

## **Map of the Atchison, Topeka and Santa Fe Railroad and its connections**

This small pamphlet promotes fast travel from California to points east on the Atchison, Topeka and Santa Fe Railroad. A map of the southwestern United States with the routes of the Atchison, Topeka and Santa Fe Railroad is on the reverse side.

Creator: Atchison, Topeka, and Santa Fe Railway Company

Date: Between 1870 and 1890

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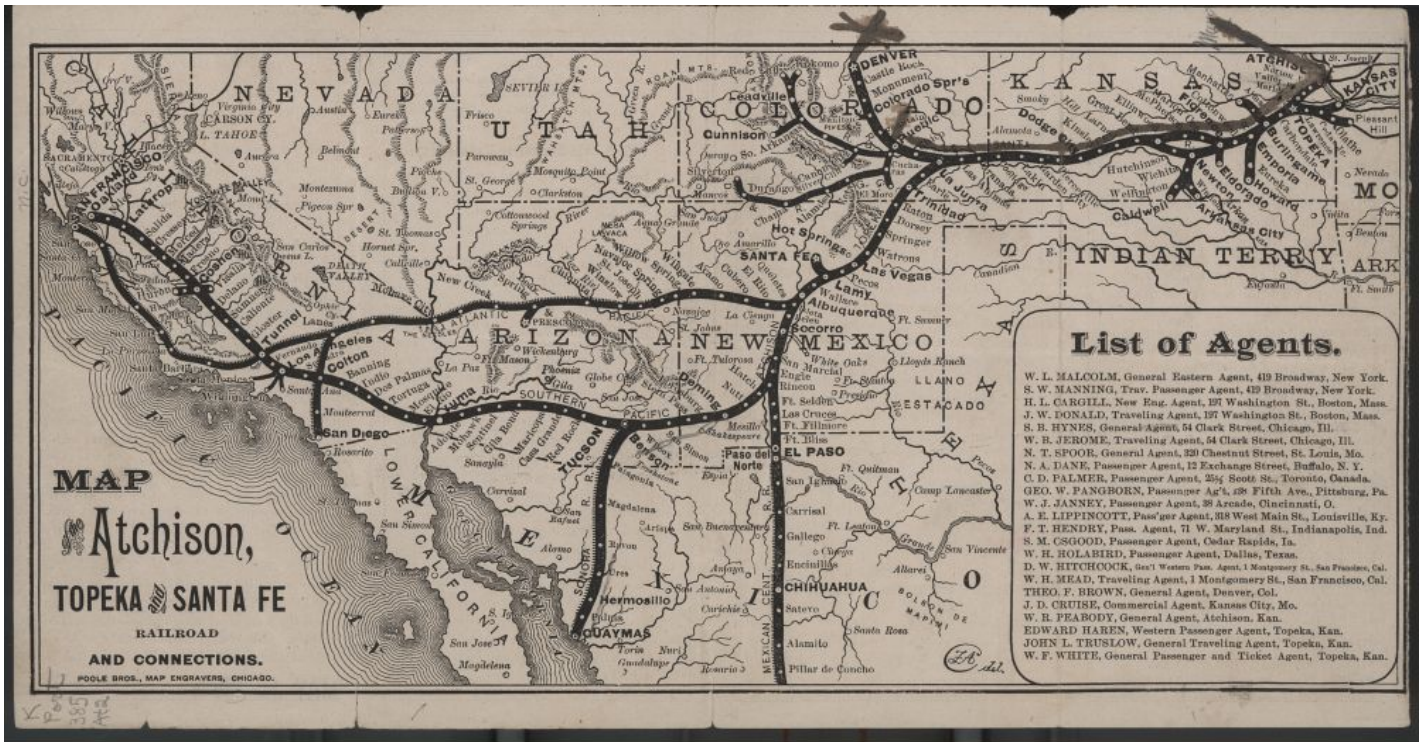
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*Why doest thou ask so many a mile about  
When thou mayest take a nearer way—  
The Santa Fé.* —BERNARD III., IV., 4.

Mexico line at Naton, Las Vegas, Lamy, Rincon and Deming. These eating places are under the supervision of a caterer of long experience, and have the reputation of being the best on any western railroad. Carefully-kept lunch-counters are also located at every point where trains make any considerable stop.

