and in many instances follows the pioneer trails of Spanish explorers and in the North frequently parallels the historic "Santa Fe Trail." Its northernmost mainline from Chicago to the Pacific Coast enters the state through the lofty Raton Pass, marvel of early day railway engineering, thence traverses the heart of the Indian Detour country through Albuquerque, Santa Fe and Gallup areas and on to the Pacific. Another mainline serves the North Central region from the state line at Texico through Clovis and Belen and thence west. Another route operates from Albuquerque through the fertile Rio Grande and Mesilla valleys and on to El Paso. Another mainline is operated from Clovis through the productive Pecos Valley serving Roswell and Carlsbad, noted for its National Park Caverns, and thence to Pecos, Texas. With the addition of branch lines serving important centers the Santa Fe provides more than 1400 miles of trackage in the state.

New Mexico is the seat of advanced aboriginal culture where numerous cliff dwellings, centuries old, are to be found. Here are eighteen Indian pueblos and also reservations of the Jicarillo and Mescalero Apaches, Southern Ute and Navajo, wherein survive the artistry of their ancient forebears and pagan ceremonials. The state has seven national forests and eight National Monuments.



Indian Pueblo in northern New Mexico



Rancho de Taos Mission—
built in 1772

Carlsbad Cavern's
Big Room



The Palace of the Governors at Santa Fe, New Mexico—
America's oldest public building



Ancient Indian Ruins

Cabeza de Vaca and his followers, in 1536 were the first whites to visit the territory. Their adventure led to a number of subsequent explorations including those of Coronado in 1540 and then Espejo and Onate.

First Spanish settlement was established at San Gabriel by Governor Peralta and was moved to its present site at Santa Fe about 1610. The Palace of Governors was erected there soon after and remains today the oldest structure of its kind in the country. It was here that General Lew Wallace wrote part of the famous novel "Ben Hur."

Santa Fe, hub of early day expansion of the Western Empire, served by the railway, today is famed for its historical edifices and the maintenance of early traditions as well as being a cultural center of the state. It is said to be the oldest capital city in the country.

The state is rich in copper, coal, potash and other minerals. Its vast grazing lands provide for immense cattle and sheep herds, while natural and artificially irrigated valleys have developed agricultural production.



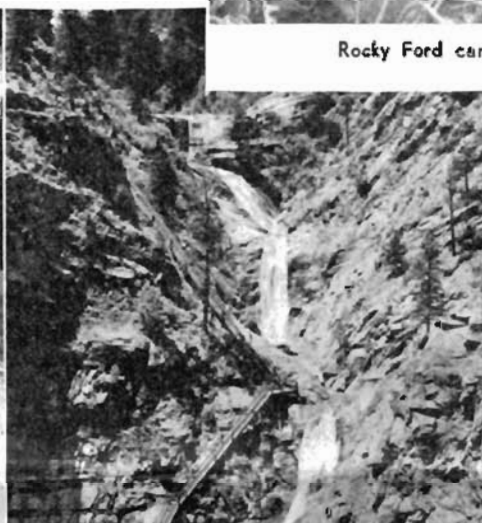
Pike's Peak



Rocky Ford cantaloupes enjoy a world-wide reputation



A winter paradise



Saven Falls, Colorado Springs



City and County building at Denver

ONE of the main arteries through the heart of Colorado's widespread industrial and agricultural areas is the Santa Fe Railway, entering the rich Arkansas Valley through La Junta, northwesterly to Denver and southwesterly through Trinidad and thence to the Pacific from that point.

From abundant valleys in the south to the "Mile High" City of Denver on the Santa Fe, Colorado has much to offer in the way of scenic beauty, historical background and thriving war-time productivity.

The majesty of the Colorado Rockies, first glimpsed by Captain Zebulon Pike in 1806, continues to arouse awe as it did with that intrepid explorer and his followers.

The state produces vast amounts of precious and semi-precious metals and production has been given increased impetus because of the need for vital war materials. It is noted for its gold, silver, copper, lead, zinc, molybdenum, tungsten, vanadium, uranium and radium. Despite the importance of these metals to the state, of even greater importance is its agricultural industry, coupled with stock raising and dairy farming.

The state is almost intersected in the center by the main range of the Rocky Mountains, known as the "Continental Divide" which includes such lofty points as Pikes Peak, Long's, Mt. Torrey, and the Spanish Peaks. There are 120 peaks over 13,500 feet altitude and forty towering to 14,000 feet in Colorado. Unusual formation and coloration is to be found everywhere.

