

J. B. MOORE



The Atchison, Topeka and Santa Fe Railway Company  
The Atchison, Topeka and Santa Fe Railway Company  
—Coast Lines

Gulf, Colorado and Santa Fe Railway Company  
Panhandle and Santa Fe Railway Company

---

PASSENGER DEPARTMENTS

---

System Assignment Circular No. 1  
(Cancelling Circular No. 4965-P)

---

Assignments of Space  
IN  
SLEEPING CARS  
PARLOR CARS  
CAFÉ-OBSERVATION CARS

EFFECTIVE MARCH 1, 1939

---

J. B. DUFFY, A. P. T. M.  
A. T. & S. F. Ry. Co.—Coast Lines  
Los Angeles, Calif.

A. C. ATER, G. P. A.  
G. C. & S. F. Ry. Co.  
Galveston, Texas

M. C. BURTON, G. P. A.  
P. & S. F. Ry. Co.  
Amarillo, Texas

Issued by

GLENN EDDIE, G. P. A.  
A. T. & S. F. Ry. Co.  
Topeka, Kansas

T. B. GALLAHER, P. T. M.  
A. T. & S. F. Ry. System  
Chicago, Illinois

## AVOID DUPLICATE SALES BY OBSERVING FOLLOWING CAUTIONS

---

1. **DON'T** fail to enter name or ticket number on diagram before giving attention to anything else.
2. **DON'T** fail to verify date train passes station at which space is to be claimed.
3. **DON'T** fail to enter on diagram starting point and destination of space released to other agents. This is for information of Pullman conductors when wiring unsold space.
4. **DON'T** enter ticket number in wrong space on diagram. It will cause an argument.
5. **DON'T** enter wrong space on ticket. It will cause an argument.
6. **DON'T** guess at a letter or message that is not plain if there is time to verify.
7. **DON'T** fail to prepare diagrams covering space released to you in space messages, watching dates.
8. **DON'T** issue a Pullman ticket to a destination beyond point to which you are assigned or have reserved space; if a daylight run, you may include separate coupon calling for seat space without specifying the car or seat number.
9. **DON'T** mistake dates when train passes a station after 12:00 o'clock, midnight.
10. **DON'T** fail to deliver office diagram to Pullman conductor, regardless of whether or not any space has been sold.
11. **DON'T** forget the date always refers to date train leaves station at which space is to be claimed unless otherwise stated.
12. **DON'T** forget that when cars leave terminals after midnight, but are open for occupancy before midnight, diagrams and tickets must be dated for actual day of departure.

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY  
THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY  
--COAST LINES  
GULF, COLORADO AND SANTA FE RAILWAY COMPANY  
PANHANDLE AND SANTA FE RAILWAY COMPANY

-----  
PASSENGER DEPARTMENT  
-----

-----  
ASSIGNMENTS OF SPACE  
IN  
SLEEPING CARS  
PARLOR-LOUNGE CARS  
CAFE-OBSERVATION CARS  
CHAIR CARS  
-----

Issued March 1, 1939  
-----

GEORGE F. SHERMAN,  
PTM., AT&SF Ry.,  
Topeka, Kansas.

C. C. THOMPSON,  
PTM., AT&SF Ry.-CL.,  
Los Angeles, Calif.

G. C. LYMAN,  
GPA., AT&SF Ry.,  
Albuquerque, N. M.

K. M. FOGG,  
GPA., AT&SF Ry.-CL.,  
Phoenix, Arizona.

W. J. RODGERS,  
PTM., GC&SF Ry.,  
Galveston, Texas.

H. C. VINCENT,  
TM., P&SF Ry.,  
Amarillo, Texas.

Approved:

R. T. ANDERSON  
GPTM., AT&SF Ry. System  
Chicago, Illinois.

(Sept. 1, 1953)

(Correction No. 3581 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3233)

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY  
PASSENGER TRAFFIC DEPARTMENT

Topeka, Ks., May 26, 1953.  
File: X-8-9-4015

COUPON AGENTS AND DISTRICT REPRESENTATIVES:

It is the intention to operate Pullman Line 4015, Cars 172-182, Trains 17-18, between Chicago and Los Angeles on Thursdays, Fridays, and Saturdays ONLY, through the months of June, July, and August, which means this Line will be blanked from both Chicago and Los Angeles Sundays through Wednesdays.

Please file this circular with your Santa Fe System Assignment Circular No. 1.

Yours truly,

GEORGE F. SHERMAN

Passenger Traffic Manager

Mailing List  
B-J

SANTA FE SYSTEM ASSIGNMENT CIRCULAR NO. 1

We are itemizing the contents of Santa Fe System Assignment Circular No. 1 as of June 18, 1952. In case you are short any of the corrections, please so mark this check sheet, returning to your Passenger Traffic Office, for mailing.

<u>Page</u>	<u>Corr.</u>	<u>Page</u>	<u>Corr.</u>	<u>Page</u>	<u>Corr.</u>	<u>Page</u>	<u>Corr.</u>
Cover	3269	39	2217	70-M	2249	98-E	3206
Title	3233	40	3116	71	2528	98-F	3110
2	3244	40-A	3130	71-M	3258	98-H	3197
*3-L	3059	41	3153	71-N	3028	98-I	3198
4	2872	42	2407	71-U	3204	98-J	3001
4-L	3247	43	101	71-V	2949	98-L	3098
4-M	3248	43-N	3213	72	2920	98-M	3099
4-N	3249	44	2677	73	3186	98-N	3021
5	3250	45	2914	74	1712	98-O	3091
6	3216	45-A	3241	75	1713	98-P	2720
7	3225	46	2680	76	1714	98-Q	3207
8	3006	46-M	2682	77	2427	98-R	3199
9	3113	47	18	78	3184	98-S	3266
10	3251	48	3135	79	1835	98-SS	3223
11	3097	49	138	80	1533	98-T	3201
12	3245	50	3194	81	1511	98-TT	3224
13	3246	50-A	2893	82	3122	99	3208
14	3234	51	2220	83	2281	100	3209
14-M	2532	52	3222	84	266	100-A	3030
15	3252	52-A	3255	85	2142	100-B	3259
16	3253	53	326	86	2922	100-C	3260
17	3235	54	2222	87	2923	101	3002
18	3236	55	3125	87-M	3187	102	3261
19	3264	55-A	3256	88	2925	102-A	3262
20	3226	55-H	3044	89	3231	103-199	
20-A	3254	55-I	3212	89-F	3232	incl.	3263
21	3182	56	2698	89-C	3154	200	2536
22	1336	56-M	2919	89-F	3166	201	2537
23	2769	56-N	2728	89-H	2808	202	2538
24	3031	57	2524	89-J	3029	203	2539
25	1339	58	3242	89-K	3020	204	2540
26	3032	59	3183	89-N	3205	205	2541
27	2771	60	1362	89-O	3050	206	3126
28	2772	61	2324	90	2316	207	2543
29	2773	61-M	3243	91	3124	208	2544
30	2774	62	2260	92	2937	209	2760
31	3033	63	124	93	2938	210	3138
32	2776	64	2432	94	3100	211	3221
33	2777	65	2228	94-A	3118	212	3140
34	1348	66	3017	95	2156	213	3141
35	871	67	3065	96	2940	214	3142
35-M	1509	68	380	97	2158	215	3143
36	2322	68-M	3257	98	2971	216	3144
36-C	3147	69	2721	98-A	3035	217	3238
37	2752	69-M	3265	98-B	2973	218	3239
37-D	3064	70	1896	98-C	2974	218-A	3240
38	2811	70-J	2426	98-D	2975	219	3267
						219-A	3268

\*Page 3-L should be checked off to 3269 incl.

STATION: \_\_\_\_\_

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY  
THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY  
--COAST LINES  
GULF, COLORADO AND SANTA FE RAILWAY COMPANY  
PANHANDLE AND SANTA FE RAILWAY COMPANY

-----  
PASSENGER DEPARTMENT  
-----

SYSTEM ASSIGNMENT CIRCULAR NO. 1

-----  
ASSIGNMENTS OF SPACE  
IN  
SLEEPING CARS  
PARLOR-LOUNGE CARS  
CAFE-OBSERVATIONS CARS  
CHAIR CARS  
-----

Issued March 1, 1939  
-----

GEORGE F. SHERMAN,  
PTM., AT&SF Ry.,  
Topeka, Kansas.

C. C. THOMPSON,  
PTM., AT&SF Ry-CL.,  
Los Angeles, Calif.

G. C. LYMAN,  
GPA., AT&SF Ry.,  
Albuquerque, N.M.

T. H. MURRAY,  
GPA., AT&SF Ry-CL.,  
Phoenix, Ariz.

A. C. ATER,  
PTM., GC&SF Ry.,  
Galveston, Texas.

H. C. VINCENT,  
TM., P&SF Ry.,  
Amarillo, Texas.

Approved:

R. T. ANDERSON  
GPTM., AT&SF Ry. System  
Chicago, Illinois.

(Dec. 1, 1949)  
-----  
(Correction No. 2620 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 2369)

TABLE OF CONTENTS

	<u>PAGE</u>
Advance preparation of sleeping car space .....	24
Assignment of space in Cafe-Observation, Parlor and Lounge Cars .....	35
<u>Assignments of space in chair cars:</u>	
On "El Capitan" .....	200
On "San Diegan" .....	217
On "Golden Gate" .....	218
On Los Angeles-San Diego Diesel Cars .....	219
On Albuquerque - El Paso Car .....	220
On "The Grand Canyon" .....	225
Assignments of space in standard sleeping cars .....	42
Capacities of cars in regular service and explanations of abbreviations used on Pages 5-21, inclusive ...	4
Check list of corrections received .....	3
Designation of cars .....	23
Diagrams .....	( 22 212)
Index (by trains) of sleeping cars, Cafe-Observation Cars, Parlor Cars, Lounge Cars, and reserved-seat chair cars .....	5
<u>Instructions to ticket agents:</u>	
General information .....	22
Corrections .....	22
Ordering extra sleeping cars by wire .....	22
Reservation cipher code .....	26
Reservation of space .....	( 22 215)
<u>Wiring arrangements:</u>	
Trains 21-22 .....	210
Trains 23-24 .....	236
Trains 123-124 .....	249

(9-26-53).

(Correction No. 3582 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3438).

CHECK LIST OF CORRECTIONS RECEIVED

Each new page will bear a correction number, and corrections received should be checked off in the following numerical list. When a correction is found to be missing, copy should be requested at once.