But these are not the only facts which go to show that the ATCHISON, TOPEKA AND SANTA FÉ is the best line to the East. The Santa Fé route is

Shorter by twelve hours than any other line from all points in Central and Southern Colorado. Take Leadville, as an example, for a starting point. The best time made to Kansas City, by way of Denver, is forty-six hours and thirty-five minutes. The best time made between Leadville and Kansas City, via Pueblo and the Santa Fé route, is thirty-six hours. Taking all the regular passenger trains that leave Leadville for the East, during twenty-four hours, and the advantage in time gained by the ATCHISON, TOPEKA AND SANTA FÉ to the Missouri River is from eleven hours to thirteen and a half hours. You can leave Leadville at 5:35 a.m., arrive at Kansas City the next day at 5:35 p.m.—thirty-six hours later—spend the night there, and wake up in the morning just as far on your journey Eastward as if you had gone by any other

*Your way is shorter!  
Give me a round-trip ticket  
Via the Santa Fé.* —ANTONY AND CLEOPATRA, II., 4.

route and had spent two days and two nights on the road.

Or, better than this even, you can leave Leadville at 4:15 p.m., and arrive in Kansas City, via Pueblo and the Santa Fé route, at 5:30 a.m., thirty-seven and a quarter hours later. You can ride in an elegant Pullman Sleeper, and when you get into Kansas City in the morning you are ready for a day's work or a day of sight-seeing. In the evening, at 5:35 o'clock, you can go down to the Union Depot and meet your friends who left Leadville the same time you did, but who were so unwise as to take a Denver route, and have had two days and two nights of weary travel. If you think there is any doubt about the validity of this claim of the ATCHISON, TOPEKA AND SANTA FÉ to be shorter by twelve hours than any other line to Kansas City and the East, that doubt will soon disappear on an examination of the time tables of rival lines:

**South Park Route to Kansas City.**

Lv. Leadville .....	7:15 a.m.	7:00 p.m.
Lv. Denver .....	10:45 p.m.	1:30 p.m.
Ar. Kan. City (2d day) .....	6:00 a.m.	5:35 p.m.
Time .....	46h. 45m.	46h. 35m.

*There's many a slip 'twixt the cup and the lip;  
There's many a road to Rome;  
But the Santa Fé offers the pleasantest trip,  
And is always the best route home.* —MUSINGS OF A TENDER-FOOT.

**D. & R. G., via Denver to Kansas City.**

Lv. Leadville .....	5:35 a.m.	4:15 p.m.
Lv. Denver .....	10:45 p.m.	1:30 p.m.
Ar. Kan. City (2d day) .....	6:00 a.m.	5:35 p.m.
Time .....	48h. 25m.	49h. 20m.

**Leadville to Kansas City, via Pueblo and the A., T. & S. F. R. R.**

Lv. Leadville .....	5:35 a.m.	4:15 p.m.
Pueblo .....	1:35 p.m.	12:40 a.m.
Pueblo .....	3:00 p.m.	2:05 a.m.
Kan. City (2d day) .....	5:35 p.m.	5:30 a.m.
Time .....	36 hours.	37h. 15m.

The ATCHISON, TOPEKA AND SANTA FÉ has the same advantage over rival lines from all other points in Central and Southern Colorado. From Durango to Kansas City, by way of Denver, the time is sixty-two hours and forty-five minutes, as against fifty-one hours and forty-five minutes via Pueblo and the Santa Fé route; from Gunnison to Kansas City, the time is fifty-one hours and forty-five minutes, by way of Denver, while, by Pueblo and the Santa Fé route, the time required for the same journey is just eleven hours less. Who wants to waste a whole day or a night on a trip to the Missouri River? Time is money now-a-days, if it

*Over the hills and away we go  
To California and Mexico.* —COLORADO CHIMES.

ever was, but it don't cost any more to go by the first-class route, and save a day, than it does to take an inferior line and lose a day. Start right; always take the Santa Fé.

**New Mexico and California Line.**—Ever since the junction of the ATCHISON, TOPEKA AND SANTA FÉ and the SOUTHERN PACIFIC RAILROADS was so quietly made at Deming, and the new Southern route to the Pacific thus formed was opened, travel over that route has been steadily and rapidly increasing. This route possesses many advantages which make it popular with travelers between the East and the Far West.

It is one of the most elegantly-equipped lines of travel on the continent. The track is laid with steel rails, and the road-bed is made secure and solid. This line is open all the year round, without danger from snow-blockades, and carries the traveler through some of the richest mining, grazing and fruit-growing districts in the United States.

The line through New Mexico is the only all-rail route to Santa Fé, Las Vegas and the Hot Springs, Socorro, Albuquerque and the various mining camps of that Territory. All the principal points in New Mexico not on the railroad are reached by stages running in close connection with

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Jawa House