Denver, state capital and largest city, is the hub of industrial activity which has received even more important impetus since the war. Denver is an outstanding example of progress in the development of industry, parks and its natural resources which have proved such a lure to the vacationist. Its remarkable municipal park system extends into neighboring counties.

Other principal Colorado cities served by the Santa Fe are Pueblo, Colorado Springs, La Junta, Las Animas and Trinidad.

The State contains two National Parks, Rocky Mountain and Mesa Verde, and four National Monuments, namely, Wheeler, Colorado, Yucca House and Hovenweep. Official flower of the State is the columbine found in every vale and mountainside.



Ancient Cliff Dwellings
near Prescott, Arizona



Window Rock, Arizona



The Watchtower on the south rim
of the Grand Canyon



Long staple cotton near Litchfield, Arizona



Desert sunset and a giant saguaro cactus coming against the
evening sky

AMERICAN traders and explorers first penetrated Arizona early in the 19th century. Arizona became a territory in 1863 and a state in 1912. The capital is Phoenix. Other important cities are Prescott, Flagstaff, Holbrook, Tucson, Williams and Winslow. Originally, Arizonac, the name means "small springs" or "few springs" and was first given to a little settlement near Nogales.

Arizona's copper mines are among the richest in the world; also within its boundaries are many gold and silver mines. Citrus fruits, dates, grains, lettuce, cantalope, cotton, and alfalfa reach perfection in Arizona, especially in the Salt River Valley where 240,000 acres are under irrigation. Altogether there are 8,500 irrigated farms in the state, comprising some 600,000 acres.

The Indian reservations of Arizona comprise 19,000,000 acres and are occupied by over 43,000 Indians. The Indian pueblos of this state are the most remarkable in the Southwest while the industrial products of the Navajo,

Apache, Hopi and the Pima, as well as other tribes, are highly prized for their excellence.

Grand Canyon National Park, known the world over for its awe-inspiring beauty, is located in Arizona, a short distance off the Santa Fe's main line. A branch line extends from Williams to the very rim of the Canyon.

Eight National Forests, with 11,400,000 acres also are located in this state.

The Santa Fe Railway operates 369 miles of track in north-central Arizona. In addition to the branch from Williams to Grand Canyon, another branch, with side lines extends from Ash Fork to Phoenix. From Wickenburg a line runs to Parker and thence to Cadiz, California.



CALIFORNIA

San Fernando Mission and statue of Fra Junipero Serra, founder of the California Missions

CALIFORNIA is the second largest state in the Union. It was ceded to our country by Mexico in 1848 and became a state in 1850. Embracing the Pacific Ocean, it has a coast line 900 miles long. Of all the states, it has the greatest variety of temperature, rainfall and products of the soil.

Cosmopolitan cities are built against desert backgrounds. Mountains and sea are side by side. Between the mountains and the sea are miles of orange, grapefruit and lemon groves, other miles of English walnut groves, grape vineyards, broad acres of fruits and flowers, scores of beautiful cities and villages, deep valleys and high plateaus.

Much of the history of California clusters around its old missions. Most of them now are in ruins. The cities of Southern California, especially, owe much of their background to the missions. Los Angeles, founded under Spanish rule more than 160 years ago, combines the old with the new—a genuine Mexican street market with its century-old adobe and other historic buildings housing colorful foreign shops and gay sidewalk cafes with modern Hollywood, center of the motion picture industry and Beverly Hills, home of the movie stars, nearby.

Two mountain ranges, the Sierra Nevadas and the Coast ranges, starting at Mount Shasta, and uniting the Southern part of the state, enclose a valley of imperial extent—the San Joaquin—Sacramento. Capital of the state is Sacramento. Important cities on the Santa Fe are San Francisco, Los Angeles, Oakland, Richmond, San Diego, Stockton, Fresno, San Bernardino, Pasadena and Riverside.