<del>2820</del>	<del>2844</del>	<del>2868</del>	<del>2892</del>	<del>2916</del>	<del>2940</del>	<del>2964</del>	<del>2988</del>	3012	3036
<del>2821</del>	<del>2845</del>	<del>2869</del>	<del>2893</del>	<del>2917</del>	<del>2941</del>	2965	2989	3013	3037
<del>2822</del>	<del>2846</del>	<del>2870</del>	<del>2894</del>	<del>2918</del>	<del>2942</del>	2966	2990	3014	3038
<del>2823</del>	<del>2847</del>	<del>2871</del>	<del>2895</del>	<del>2919</del>	2943	2967	2991	3015	3039
<del>2824</del>	<del>2848</del>	<del>2872</del>	<del>2896</del>	<del>2920</del>	2944	2968	2992	3016	3040
<del>2825</del>	<del>2849</del>	<del>2873</del>	<del>2897</del>	<del>2921</del>	2945	2969	2993	3017	3041
<del>2826</del>	<del>2850</del>	<del>2874</del>	<del>2898</del>	<del>2922</del>	2946	2970	2994	3018	3042
<del>2827</del>	<del>2851</del>	<del>2875</del>	<del>2899</del>	<del>2923</del>	2947	2971	2995	3019	3043
<del>2828</del>	<del>2852</del>	<del>2876</del>	<del>2900</del>	<del>2924</del>	2948	2972	2996	3020	3044
<del>2829</del>	<del>2853</del>	<del>2877</del>	<del>2901</del>	<del>2925</del>	2949	2973	2997	3021	3045
<del>2830</del>	<del>2854</del>	<del>2878</del>	<del>2902</del>	<del>2926</del>	2950	2974	2998	3022	3046
<del>2831</del>	<del>2855</del>	<del>2879</del>	<del>2903</del>	<del>2927</del>	2951	2975	2999	3023	3047
<del>2832</del>	<del>2856</del>	<del>2880</del>	<del>2904</del>	<del>2928</del>	2952	2976	3000	3024	3048
<del>2833</del>	<del>2857</del>	<del>2881</del>	<del>2905</del>	<del>2929</del>	2953	2977	3001	3025	3049
<del>2834</del>	<del>2858</del>	<del>2882</del>	<del>2906</del>	<del>2930</del>	2954	2978	3002	3026	3050
<del>2835</del>	<del>2859</del>	<del>2883</del>	<del>2907</del>	<del>2931</del>	2955	2979	3003	3027	3051
<del>2836</del>	<del>2860</del>	<del>2884</del>	<del>2908</del>	<del>2932</del>	2956	2980	3004	3028	3052
<del>2837</del>	<del>2861</del>	<del>2885</del>	<del>2909</del>	<del>2933</del>	2957	2981	3005	3029	3053
<del>2838</del>	<del>2862</del>	<del>2886</del>	<del>2910</del>	<del>2934</del>	2958	2982	3006	3030	3054
<del>2839</del>	<del>2863</del>	<del>2887</del>	<del>2911</del>	<del>2935</del>	2959	<del>2983</del>	3007	3031	3055
<del>2840</del>	<del>2864</del>	<del>2888</del>	<del>2912</del>	<del>2936</del>	2960	2984	3008	3032	3056
<del>2841</del>	<del>2865</del>	<del>2889</del>	<del>2913</del>	<del>2937</del>	2961	2985	3009	3033	3057
<del>2842</del>	<del>2866</del>	<del>2890</del>	<del>2914</del>	<del>2938</del>	2962	2986	3010	3034	3058
<del>2843</del>	<del>2867</del>	<del>2891</del>	<del>2915</del>	<del>2939</del>	2963	2987	3011	<del>3035</del>	3059

(Correction No. 2819 to Santa Fe System Assignment  
Circular No. 1)



CHECK LIST OF CORRECTIONS RECEIVED

Each new page will bear a correction number, and corrections received should be checked off in the following numerical list. When a correction is found to be missing, copy should be requested at once.

3060	3084	3108	3132	3156	3180	3204	3228	3252	3276
3061	3085	3109	3133	3157	3181	3205	3229	3253	3277
3062	3086	3110	3134	3158	3182	3206	3230	3254	3278
3063	3087	3111	3135	3159	3183	3207	3231	3255	3279
3064	3088	3112	3136	3160	3184	3208	3232	3256	3280
3065	3089	3113	3137	3161	3185	3209	3233	3257	3281
3066	3090	3114	3138	3162	3186	3210	3234	3258	3282
3067	3091	3115	3139	3163	3187	3211	3235	3259	3283
3068	3092	3116	3140	3164	3188	3212	3236	3260	3284
3069	3093	3117	3141	3165	3189	3213	3237	3261	3285
3070	3094	3118	3142	3166	3190	3214	3238	3262	3286
3071	3095	3119	3143	3167	3191	3215	3239	3263	3287
3072	3096	3120	3144	3168	3192	3216	3240	3264	3288
3073	3097	3121	3145	3169	3193	3217	3241	3265	3289
3074	3098	3122	3146	3170	3194	3218	3242	3266	3290
3075	3099	3123	3147	3171	3195	3219	3243	3267	3291
3076	3100	3124	3148	3172	3196	3220	3244	3268	3292
3077	3101	3125	3149	3173	3197	3221	3245	3269	3293
3078	3102	3126	3150	3174	3198	3222	3246	3270	3294
3079	3103	3127	3151	3175	3199	3223	3247	3271	3295
3080	3104	3128	3152	3176	3200	3224	3248	3272	3296
3081	3105	3129	3153	3177	3201	3225	3249	3273	3297
3082	3106	3130	3154	3178	3202	3226	3250	3274	3298
3083	3107	3131	3155	3179	3203	3227	3251	3275	3299

---

(Correction No. 3059 to Santa Fe System Assignment  
Circular No. 1)

CHECK LIST OF CORRECTIONS RECEIVED

Each new page will bear a correction number, and corrections received should be checked off in the following numerical list. When a correction is found to be missing, copy should be requested at once.

3300	3324	3348	3372	3396	3420	3444	3468	3492	3516
3301	3325	3349	3373	3397	3421	3445	3469	3493	3517
3302	3326	3350	3374	3398	3422	3446	3470	3494	3518
3303	3327	3351	3375	3399	3423	3447	3471	3495	3519
3304	3328	3352	3376	3400	3424	3448	3472	3496	3520
3305	3329	3353	3377	3401	3425	3449	3473	3497	3521
3306	3330	3354	3378	3402	3426	3450	3474	3498	3522
3307	3331	3355	3379	3403	3427	3451	3475	3499	3523
3308	3332	3356	3380	3404	3428	3452	3476	3500	3524
3309	3333	3357	3381	3405	3429	3453	3477	3501	3525
3310	3334	3358	3382	3406	3430	3454	3478	3502	3526
3311	3335	3359	3383	3407	3431	3455	3479	3503	3527
3312	3336	3360	3384	3408	3432	3456	3480	3504	3528
3313	3337	3361	3385	3409	3433	3457	3481	3505	3529
3314	3338	3362	3386	3410	3434	3458	3482	3506	3530
3315	3339	3363	3387	3411	3435	3459	3483	3507	3531
3316	3340	3364	3388	3412	3436	3460	3484	3508	3532
3317	3341	3365	3389	3413	3437	3461	3485	3509	3533
3318	3342	3366	3390	3414	3438	3462	3486	3510	3534
3319	3343	3367	3391	3415	3439	3463	3487	3511	3535
3320	3344	3368	3392	3416	3440	3464	3488	3512	3536
3321	3345	3369	3393	3417	3441	3465	3489	3513	3537
3322	3346	3370	3394	3418	3442	3466	3490	3514	3538
3323	3347	3371	3395	3419	3443	3467	3491	3515	3539

---

(Correction No. 3299 to Santa Fe System Assignment  
Circular No. 1)

CHECK LIST OF CORRECTIONS RECEIVED

Each new page will bear a correction number, and corrections received should be checked off in the following numerical list. When a correction is found to be missing, copy should be requested at once.

3540	3564	3588	3612	3636	3660	3684	3708	3732	3756
3541	3565	3589	3613	3637	3661	3685	3709	3733	3757
3542	3566	3590	3614	3638	3662	3686	3710	3734	3758
3543	3567	3591	3615	3639	3663	3687	3711	3735	3759
3544	3568	3592	3616	3640	3664	3688	3712	3736	3760
3545	3569	3593	3617	3641	3665	3689	3713	3737	3761
3546	3570	3594	3618	3642	3666	3690	3714	3738	3762
3547	3571	3595	3619	3643	3667	3691	3715	3739	3763
3548	3572	3596	3620	3644	3668	3692	3716	3740	3764
3549	3573	3597	3621	3645	3669	3693	3717	3741	3765
3550	3574	3598	3622	3646	3670	3694	3718	3742	3766
3551	3575	3599	3623	3647	3671	3695	3719	3743	3767
3552	3576	3600	3624	3648	3672	3696	3720	3744	3768
3553	3577	3601	3625	3649	3673	3697	3721	3745	3769
3554	3578	3602	3626	3650	3674	3698	3722	3746	3770
3555	3579	3603	3627	3651	3675	3699	3723	3747	3771
3556	3580	3604	3628	3652	3676	3700	3724	3748	3772
3557	3581	3605	3629	3653	3677	3701	3725	3749	3773
3558	3582	3606	3630	3654	3678	3702	3726	3750	3774
3559	3583	3607	3631	3655	3679	3703	3727	3751	3775
3560	3584	3608	3632	3656	3680	3704	3728	3752	3776
3561	3585	3609	3633	3657	3681	3705	3729	3753	3777
3562	3586	3610	3634	3658	3682	3706	3730	3754	3778
3563	3587	3611	3635	3659	3683	3707	3731	3755	3779

---

(Correction No. 3539 to Santa Fe System Assignment  
Circular No. 1)

I M P O R T A N T

THE FOLLOWING NUMBERED PAGES SHOULD BE MISSING FROM YOUR

"SANTA FE SYSTEM ASSIGNMENT CIRCULAR NO. 1."

(They originally covered sleeping car lines which were later discontinued or re-designated under different Pullman line numbers, or are pages which were intentionally left blank, and no purpose would be served by leaving them in the Assignment Circular.)