The frequently photographed Wawona tree in the Mariposa Grove, Yosemite



Yosemite Falls



A lass in a vineyard



State capitol building at Sacramento



Palm Springs in mid-winter



California oranges—and beauties



San Francisco's chinatown

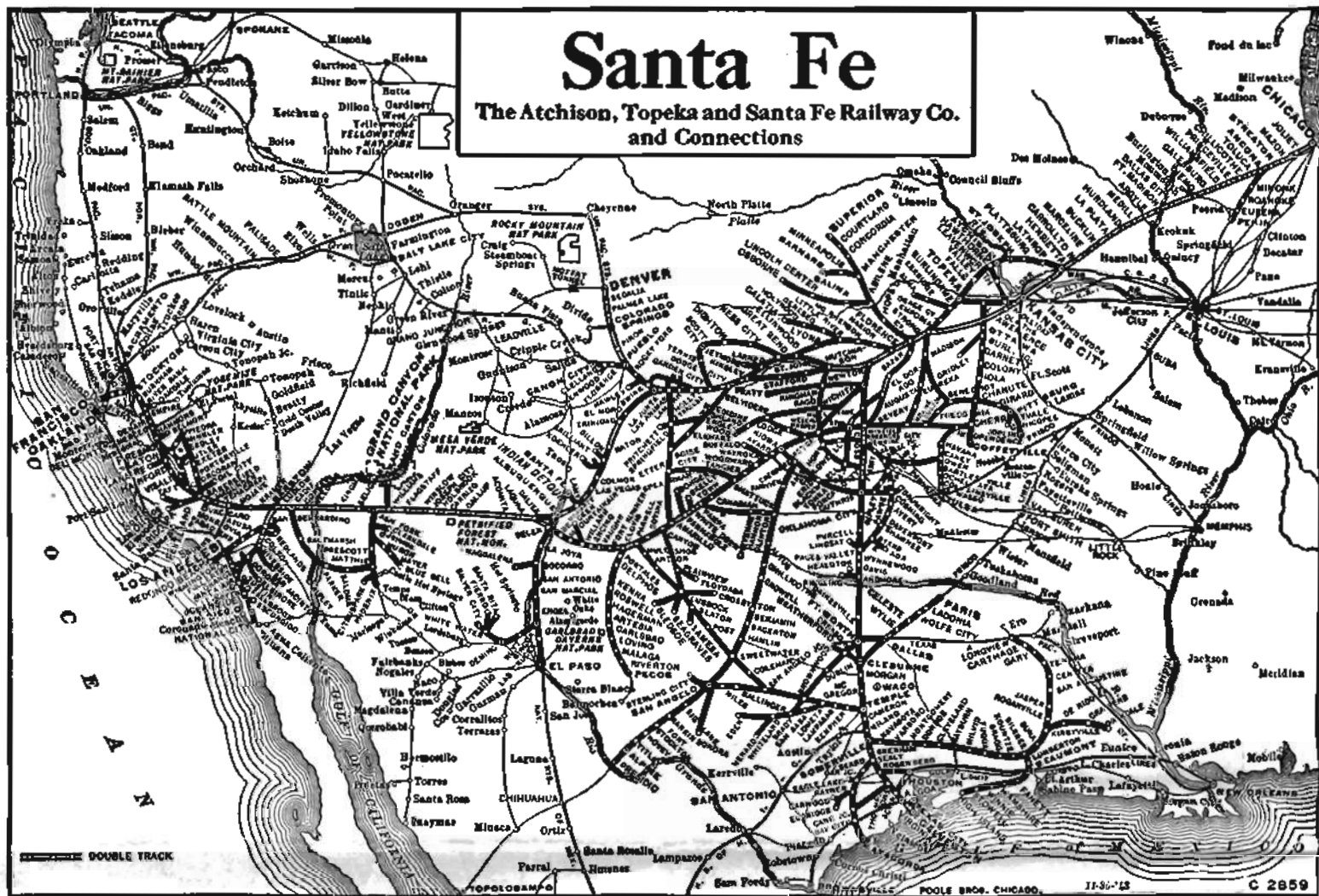
An Invitation . . .

Thousands of service men and women are traveling over the Santa Fe these days "en route to Victory." Their wartime trip is a grim and serious business. There is no time to stop off and visit on the way.

However, this world-wide conflict will come to an end, eventually. And once again this nation will return to saner, happier and more peaceful ways.

When that day dawns, Santa Fe travel will ascend to its former excellence. Our great fleet of streamliners will resume their previous fast schedules; service to the many points of interest along the line will be reinstated and Fred Harvey's famous meals will no longer be rationed.

We want you to come back then and enjoy a real train trip through the heart of romantic America on a railroad that does its best to serve you in war or peace.



Map of the Santa Fe System Lines

Send It Home!

This booklet can be mailed anywhere in the United States for 1½ cents postage or 6c if you include a personal message. Simply fill in name and address of person to whom you wish it sent; write your own address in the upper left hand corner and place stamp at right. Seal tab below and drop in box.

CAUTION: Postal regulations forbid sending this booklet postage free.

From:

To

Place
1½c
Stamp
Here

Seal tab here