<u>PAGE</u>	<u>PAGE</u>	<u>PAGE</u>	<u>PAGE</u>
25	49	68	87
34	51	69	90
35	53	70	95
37	54	71	97
38	58	73	102-199 incl.
39	60	75	205
41	61	76	207
42	62	77	221-224 incl.
43	63	79	226
44	64	80	229
46	65	81	232
47	66	84	235
48			238-244 incl.

(Issued 11-8-53)

(Correction No. 3664 to Santa Fe System Assignment  
Circular No. 1 cancelling Correction No. 3613)

CAPACITIES OF CARS IN REGULAR SERVICE, AND  
EXPLANATIONS OF ABBREVIATIONS USED ON PAGES 5 to 21

- 4-1 Obs.....4-Drawing Room, 1-Double Bedroom, Observation Standard.
- 4-4-2.....4-Compartment, 4-Bedroom, 2-Drawing Room Standard.
- 6-1-4.....6-Section, 1-Drawing Room, 4-Double Bedroom Standard.
- 6-2-2.....6-Double Bedroom, 2-Drawing Room, 2-Compartment Standard. (Diagram 262).
- 6-3.....6-Compartment, 3-Drawing Room Standard.
- 6-6.....6-Section, 6-Double Bedroom Standard.
- 6-6-4.....6-Roomette, 6-Section, 4-Double Bedroom Standard.
- 8-Lng.....8-Section, Lounge Standard.
- 8-1-2.....8-Section, 1-Drawing Room, 2-Compartment Standard.
- 8-2-2.....8-Section, 2-Compartment, 2-Double Bedroom Standard.
- 10-Lng.....10-Section Standard with lounge.
- 10-1-2.....10-Section, 1-Drawing Room, 2-Compartment Standard.
- 10-2.....10-Section, 2-Drawing Room Standard.
- 10-2-1.....10-Section, 2-Double Bedroom, 1-Compartment Standard.
- 10-3-2.....10-Roomette, 3-Bedroom, 2-Compartment Standard.
- 10-5.....10-Roomette, 5-Double Bedroom Standard.
- 10-6.....10-Roomette, 6-Double Bedroom Standard.
- 12-1.....12-Section, 1-Drawing Room Standard.
- 14-Sec.....14-Section Standard.
- 17-Rm.....17-Roomette Standard.
- 24-Dup.....24-Duplex Roomette Standard.

(Issued Nov. 8, 1953)

(Correction No. 3665 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3500).

LIGHTWEIGHT PULLMAN LINES  
(As of Dec. 13, 1953)

<u>LINE</u>	<u>WESTBOUND TRAINS</u>	<u>CAR</u>	<u>EASTBOUND TRAINS</u>	<u>CAR</u>	<u>OPERATED BETWEEN</u>	<u>STYLE</u>	<u>NO. OF CARS</u>
4000	23-123	1239	124-24	1249	Chicago-Los Angeles	24-Duplex	6
4004	23	235	24	245	Chicago-Los Angeles	14-Section	6
4006	17	171	18	181	Chicago-Los Angeles	10-6 (216)	5
4007	17	177	18	187	Chicago-Los Angeles	10-6 (216)	5
4010	19	196	20	206	Chicago-Los Angeles	17 Roomette	6
4012	19	190	20	200	Chicago-Los Angeles	4-1-Obs.	6
4013	17	174	18	184	Chicago-Los Angeles	4-4-2 (235)	5
4014	17	176	18	186	Chicago-Los Angeles	4-4-2 (235)	5
4015	17	172	18	182	Chicago-Los Angeles	4-4-2 (235)	5
4016	17	170	18	180	Chicago-Los Angeles	4-1 Obs.	5
4017	19-47	419	42-20	420	Chicago-Phoenix	4-4-2 (265)	5
4018	11-111	111	112-12	121	Kansas City-Dallas	8-2-2	2
4020	17	179	18	189	Kansas City-Los Ang.	(10-3-2 (10-6 (216))	(2) (2)
4021	9	96	10	102	Chicago-Kansas City	24 Duplex	3
4022	15	157	16	167	Chicago-Galveston	24 Duplex	3
4024	23-61	233	60-24	243	Chicago-Oakland	6-6-4	6
4029	19	191	20	201	Chicago-Los Angeles	4-4-2(235)	6
4030	NYC 25-SFe 19	2501	SFe 20-NYC 26	2601	New York-Los Angeles	4-4-2 (265)*7	
4031	PA 29-SFe 19	PA-29	SFe 20-PA 28	PA-28	New York-Los Angeles	4-4-2 (265)*7	
4032	B&O 5-SFe 19-74	1930	SFe 71-20-B&O 6	2030	Washington-San Diego	10-6 (214)	7
4044	NYC 25-SFe 19	2502	SFe 20-NYC 26	2602	New York-Los Ang	10-6 (215)	5
4500	15	159	16	169	Chicago-Galveston	4-4-2 (235)	3
4501	15	151	16	161	Chicago-Wichita	10-3-2	2
4502	15	156	16	166	Chicago-Okla. City	10-6 (216)	2
4503	15-47	150	48-10	481	Chicago-Tulsa	10-3-2	2
4504	23	232	24	242	Chicago-Los Angeles	10-3-2	6

( \*5 Santa Fe)

Circular No. 1, cancelling Correction No. 3571.  
(Correction No. 3676 to Santa Fe System Assignment)

LIGHTWEIGHT PULLMAN LINES  
(As of September 30, 1953)

LINE	WESTBOUND TRAINS	CAR	EASTBOUND TRAINS	CAR	OPERATED BETWEEN	STYLE	NO. OF CARS
4506	MoPac 3-SFe 66- 75-23-61	237	SFe 60-24-76- 65-MoPac 4	247	New Orleans-Oakland	6-6-4	#6
4507	9	93	10	103	Chicago-Kansas City	6-6-4	2
4508	15	158	16	168	Chicago-Galveston	10-6	3
4509	9	91	10	104	Chicago-Kansas City	10-5	2
4510	141-14-123	1237	124-13-130	1247	Denver-Los Angeles	6-6-4	5
4511	9	99	10	101	Chicago-Kansas City	10-6	2
4512	23-14-15-123	236	124-14-15-24	246	Chicago-GC-Los Ang	8-2-2	8
4513	112-77-75-23	231	24-76-78-111	241	Dallas-Los Angeles	6-6-4	5
4514	123-1-102	1232	101-2-124	1242	Kansas City-Denver	6-6-4	2
4515	23-123	1230	124-24	1240	Chicago-Los Angeles	8-1-2	6
						8-2-2	2
4516	9	90	10	105	Chicago-Kansas City	17 Rmtte	2

( # 4 Santa Fe)

(Correction No. 3584 to Santa Fe System Assignment Circular  
 No. 1, cancelling Correction No. 3501).

**HEAVYWEIGHT PULLMAN LINES**  
(As of Nov. 8, 1953)

<u>LINE</u>	<u>WESTBOUND TRAINS</u>	<u>CAR</u>	<u>EASTBOUND TRAINS</u>	<u>CAR</u>	<u>OPERATED BETWEEN</u>	<u>STYLE</u>	<u>NO. OF CARS</u>
10	141-14-123-47	1231	42-124-13-130	1241	Denver-Phoenix	8-1-2	4
14	3-5	56	6-4	66	Chicago-Galveston	10-1-2	4
31	5-105-114	32	113-106-6	42	Kansas City-Albuq.	8-1-2	3
39	3-23	33	4	43	Chicago-Oakland	10-1-2	7
45	3	30	4	40	Chicago-Los Angeles	14-Sec.	6
46	3	34	4	44	Chicago-Los Angeles	8-1-2	6
47	105-25-26-105-114	1057	113-106-25-26-106	1067	Waynoka-Carls-Albuq.	8-1-2	4
49	111	113	112	123	Okla. City-Dallas	12-1	2
762	42-170-117-3	39	4-118-181-47	49	Phoenix-Los Angeles	6-1-4	2
3013	27	273	28-124	280	Kans. City-Okla. City	10-1-2	2
3016	66-75	661	76-65	981	Houston-Clovis	6-1-4	2
3092	66-75-77	660	78-76-65	650	Houston-San Angelo	10-1-2	2
3095	112-77	770	78-111	780	Dallas-San Angelo	8-1-2	2

Circular No. 1 cancelling Correction No. 3653)  
Correction No. 3666 to Santa Fe System Assignment



INDEX OF SLEEPING CARS, CAFE OBSERVATION CARS

PARLOR - LOUNGE CARS, AND CHAIR CARS

(Corrected Sept 15, 1953)

<u>Between</u>	<u>#Capa- city</u>	<u>Line No.</u>	<u>Car No.</u>	<u>Out on Train</u>	<u>Back On Train</u>	<u>Page</u>
<u>%TRAIN NO. 1-102</u> (LaJunta-Denver)						
La Junta-Denver	15 Seats	Cafe Obs.	CO-102	1-102	101-2	37D
KC-Denver	6-6-4	4514	1232	123-1- 102	101-2- 124	99
<u>%TRAIN NO. 101-2</u> (Denver-La Junta)						
Denver-LaJunta	15 Seats	Cafe Obs.	CO-101	101-2	1-102	37D
Denver-KC	6-6-4	4514	1242	101-2- 124	123-1- 102	99

(#See explanation of abbreviations, Page 4)

(%For assignments in certain reserved-seat-chair cars, refer to section of this Circular starting with Page 217.)

---

(Correction No. 3573 to Santa Fe System Assignment Circular No. 1, cancelling Correction No. 3441)

INDEX OF CARS - (Continued)  
(Corrected Nov. 8, 1953)

<u>Between</u>	<u>#Capa- city</u>	<u>Line No.</u>	<u>Car No.</u>	<u>Out on Train</u>	<u>Back on Train</u>	<u>Page</u>
<u>TRAIN NO. 3</u>						
Phoenix-L.A.	6-1-4	762	39	42-170- 117-3	4-118- 181-47	59
Chgo-Galvn	10-1-2	14	56	3-5	6-4	45
Chgo-Oakland	10-1-2	39	33	3-23	4	52
Chgo-L.A.	8-1-2	46	34	3	4	56
Chgo-L.A.	14 Sec	45	30	3	4	55
Chgo-L.A.	Dorm-Lng					
Chgo-LaJunta	Diner					

TRAIN NO. 4

Oakland-Barstow	Diner					
L.A.-Phoenix	6-1-4	762	49	4-118- 181-47	42-170- 117-3	59
Galvn-Chgo	10-1-2	14	66	6-4	3-5	45A
Oakland-Chgo	10-1-2	39	43	4	3-23	52A
L.A.-Chgo	8-1-2	46	44	4	3	56A
L.A.-Chgo	14 Sec	45	40	4	3	55A
L.A.-Chgo	Dorm-Lng					
LaJunta-Chgo	Diner					

#See explanations of abbreviations, Page 4.

---

(Correction No. 3674 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3661)

INDEX OF CARS - (Continued)  
(Corrected Nov. 8, 1953)

Between	#Capa- city	Line No.	Car No.	Out on Train	Back on Train	Page
<u>TRAIN NO. 5</u>						
K.C.-Albuq.	8-1-2	31	32	5-105- 114	113-106- 6	50
Chgo-Galv.	10-1-2	14	56	3-5	6-4	45
K.C.-Ft.Worth Diner						
<u>TRAIN NO. 6</u>						
Albuq-K.C.	8-1-2	31	42	113-106- 6	5-105- 114	50A
Galv-Chgo	10-1-2	14	66	6-4	3-5	45A
FtWorth-K.C. Diner						

# See explanation of abbreviations, Page 4.

---

(Correction No. 3667 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3644)

INDEX OF CARS - (Continued)  
(Corrected July 15, 1953)

Between	#Capa- city	Line No.	Car No.	Out on Train	Back on Train	Page
<u>TRAIN NO. 9</u>						
Chgo-KanCy	17 Rm	4516	90	9	10	101
Chgo-KanCy	10-5	4509	91	9	10	98N
Chgo-KanCy	6-6-4	4507	93	9	10	98J
Chgo-KanCy	24-Dup	4021	96	9	10	89H
Chgo-KanCy	10-6	4511	99	9	10	98P
Chgo-KanCy	Diner- Lounge					

TRAIN NO. 10

Tulsa-Chgo	10-3-2	4503	481	48-10	15-47	98D
Kans Cy-Chgo	17 Rm.	4516	105	10	9	101
Kans Cy-Chgo	10-5	4509	104	10	9	98N
Kans Cy-Chgo	6-6-4	4507	103	10	9	98J
Kans Cy-Chgo	24-Dup	4021	102	10	9	89H
Kans Cy-Chgo	10-5	4511	101	10	9	98P
Kans Cy-Chgo	Diner Lounge					

#See explanation of abbreviations, Page 4

---

(Correction No. 3503 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3298)

INDEX OF CARS - (Continued)  
(Corrected Nov. 1, 1953)

Between	#Capa- city	Line No.	Car No.	Out on Train	Back on Train	Page
---------	----------------	-------------	------------	-----------------	------------------	------

TRAIN NO. 11

Chicago-Tulsa	32 Seats	Par- Obs.	110	11-211	212-12	40
Kan.Cy-Dallas	8-2-2	4018	111	11-111	112-12	89B

TRAIN NO. 12

Tulsa-Chgo	32 Seats	Par- Obs.	120	212-12	11-211	40A
Dallas-K.C.	8-2-2	4018	121	112-12	11-111	89C

%TRAIN NO. 13  
(Albuq-ElPaso)

%TRAIN NO. 13-130  
(La Junta-Denver)

La Junta-Pblo	15 Seats	Cafe Obs.	CO-130	13	DH 14	37D
Phoenix-Dnvr	8-1-2	10	1241	42-124-13- 130	141-14-123- 47	43-0
L.A.-Denver	6-6-4	4510	1247	124-13- 130	141-14- 123	980

#See Explanation of abbreviations, Page 4,

%For assignments in certain reserved-seat-chair cars, refer to section of this Circular starting with Page 217.

---

(Correction No. 3654 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3588)

INDEX OF CARS - (Continued)  
(Corrected Nov. 1, 1953)

Between	#Capa- city	Line No.	Car No.	Out on Train	Back on Train	Page
<u>%TRAIN NO. 141-14</u> (Denver-LaJunta)						
Denver-L.A.	6-6-4	4510	1237	141-14-123	124-13-130	980
Denver-Phnx.	8-1-2	10	1231	141-14-123- 47	42-124-13- 130	43N
Pueblo-LaJ.	15 Seats	Cafe Obs.		DH 14	13	37D
<u>%TRAIN NO. 14</u> (ElPaso-Alb.)						
<u>TRAIN NO. 14</u> (Wms-Gr.Can.)						
Chgo.Gr.Can- Los Ang.	8-2-2	4512	236	23-14-15- 123	124-14-15- 24	98Q
Los Ang-Gr. Can-Chgo	8-2-2	4512	246	124-14-15- 24	23-14-15- 123	98R
<u>TRAIN NO. 15</u> (Gr Can-wms)						
Chgo-Gr.Can- Los Ang	8-2-2	4512	236	23-14-15- 123	124-14-15- 24	98Q
Los Ang-Gr. Can-Chgo	8-2-2	4512	246	124-14-15- 24	23-14-15- 123	98R

#See explanation of abbreviations, Page 4  
%For assignments in certain reserved-seat-  
chair cars, refer to section of this Circular  
starting with Page 217.

---

(Correction No. 3655 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3589)

INDEX OF CARS - (Continued)  
 (Corrected August 1, 1952)

Between	#Capa- city	Line No.	Car No.	Out on Train	Back on Train	Page
<u>TRAIN NO. 15</u>						
Chicago-Tulsa	10-3-2	4503	150	15-47	48-10	98D
Chgo-Wichita	10-3-2	4501	151	15	16	98B
Chgo-Okla.Cy	10-6	4502	156	15	16	98C
Chgo-Galvstn	24-Dup	4022	157	15	16	89J
Chgo-Galvstn	10-6	4508	158	15	16	98L
Chgo-Galvstn	4-4-2	4500	159	15	16	98
Chgo-Galvstn	Lounge					
Chgo-Galvstn	Diner					

TRAIN NO. 16

Wichita-Chgo	10-3-2	4501	161	16	15	98B
Okla Cy-Chgo	10-6	4502	166	16	15	98C
Galvstn-Chgo	24-Dup	4022	167	16	15	89K
Galvstn-Chgo	10-6	4508	168	16	15	98M
Galvstn-Chgo	4-4-2	4500	169	16	15	98A
Galvstn-Chgo	Lounge					
Galvstn-Chgo	Diner					

#See explanation of abbreviations, Page 4

---

(Correction No. 3300 to Santa Fe System Assignment  
 Circular No. 1, cancelling Correction No. 3097)

INDEX OF CARS - (Continued)  
(Corrected May 2, 1953)

Between	#Capacity	Line No.	Car No.	Out on Train	Back On Train	Page
<u>TRAIN NO. 17</u>						
Chgo-Los Ang	4-1 Obs.	4016	170	17	18	88
Chgo-Los Ang	10-6	4006	171	17	18	72
Chgo-Los Ang	4-4-2	4015	172	17	18	86
Chgo-Los Ang	4-4-2	4013	174	17	18	83
Chgo-Los Ang	Dorm-Lng					
Chgo-Los Ang	Diner					
Chgo-Los Ang	Turquoise Room - Pleasure			Dome	Lounge	Car
Chgo-Los Ang	4-4-2	4014	176	17	18	85
Chgo-Los Ang	10-6	4007	177	17	18	74
K.C.-Los Ang	10-3-2)	4020	179	17	18	89F
	10-6					
K.C.-Los Ang	R.P.O.					
Chgo-Los Ang	Storage Mail					

#See explanation of abbreviations, Page 4

---

(Correction No. 3422 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3286.)



INDEX OF CARS - (Continued)  
(Corrected May 2, 1953)

Between	#Capacity	Line No.	Car No.	Out on Train	Back On Train	Page
<u>Train No. 18</u>						
Los Ang-Chgo	4-1 Obs	4016	180	18	17	88
Los Ang-Chgo	10-6	4006	181	18	17	72
Los Ang-Chgo	4-4-2	4015	182	18	17	86
Los Ang-Chgo	4-4-2	4013	184	18	17	83
Los Ang-Chgo	Dorm-Lng					
Los Ang-Chgo	Diner					
Los Ang-Chgo	Turquoise Room - Pleasure Dome Lounge Car					
Los Ang-Chgo	4-4-2	4014	186	18	17	85
Los Ang-Chgo	10-6	4007	187	18	17	74
Los Ang-K.C.	10-3-2)	4020	189	18	17	89F
	10-6					
Los Ang-K.C.	R.P.O.					
Los Ang-Chgo	Storage Mail					

#See explanation of abbreviations, Page 4

---

(Correction No. 3423 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3287)

INDEX OF CARS - (Continued)  
(Corrected Dec. 13, 1953)

BETWEEN	#Capa- city	Line No.	Car No.	Out on Train	Back on Train	Page
<u>TRAIN NO. 19</u>						
Chgo-Los Ang	4-1 Obs	4012	190	19	20	82
Chgo-Phoenix	4-4-2	4017	419	19-47	42-20	89
Wash-S.Diego	10-6	4032	1930	B&O 5- SFe 19-74	SFe 71-20 B&O 6	94
Chgo-Los Ang	4-4-2	4029	191	19	20	91
Chgo-Los Ang	Diner					
Chgo-Los Ang	Dorm-Lng					
Chgo-Los Ang	17 Rm	4010	196	19	20	78
New York-L.A.	10-6	4044	2502	NYC 25- SFe 19	SFe 20- NYC 26	96
New York-L.A.	4-4-2	4030	2501	NYC 25- SFe 19	SFe 20- NYC 26	92
New York-L.A.	4-4-2	4031	PA-29	PRR 29- SFe 19	SFe 20- PRR 28	93
Chgo-Los Ang	Dorm-Bage-Lng					
<u>TRAIN NO. 20</u>						
Los Ang-Chgo	4-1-Obs	4012	200	20	19	82
Phoenix-Chgo	4-4-2	4017	420	42-20	19-47	89
Los Ang-Chgo	4-4-2	4029	201	20	19	91
Los Ang-Chgo	17-Rm	4010	206	20	19	78
Los Ang-Chgo	Diner					
Los Ang-Chgo	Dorm-Lng					
Los Ang-N.Y.	10-6	4044	2602	SFe 20- NYC 26	NYC 25- SFe 19	96
Los Ang-N.Y.	4-4-2	4030	2601	SFe 20- NYC 26	NYC 25- SFe 19	92
Los Ang-N.Y.	4-4-2	4031	PA-28	SFe 20- PA 28	PA 29- SFe 19	93
S. Diego-Wash	10-6	4032	2030	SFe 71-20- B&O 6	B&O 5- SFe 19-74	94A
Los Ang-Chgo	Dorm-Bage-Lng					

#See explanation of abbreviations, Page 4

---

(Correction No. 3677 to Santa Fe Assignment  
Circular No. 1, cancelling Correction No. 3445)

INDEX OF CARS - (Continued)

(Corrected August 10, 1949)

TRAINS NOS. 21 and 22

<u>Car Numbers</u>				
<u>West</u>	<u>East</u>			<u>Page</u>
210	220	Chair-Observation .....	42 seats	200
211	221	Chair Car .....	44 seats	201
		Lunch-Counter Diner	...	
212	222	Chair Car .....	44 seats	202
213	223	Chair Car .....	44 seats	203
"	"	Lounge Car .	...	"
214	224	Chair Car .....	44 seats	204
216	226	Chair Car .....	44 seats	206
		Lunch-Counter Diner, or straight Diner	...	
218	228	Chair Car .....	44 seats	208
219	229	Chair Car .....	44 seats	209
		Baggage-Dormitory Car		
		Diesel locomotive		

(Correction No. 2532 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 1931)

INDEX OF CARS - (Continued)  
(Corrected September 30, 1953)

Between	#Capa- city	Line No.	Car No.	Out on Train	Back on Train	Page
<u>TRAIN NO. 23</u> (See Page 15-M for chair car consist)						
Barstow-Oakland Diner						
Chgo-Oakland	10-1-2	39	33	3-23	4	52
Chgo-L.A.	8-2-2)					
	8-1-2)	4515	1230	23-123	124-24	100
Chgo-L.A.	24-Dup	4000	1239	23-123	124-24	71M
Chgo-Grand	8-2-2	4512	236	23-14-15-	124-14-15	
Can-L.A.				123	24	98Q
Chgo-Oakland	6-6-4	4024	233	23-61	60-24	89N
New Orleans- Oakland	6-6-4	4506	237	MP 3-SFe 66-75-	SFe 60-24- 76-65-	
				23-61	MP 4	98H
Dallas-L.A.	6-6-4	4513	231	112-77-75-	24-76-	
				23	78-111	98S
Chgo-L.A.	14 Sec	4004	235	23	24	71U
Chgo-L.A.	10-3-2	4504	232	23	24	98E
Chgo-L.A.	Dorm- Lng					
Chgo-L.A.	Diner					
<u>TRAIN NO. 24</u> (See Page 15-M for chair car consist)						
L.A.-Grand	8-2-2	4512	246	124-14-	23-14-	
Can.-Chgo.				15-24	15-123	98R
L.A.-Dallas	6-6-4	4513	241	24-76-	112-77-75-	
				78-111	23	98T
Oakland-New Orleans	6-6-4	4506	247	SFe 60-24- 75-65-	MP 3-SFe 66-75-	
				MP 4	23-61	98I
Oakland-Chgo	6-6-4	4024	243	60-24	23-61	89O
L.A.-Chgo	8-2-2)					
	8-1-2)	4515	1240	124-24	23-123	100A
L.A.-Chgo	24-Dup	4000	1249	124-24	23-123	71N
L.A.-Chgo	14 Sec.	4004	245	24	23	71V
L.A.-Chgo	10-3-2	4504	242	24	23	98F
L.A.-Chgo	Dorm- Lng					
L.A.-Chgo	Diner					

# For explanation of abbreviations, Page 4

(Correction No. 3590 to Santa Fe System Assignment Circular No. 1, cancelling correction No. 3505).

INDEX OF CARS - (Continued)  
(Corrected Oct. 13, 1953)

Between	Capa- city	Line No.	Car No.	Out on Train	Back on Train	Page
<u>TRAIN NO. 23</u> (See Page 15 for sleeping car consist)						
Hstn-Oakland	52-Seats	Chair Car	509	66-75- 23-61	60-24- 76-65	234
Dallas-L.A.	44-Seats	Chair Car	508	112-77- 75-23	24-76- 78-111	233
Ks City-L.A.	48-Seats	Chair Car	506	23	24	231
Ks City-Oakland	52-Seats	Chair Car	505	23-61	60-24	230
Chgo-Oakland	52-Seats	Chair Car	503	23-61	60-24	228
Chgo-L.A.	48-Seats	Chair Car	500	23	24	225
Chgo-L.A.	48 Seats	Chair Car	502	23	24	227
-----						
Chgo-L.A.	48-Seats	Chair Car	401	23-123	124-24	246
Chgo-L.A.	48-Seats	Chair Car	400	23-123	124-24	245

(Correction No. 3641 to Santa Fe System Assignment  
Circular No. 1 cancelling Correction No. 3617)

INDEX OF CARS - (Continued)  
(Corrected Oct. 16, 1953)

<u>Between</u>	<u>Capa- city</u>	<u>Line No.</u>	<u>Car out on No. Train</u>	<u>Back on Train</u>	<u>Page</u>
<u>TRAIN NO. 24</u> (See Page 15 for sleeping car consist)					
Oakland-Houston	52- Seats	Chair Car	60-24- 709 76-65	66-75- 23-61	234
Los Ang-Dallas	44- Seats	Chair Car	24-76- 708 78-111	112-77- 75-23	233
Los Ang-K. C.	48- Seats	Chair Car	706 24	23	231
Oakland-K. C.	52- Seats	Chair Car	705 60-24	23-61	230
Oakland-Chgo	52- Seats	Chair Car	703 60-24	23-61	228
Los Ang.-Chgo	48- Seats	Chair Car	700 24	23	225
Los Ang.-Chgo	48- Seats	Chair Car	702 24	23	227
-----					
Los Ang.-Chgo	48- Seats	Chair Car	801 124-24	23-123	246
Los Ang.-Chgo	48- Seats	Chair Car	800 124-24	23-123	245

(Correction No. 3642 to Santa Fe System Assignment  
Circular No. 1 cancelling Correction No. 3618).

INDEX OF CARS - (Continued)  
(Corrected Dec. 15, 1953)

Between	#Capa- city	Line No.	Car No.	Out on Train	Back on Train	Page
<u>TRAIN NO. 25</u> (Clovis-Carlsbad)						
Waynoka-Carlsbad-Albuq	8-1-2	47	1057	105-25-26- 105-114	113-106-25- 26-106	56M
Albuq-Carlsbad-Waynoka	8-1-2	47	1067	113-106-25- 26-106	105-25-26- 105-114	56N
<u>TRAIN NO. 26</u> (Carls-Clovis)						
Waynoka-Carlsbad-Albuq	8-1-2	47	1057	105-25-26- 105-114	113-106-25- 26-106	56M
Alb-Carlsbad-Waynoka	8-1-2	47	1067	113-106-25- 26-106	105-25-26- 105-114	56N
<u>TRAIN NO. 27</u>						
Kan.Cy-O. C.	10-1-2	3013	273	27	28-124	67
<u>TRAIN NO. 28</u>						
Okla.City-Kan.Cy.	10-1-2	3013	280	28-124	27	67
<u>TRAIN NO. 42</u>						
Phoenix-L.A.	6-1-4	762	39	42-170- 117-3	4-118- 181-47	59
Phoenix-Ash Fork	12 Seats	Cafe Lng	A	42	47	35M
Phoenix-Chgo	4-4-2	4017	420	42-20	19-47	89
Phnx-Dnvr	8-1-2	10	1241	42-124- 13-130	141-14- 123-47	430

#See explanation of abbreviations, Page 4

---

(Correction No. 3678 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3656)

INDEX OF CARS - (Continued)  
(Corrected Dec. 13, 1953)

Between	#Capa- city	Line No.	Car No.	Out on Train	Back on Train	Page
<u>TRAIN NO. 47</u>						
Los Ang-Phnx	6-1-4	762	49	4-118- 181-47	42-170- 117-3	59
AshFork-Phnx	12 Seats	Cafe Lng	A	47	42	35M
Chgo-Phoenix	4-4-2	4017	419	19-47	42-20	89
Denver-Phnx	8-1-2	10	1231	141-14- 123-47	42-124- 13-130	43N
<u>TRAIN NO. 47</u>						
Kan.Cy-Tulsa	18 Seats	Cafe Obs.	470	47	48	36
Chgo-Tulsa	10-3-2	4503	150	15-47	48-10	98D
<u>TRAIN NO. 48</u>						
Tulsa-KanCy	18 Seats	Cafe Obs	480	48	47	36
Tulsa-Chgo	10-3-2	4503	481	48-10	15-47	98D
<u>*TRAIN NO. 60</u>						
Oakland-Chgo	6-6-4	4024	243	60-24	23-61	890
Oakland-New Orleans	6-6-4	4506	247	SFe-60- 24-76- 65-MP 4	MP 3- SFe 66-75- 23-61	98I
<u>*TRAIN NO. 61</u>						
Chgo-Oakland	6-6-4	4024	233	23-61	60-24	89N
New Orleans- Oakland	6-6-4	4506	237	MP-3- SFe 66- 75-23-61	SFe 60-24- 76-65- MP 4	98H
<u>*TRAINS NOS. 62 and 63</u>						
<u>*TRAIN NO. 65</u>						
Oakland-New Orleans	6-6-4	4506	247	SFe 60-24- 76-65-MP 4	MP 3-SFe 66- 75-23-61	98I
San Ang-Hstn	10-1-2	3092	650	78-76-65	66-75-77	70J
Clovis-Hstn	6-1-4	3016	981	76-65	66-75	69M
<u>*TRAIN NO. 66</u>						
New Orleans- Oakland	6-6-4	4506	237	MP 3-SFe 66- 75-23-61	SFe 60-24- 76-65-MP 4	98H
Hstn-SanAng	10-1-2	3092	660	66-75-77	78-76-65	70J
Hstn-Clovis	6-1-4	3016	661	66-75	76-65	69M

\*For assignments in certain reserved-seat chair cars, refer to section of this Circular starting with Page 217.

#See explanation of abbreviations, Page 4.

(Correction No. 3679 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3657)



INDEX OF CARS - (Continued)  
(Corrected Sept. 27, 1953)

Between	#Capa- city	Line No.	Car No.	Out on Train	Back on Train	Page
<u>TRAIN NO. 71</u>						
S. Diego-Wash.	10-6	4032	2030	SFe 71- 20-B&O 6	B&O 5- SFe 19-74	94A
S. Diego-L. A.	*48 Seats	Chair Car	710	71	74	217
<u>TRAIN NO. 72</u>						
L. A.-S. Diego	*48 Seats	Chair Car	720	72	73	217
<u>TRAIN NO. 73</u>						
S. Diego-L. A.	*48 Seats	Chair Car	730	73	76	217
<u>TRAIN NO. 74</u>						
Wash.-S. Diego	10-6	4032	1930	B&O 5-SFe 19-74	SFe 71-20- B&O 6	94
L. A.-S. Diego	*48 Seats	Chair Car	740	74	77	217
<u>%TRAIN NO. 75</u>						
Dallas-L. A.	6-6-4	4513	231	112-77- 75-23	24-76- 78-111	98S
New Orleans- Oakland	6-6-4	4506	237	MP 3-SFe 66-75- 23-61	SFe 60-24- 76-65- MP 4	98H
Houston-San Ang	10-1-2	3092	660	66-75-77	78-76-65	70J
Houston-Clovis	6-1-4	3016	661	66-75	76-65	69M
<u>%TRAIN NO. 76</u>						
L. A.-Dallas	6-6-4	4513	241	24-76- 78-111	112-77- 75-23	98T
Oakland-New Orleans	6-6-4	4506	247	SFe 60- 24-76-65 MP 4	MP 3-SFe 66-75- 23-61	98I
San Ang-Houston	10-1-2	3092	650	78-76-65	66-75-77	70J
Clovis-Houston	6-1-4	3016	981	76-65	66-75	69M

#See explanation of abbreviations, Page 4.

\*Assigned seats.

%For assignments in certain reserved-seat chair cars refer to section of this Circular starting with page 217.

---

(Correction No. 3593 to Santa Fe System Assignment  
Circular No. 1, cancelling correction No. 3506)

INDEX OF CARS - (Continued)  
(Corrected Sept 27, 1953)

Between	#Capa- city	Line No.	Car No.	Out on Train	Back on Train	Page
<u>TRAIN NO. 76</u>						
L. A.-San Diego	*48 Seats	Chair Car	760	76	79	217
<u>TRAIN NO. 77</u>						
San Diego-L. A.	*48 Seats	Chair Car	770	77	78	217
<u>%TRAIN NO. 77</u>						
Dallas-L. A.	6-6-4	4513	231	112-77- 75-23	24-76- 78-111	98S
Dallas-San Ang.	8-1-2	3095	770	112-77	78-111	70M
Houston-San Ang.	10-1-2	3092	660	66-75-77	78-76-65	70J
<u>%TRAIN NO. 78</u>						
Los Ang.-Dallas	6-6-4	4513	241	24-76- 78-111	112-77- 75-23	98T
San Ang.-Dallas	8-1-2	3095	780	78-111	112-77	70M
San Ang.-Houston	10-1-2	3092	650	78-76-75	66-75-77	70J
<u>TRAIN NO. 78</u>						
L. A.-San Diego	*48 Seats	Chair Car	780	78	71	217
<u>TRAIN NO. 79</u>						
San Diego-L. A.	*48 Seats	Chair Car	790	79	72	217
<u>TRAIN NO. 81</u>						
San Diego-L. A.	*88 Seats	Diesel Cars	810 811	81	82	219A
<u>TRAIN NO. 82</u>						
L. A.-San Diego	*88 Seats	Diesel Cars	820 821	82	81	219

#See explanation of abbreviations, Page 4

\*Assigned Seats

%For assignments in certain reserved-seat chair cars, refer to section of this Circular starting with Page 217.

(Correction No. 3594 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3542).

INDEX OF CARS - (Continued)  
(Corrected Oct. 1, 1953)

Between	#Capa- city	Line No.	Car No.	Out on Train	Back on Train	Page
<u>TRAIN NO. 105</u>						
Waynoka-Carlsbd-				105-25-26-	113-106-	56M
Albuquerque	8-1-2	47	1057	105-114	25-26-106	
K. C.-Albuquer.	8-1-2	31	32	5-105-114	113-106-6	50
Newton-Amarillo	Snack-Bar-Chair Car					
<u>TRAIN NO. 106</u>						
Albuq-Carlsbad-				113-106-25-	105-25-26-	
Waynoka	8-1-2	47	1067	26-106	105-114	56N
Albuquerque-KC	8-1-2	31	42	113-106-6	5-105-114	50A
Amarillo-Newton	Snack-Bar-Chair Car					
<u>%TRAIN NO. 111</u>						
Okla City-Dalls	12-1	49	113	111	112	57
K. C.-Dallas	8-2-2	4018	111	11-111	112-12	89E
San Ang-Dallas	8-1-2	3095	780	78-111	112-77	70M
Los Ang-Dallas	6-6-4	4513	241	24-76-	112-77-	
				78-111	75-23	98T
<u>%TRAIN NO. 112</u>						
Dallas-Okla Cy	12-1	49	123	112	111	57
Dallas-K. C.	8-2-2	4018	121	112-12	11-111	89C
Dallas-SanAng	8-1-2	3095	770	112-77	78-111	70M
Dallas-LosAng	6-6-4	4513	231	112-77-	24-76-	
				75-23	78-111	98S
<u>TRAIN NO. 113</u>						
Albuq.-K. C.	8-1-2	31	42	113-106-6	5-105-114	50A
Albuq-Carlsbd-				113-106-25-	105-25-26-	
Waynoka	8-1-2	47	1067	26-106	105-114	56N
<u>TRAIN NO. 114</u>						
K. C.-Albuq.	8-1-2	31	32	5-105-114	113-106-6	50
Waynoka-Carlsbd-				105-25-26-	113-106-25-	
Albuquerque	8-1-2	47	1057	105-114	26-106	56M

#See explanation of abbreviations, Page 4.

%For assignments in certain reserved-seat-chair-cars, refer to section of this Circular starting with page 217.

---

(Correction No. 3619 to Santa Fe System Assignment Circular No. 1, cancelling Correction No. 3595).

INDEX OF CARS - (Continued)  
(Corrected Nov. 1, 1953)

Between	#Capacity	Line No.	Car No.	Out on Train	Back on Train	Page
<u>TRAIN NO. 117</u>						
Phnx-LosAng	6-1-4	762	39	42-170- 117-3	4-118- 181-47	59
<u>TRAIN NO. 118</u>						
Los Ang-Phnx	6-1-4	762	49	4-118- 181-47	42-170- 117-3	59
<u>TRAIN NO. 123 (See Page 20M for chair car consist)</u>						
K.C.-Denver	6-6-4	4514	1232	123-1-102	101-2-124	99
Chgo-Grand	8-2-2	4512	236	23-14-	124-14-	
Can-L.A.				15-123	15-24	98Q
Denver-Phnx	8-1-2	10	1231	141-14- 123-47	42-124- 13-130	43N
Denver-L.A.	6-6-4	4510	1237	141-14-	124-13-130	980
Chgo-L.A.	8-2-2)			123		
	8-1-2)	4515	1230	23-123	124-24	100
Chgo-L.A.	24-Dup	4000	1239	23-123	124-24	71M
Chgo-L.A.	Lng					
Chgo-L.A.	Diner					
<u>TRAIN NO. 124 (See Page 20M for chair car consist)</u>						
Okla.Cy-K.C.	10-1-2	3013	280	28-124	27	67
Denver-K.C.	6-6-4	4514	1242	101-2-124	123-1-102	99
L.A.-Grand	8-2-2	4512	246	124-14-	23-14-	
Can-Chgo				15-24	15-123	98R
Phnx-Dnvr.	8-1-2	10	1241	42-124- 13-130	141-14- 123-47	430
L.A.-Dnvr	6-6-4	4510	1247	124-13- 130	141-14- 123	980
L.A.-Chgo	8-2-2)					
	8-1-2)	4515	1240	124-24	23-123	100A
L.A.-Chgo	24-Dup	4000	1249	124-24	23-123	71N
L.A.-Chgo	Lounge					
L.A.-Chgo	Diner					

#See explanation of abbreviations, Page 4.

(Correction No. 3658 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3596)

INDEX OF CARS - (Continued)

(Corrected June 1, 1953)

<u>Between</u>	<u>Capa- city</u>	<u>Line No.</u>	<u>Car No.</u>	<u>Out on Train</u>	<u>Back On Train</u>	<u>Page</u>
<u>TRAIN NO. 123</u> (See Page 20-A for sleeping car consist)						
Denver-L. A.	52- Seats	Chair Car	405	141-14- 123	124-13- 130	248
K. C.-Denver	48- Seats	Chair Car	404	123-1- 102	101-2- 124	247
Chgo-Los Ang	48- Seats	Chair Car	401	23-123	124-24	246
Chgo-Los Ang	48- Seats	Chair Car	400	23-123	124-24	245

TRAIN NO. 124 (See Page 20-A for sleeping car consist)

L. A.-Denver	52- Seats	Chair Car	805	124-13- 130	141-14- 123	248
Denver-K. C.	48- Seats	Chair Car	804	101-2- 124	123-1- 102	247
Los Ang-Chgo	48- Seats	Chair Car	801	124-24	23-123	246
Los Ang-Chgo	48- Seats	Chair Car	800	124-24	23-123	245

(New Material)

(Correction No. 3455 to Santa Fe System  
Assignment Circular No. 1)

INDEX OF CARS - (Continued)  
(Corrected Sept. 2, 1953)

Between	#Capa- city	Line No.	Car No.	Out on Train	Back on Train	Page
<u>TRAIN NO. 130</u> (See Train No. <u>13-130</u> )						
<u>TRAIN NO. 141</u> (See Train No. <u>141-14</u> )						
<u>TRAIN No. 170</u>						
Phnx-Los Ang.	6-1-4	762	39	42-170- 117-3	4-118- 181-47	59
<u>TRAIN NO. 181</u>						
Los Ang-Phnx	6-1-4	762	49	4-118- 181-47	42-170- 117-3	59
<u>TRAIN NO. 211</u>						
Chicago-Tulsa	32	Par-				
	Seats	Obs.	110	11-211	212-12	40
K.C.-Tulsa		*Cafe-Lng		211	212	36C
<u>TRAIN NO. 212</u>						
Tulsa-Chgo	32	Par-				
	Seats	Obs.	120	212-12	11-211	40A
Tulsa-K.C.		*Cafe-Lng		212	211	36C

\*Seats in lounge section of K.C.-Tulsa  
Cafe-Lounge NOT Assigned.

#See explanation of abbreviations, Page 4

---

(Correction No. 3554 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3456)

# INSTRUCTIONS TO TICKET AGENTS

## GENERAL INFORMATION

This circular shows details of operation, assignments of space, and arrangements for wiring unsold space, in all sleeping cars, parlor cars, cafe-observation cars, lounge cars, and chair cars in which space is assigned, operated on Santa Fe Lines.

### Corrections

New pages covering changes should be inserted in proper order in the circular as they become effective, and any cancelled pages removed. When a page is issued to be inserted between pages of the original circular, it will be given a number followed by a letter. Such pages should be inserted in the circular in numerical and alphabetical order. The letters used will not necessarily run consecutively.

Each new page will bear a correction number. Corrections as received should be checked off in the numerical list on page 3. When a correction is missing, a copy should be requested.

### DIAGRAMS

Ticket agents will prepare diagrams covering all space regularly assigned to their respective offices, including space released to them by conductors or other ticket agents, in accordance with standing wiring arrangements shown in this circular. (See System Circular No. 33-S for detailed information regarding preparation of diagrams covering seat space on El Capitan, Trains 21 and 22.)

Sales and reservations should be indicated on diagram, and regardless of whether or not any sales have been made, diagrams covering sleeping cars are to be turned over to the Pullman conductors, and those covering parlor, lounge, cafe-observation and chair cars are to be turned over to Railroad conductors.

If car does not pass station where diagram is made, the diagram should be sent on connecting train, for delivery to conductor at junction point—specific exceptions being made in some cases.

### RESERVATION OF SPACE

See Group 9, Santa Fe System Circular No. 46-S, for detailed information in regard to the handling of reservations.

### ORDERING EXTRA SLEEPING CARS BY WIRE

District representatives who are authorized to order extra sleeping cars will use the following code when placing such orders by wire:

<i>Cipher</i>	<i>Signifies</i>
Ace.....	Account overflow provide first extra standard sleeper train No.....
King.....	Account overflow provide second extra standard sleeper train No.....
Queen.....	Account overflow provide third extra standard sleeper train No.....
Jack.....	Account overflow provide fourth extra standard sleeper train No.....
Gold.....	Account overflow provide first extra tourist sleeper train No.....
Silver.....	Account overflow provide second extra tourist sleeper train No.....
Copper.....	Account overflow provide third extra tourist sleeper train No.....
Lead.....	Account overflow provide fourth extra tourist sleeper train No.....

Do not use any other reservation cipher code words when ordering extra sleeping cars.

(6-1-45)

## DESIGNATION OF CARS

All cars in which space is assigned operated between points on Santa Fe Lines will be designated by number or letter, as follows:

(Southbound cars are considered as moving westbound.  
Northbound cars are considered as moving eastbound.)

### Regular Line Cars

Passenger Traffic Managers will assign numbers to designate all regularly operated cars in which space is assigned, and no changes should be made except upon their instructions.

Regular line standard sleeping cars, parlor cars, cafe-observation cars, and chair cars in which space is assigned, are with few exceptions designated as follows:

On train 3—30 to 39, inclusive

On train 4—40 to 49, inclusive, etc.

### Extra Cars

Extra standard sleeping cars and extra chair cars in which space is assigned, ordered on a train which starts from the station from which car is ordered should be given a number in the series belonging to that train which has not been assigned to any regular car as per index in the front of this circular. If extra cars ordered exceed the unassigned numbers in the series, arbitrary numbers from those allotted below will have to be used.

Extra standard sleeping cars and extra chair cars in which space is assigned, ordered on a train which does not start from station from which car is ordered, should be assigned an arbitrary number from those allotted below in every instance.

The arbitrary numbers shown below have been allotted to the various representatives authorized to order extra sleepers to be used under conditions mentioned above. The numbers should be used in order as needed, not using the same number twice on any one day. It is advisable to start with the first number in the block of arbitrary numbers each day.

Chicago .....	500 to 519, incl.
Kansas City .....	520 to 529, incl.
Tulsa .....	530 to 539, incl.
Wichita .....	540 to 549, incl.
Oklahoma City .....	550 to 559, incl.
Denver .....	560 to 569, incl.
Galveston .....	600 to 609, incl.
Houston .....	610 to 619, incl.
Dallas .....	620 to 629, incl.
Fort Worth .....	630 to 639, incl.
GC&SF Ry. General Passenger Dept. ....	700 to 710, incl.
Los Angeles .....	400 to 419, incl.
	500 to 519, incl.
	700 to 719, incl.
San Francisco .....	600 to 619, incl.
P&SF Psgr Traffic Dept. ....	750 to 759, incl.

Extra tourist sleeping cars operated for *commercial* traffic should be designated by letters. Chicago Division Passenger Office will use any unused letter A to T, inclusive, and Kansas City Division Passenger Office any unused letter U to Z, inclusive.



Extra cars ordered for *military* traffic, either standard or tourist sleeping cars, will be designated by the initial of the point from which ordered, followed by a number, numbers to be selected in the order such cars are ordered from that point each day.

### ADVANCE PREPARATION OF SLEEPING CAR SPACE

(1) Where room space is to be claimed after 9:30 p.m., either at terminals or intermediate stations, as a matter of convenience to patrons and to avoid complaint account delay in preparation of rooms, agents should show on sleeping car diagrams, in column provided, in what manner the berths are to be occupied. The key which appears on the diagram is shown below:

*Mark for advance preparation:*

*Cipher*

A—One berth .....	Acid
B—Two berths .....	Borax
C—Three berths .....	Camphor
D—Lower and sofa in drawing room .....	Dioxide
E—No advance preparation .....	Emetic

The information given by symbol "E" is particularly desirable where passengers do not wish to retire until some time after departure.

When reserving room space through other offices on trains to be boarded after 9:30 p.m., agents should include advice as to the manner in which the space is to be prepared, in accordance with the above.

Wherever possible, ticket agents at intermediate points should wire Pullman conductor en route similar information as to preparation of space sold by them to be claimed after 9:30 p.m., unless arrangements have already been made to have the information shown on the diagram of the office from which the space was secured.

(2) *Opening or Closing of Partition—Bedroom Suites or Compartment-Bedroom Suites:* In connection with reservations of Bedroom Suites, or of Compartment-Bedroom Suites, agents should ascertain from passengers whether or not partition should be open or closed between the two rooms, and include this information in request for assignment.

*Example:* "Indigo-Open" in case passengers desire two double bedrooms ensuite with partition open, or "Indigo-Closed" in case passengers desire two double bedrooms with partition closed. "Laura-Open" or "Laura-Closed" should be used in connection with Compartment-Bedroom Suites.

PAGE 25 INTENTIONALLY LEFT BLANK.

(6-1-45)

---

(Correction No. 1339 to Santa Fe System Assignment Circular No. 1, cancelling Correction No. 1098.)

## RESERVATION CIPHER CODE

United States mail, railway mail, or traingram service should be used for transmittal of reservation requests, releases of space, or ticket number insertions, when time will permit.

When the time element will not permit the desired results, telegraph service may be used. Messages should be condensed as much as possible and for that purpose the cipher code shown below will be used.

Where the cipher does not fit the occasion, an open message may be sent, or such portion of the message as the cipher does not fit.

Messages directed to those not furnished Santa Fe reservation code, such as a foreign line agent, must not contain code words. Pullman conductors have this cipher, but railroad conductors do not.

<i>Cipher</i>	<i>Signifies</i>
Law.....	In Tourist sleeper
Hunt.....	Reserve one coach seat
Hunted.....	Reserve two coach seats
Hunter.....	Reserve three coach seats
Huntress.....	Reserve four coach seats
Fish.....	Reserve one parlor car seat
Fishery.....	Reserve two parlor car seats
Fishiness.....	Reserve three parlor car seats
Fished.....	Reserve four parlor car seats
Rose.....	Reserve one lower berth
Pink.....	Reserve two lower berths
White.....	Reserve three lower berths
Black.....	Reserve four lower berths
Blue.....	Reserve one section
Brown.....	Reserve two sections
Purple.....	Reserve three sections
Green.....	Reserve four sections
Canary.....	Reserve one upper berth
Salmon.....	Reserve two upper berths
Red.....	Reserve one drawing-room
Lilac.....	Reserve two drawing-rooms
Yellow.....	Reserve one compartment
Violet.....	Reserve two compartments
Amber.....	Reserve three compartments
Ecru.....	Reserve four compartments
Wine.....	Reserve one roomette
Chrome.....	Reserve two roomettes
Melt.....	Reserve one duplex-roomette.
Melted.....	Reserve two duplex-roomettes.
Buff.....	Reserve one double bedroom
Indigo.....	Reserve two double bedrooms. (See Rule 2, page 24.)
Ada.....	Reserve drawing-room and one lower berth
Ruth.....	Reserve drawing-room and two lower berths
Grace.....	Reserve drawing-room and one section
Helen.....	Reserve drawing room and double bedroom
Mabel.....	Reserve drawing-room and one compartment
Alice.....	Reserve drawing-room and two compartments
Jane.....	Reserve drawing-room, one compartment, and one lower berth
Sirens.....	Reserve drawing-room, one compartment, and one section
Venus.....	Reserve one compartment and one lower berth
Diana.....	Reserve one compartment and two lower berths
Iris.....	Reserve one compartment and one section
Laura.....	Reserve compartment and double bedroom. (See Rule 2, page 24.)

(4-1-51)

RESERVATION CIPHER CODE (Continued)

<i>Cipher</i>	<i>Signifies</i>
Narrow.....	All my lowers sold. Do you want uppers?
High.....	All my space sold.
Bounced.....	Referring to your wire, reservation for
Bumped.....	Referring to my wire, reservation for
Cable.....	Passing your station
Bash.....	From this station.
Poke.....	Will advise you as soon as possible
Tackle.....	Cancel reservation
Amative.....	Am trying to secure reservation(s) for
Hike.....	Answer(s) quick. Rush answer(s). Wire answer(s)
Chain.....	Please answer quickly my wire
Wham.....	Advise in case date or code is incorrect, as wire was received partly bulled.
Wide.....	Have reserved
Widest.....	Have released for your sale
Mumps.....	If space requested is not available, refer to (fill in name) to advise me direct
Croup.....	Will advise ticket number(s)
Ache.....	Advise description of space by first mail
Pain.....	Advise Pullman ticket number issued for insertion on diagram
Gout.....	Secure deposit and remit for Pullman ticket at once. This necessary to hold space.
Fever.....	Insert ticket number(s)
Jolt.....	Or first date on which space is available prior to (date)
Jolting.....	Of first date on which space is available thereafter prior to (date)
Butterfly.....	First available date is
Spike.....	Answer Western Union from Chicago
Wet.....	Wire answer, mail from Chicago
Wetair.....	Wire answer, airmail from Chicago
Jug.....	Will call at city ticket office for space
Bat.....	Will call on agent at depot for space

\* \* \* \* \*

Aim.....	On Train No. 1
Coal.....	On Train No. 2
Wake.....	On Train No. 3
Wakeless.....	On Train No. 3 to Kansas City
Waking.....	On Train No. 3 to Los Angeles
Waked.....	On Train No. 3-23 to Oakland
Dream.....	On Train No. 4
Dreamer.....	On Train No. 4 to Kansas City
Dreaming.....	On Train No. 4 to Chicago
Fast.....	On Train No. 5
Fasted.....	On Train No. 5 to Kansas City
Faster.....	On Train No. 5 to Wichita
Fastest.....	On Train No. 5 to Oklahoma City
Fasting.....	On Train No. 5 to Fort Worth
Fastly.....	On Train No. 5 to Houston

(5-1-50)

RESERVATION CIPHER CODE (Continued)

<i>Cipher</i>	<i>Signifies</i>
Slow.....	On Train No. 6
Slowed.....	On Train No. 6-4 to Kansas City
Slowing.....	On Train No. 6-4 to Chicago
Hold.....	On Train No. 7
Loose.....	On Train No. 8
Hard.....	On Train No. 9
Hardest.....	On Train No. 9 to Kansas City
Soft.....	On Train No. 10
Softest.....	On Train No. 10 to Chicago
Swift.....	On Train No. 11
Swifter.....	On Train No. 11 to Kansas City
Sand.....	On Train No. 12
Sandy.....	On Train No. 12 to Kansas City
Sander.....	On Train No. 12 to Chicago
Weep.....	On Train No. 13
Reed.....	On Train No. 14
Run.....	On Train No. 15
Runless.....	On Train No. 15 to Kansas City.
Rundle.....	On Train No. 15-47 to Tulsa.
Runner.....	On Train No. 15 to Wichita.
Ruplet.....	On Train No. 15 to Oklahoma City.
Running.....	On Train No. 15 to Fort Worth.
Runly.....	On Train No. 15 to Houston.
Runway.....	On Train No. 15 to Galveston.
Quail.....	On Train No. 16
Quailing.....	On Train No. 16 to Kansas City.
Quailey.....	On Train No. 16 to Chicago.
Smile.....	On Train No. 17
Smiling.....	On Train No. 17 to Los Angeles
Hate.....	On Train No. 18
Hater.....	On Train No. 18 to Kansas City
Hating.....	On Train No. 18 to Chicago
Crow.....	On Train No. 19
Crowless.....	On Train No. 19 to Kansas City
Crowson.....	On Train No. 19 to Phoenix
Crowing.....	On Train No. 19 to Los Angeles
Robin.....	On Train No. 20
Robber.....	On Train No. 20 to Kansas City
Robbing.....	On Train No. 20 to Chicago
Sad.....	On Train No. 21
Sadder.....	On Train No. 21 to Kansas City
Sadly.....	On Train No. 21 to Los Angeles
Joy.....	On Train No. 22
Joyful.....	On Train No. 22 to Kansas City
Joyous.....	On Train No. 22 to Chicago

RESERVATION CIPHER CODE (Concluded)

<i>Cipher</i>	<i>Signifies</i>
Wood.....	On Train No. 23
Woodless.....	On Train No. 23 to Kansas City
Wooding.....	On Train No. 23 to Los Angeles
Wooded.....	On Train No. 23 to Oakland
Woodful.....	On Train No. 23 to Los Angeles via Grand Canyon (one day at Canyon).
Woodfulness...	On Train No. 23 to Los Angeles via Grand Canyon (two days at Canyon).
Rope.....	On Train No. 24
Roper.....	On Train No. 24 to Kansas City
Roping.....	On Train No. 24 to Chicago
Ropeful.....	On Train No. 24 to Chicago via Grand Canyon (one day at Canyon).
Ropeless.....	On Train No. 24 to Chicago via Grand Canyon (two days at Canyon).
Ropeland.....	On Train No. 24 to Kansas City via Grand Canyon (one day at Canyon).
Ropely.....	On Train No. 24 to Kansas City via Grand Canyon (two days at Canyon).
Mind.....	On Train No. 25
Mindful.....	On Train No. 26
Wolf.....	On Train No. 27
Corn.....	On Train No. 28
Helper.....	On Train No. 42
Help.....	On Train No. 47
Hinder.....	On Train No. 48
Hindest.....	On Train No. 48-10
Hitch.....	On Train No. 49
Mean.....	On Train No. 50
Fag.....	On Train No. 65
Fagged.....	On Train No. 66
Ease.....	On Train No. 71
Eagle.....	On Train No. 72
Ebony.....	On Train No. 73
Elm.....	On Train No. 74
Era.....	On Train No. 75
Eke.....	On Train No. 76
Curlew.....	On Train No. 77
Drover.....	On Train No. 78
Drove.....	On Train No. 79
Thinner.....	On Train No. 90
Thin.....	On Train No. 91
Thick.....	On Train No. 92
Wag.....	On Train No. 94
Yam.....	On Train No. 95
Yew.....	On Train No. 123
Yewing.....	On Train No. 123 to Los Angeles.
Yewful.....	On Train No. 123 to Los Angeles via Grand Canyon (one day at Canyon).
Yewfulness...	On Train No. 123 to Los Angeles via Grand Canyon (two days at Canyon).
Ram.....	On Train No. 124
Ramler.....	On Train No. 124 to Kansas City
Raming.....	On Train No. 124 to Chicago
Ramland.....	On Train No. 124 to Kansas City via Grand Canyon (one day at Canyon).
Ramly.....	On Train No. 124 to Kansas City via Grand Canyon (two days at Canyon).
Ramful.....	On Train No. 124 to Chicago via Grand Canyon (one day at Canyon).
Ramfulness...	On Train No. 124 to Chicago via Grand Canyon (two days at Canyon).
Mutter.....	On Train No. 127
Mutton.....	On Train No. 128
Net.....	On Train No. 211
Netting.....	On Train No. 212

ALPHABETICAL LIST OF CIPHER CODE WORDS

<i>Cipher</i>	<i>Signifies</i>
Ace.....	Account overflow, provide first extra standard sleeper, Train No.....
Ache.....	Advise description of space by first mail.
Acid.....	Advance preparation, one berth.
Ada.....	Reserve drawing-room and one lower berth.
Aim.....	On Train No. 1.
Alice.....	Reserve drawing-room and two compartments.
Amative.....	Am trying to secure reservation(s) for.
Amber.....	Reserve three compartments.
Bash.....	From this station.
Bat.....	Will call on agent at depot for space.
Black.....	Reserve four lower berths.
Blue.....	Reserve one section.
Borax.....	Advance preparation, two berths.
Bounced.....	Referring to your wire, reservation for.
Brown.....	Reserve two sections.
Buff.....	Reserve one double bed-room.
Bumped.....	Referring my wire, reservation for.
Butterfly.....	First available date is.
Cable.....	Passing your station.
Camphor.....	Advance preparation, three berths.
Canary.....	Reserve one upper berth.
Chain.....	Please answer quickly my wire.
Chrome.....	Reserve two roomettes.
Coal.....	On Train No. 2.
Copper.....	Account overflow, provide third extra tourist sleeper, Train No.....
Corn.....	On Train No. 28.
Croup.....	Will advise ticket number(s).
Crow.....	On Train No. 19.
Crowing.....	On Train No. 19 to Los Angeles.
Crowless.....	On Train No. 19 to Kansas City.
Crowson.....	On Train No. 19 to Phoenix.
Curlew.....	On Train No. 77.
Diana.....	Reserve one compartment and two lower berths.
Dioxide.....	Advance preparation, lower and sofa in drawing-room.
Dream.....	On Train No. 4.
Dreamer.....	On Train No. 4 to Kansas City.
Dreaming.....	On Train No. 4 to Chicago.
Drove.....	On Train No. 79.
Drover.....	On Train No. 78.
Eagle.....	On Train No. 72.
Ease.....	On Train No. 71.
Ebony.....	On Train No. 73.
Ecru.....	Reserve four compartments.
Eke.....	On Train No. 76.
Elm.....	On Train No. 74.
Emetic.....	No advance preparation.
Era.....	On Train No. 75.

ALPHABETICAL LIST OF CIPHER CODE WORDS (Continued)

<i>Cipher</i>	<i>Signifies</i>
Fag.....	On Train No. 65.
Fagged.....	On Train No. 66.
Fast.....	On Train No. 5.
Fasted.....	On Train No. 5 to Kansas City.
Faster.....	On Train No. 5 to Wichita.
Fastest.....	On Train No. 5 to Oklahoma City.
Fasting.....	On Train No. 5 to Fort Worth.
Fastly.....	On Train No. 5 to Houston.
Fever.....	Insert Pullman ticket number (s).
Fish.....	Reserve one parlor car seat.
Fishery.....	Reserve two parlor car seats.
Fishiness.....	Reserve three parlor car seats.
Fished.....	Reserve four parlor car seats.
Gold.....	Account overflow, provide first extra tourist sleeper, Train No.....
Gout.....	Secure deposit and remit for Pullman ticket at once. This necessary to hold space.
Grace.....	Reserve drawing-room and one section.
Green.....	Reserve four sections.
Hard.....	On Train No. 9.
Hardest.....	On Train No. 9 to Kansas City.
Hate.....	On Train No. 18.
Hater.....	On Train No. 18 to Kansas City.
Hating.....	On Train No. 18 to Chicago.
Helen.....	Reserve drawing room and double bedroom.
Help.....	On Train No. 47.
Helper.....	On Train No. 42.
High.....	All my space sold.
Hike.....	Answer (s) quick. Rush answer (s). Wire answer (s).
Hinder.....	On Train No. 48.
Hindest.....	On Train No. 48-10.
Hitch.....	On Train No. 49.
Hold.....	On Train No. 7.
Hunt.....	Reserve one coach seat.
Hunted.....	Reserve two coach seats.
Hunter.....	Reserve three coach seats.
Huntress.....	Reserve four coach seats.
Indigo.....	Reserve two double bed-rooms. (See Rule 2, page 24.)
Iris.....	Reserve one compartment and one section.
Jack.....	Account overflow, provide fourth extra standard sleeper, Train No.....
Jane.....	Reserve drawing-room, one compartment, and one lower berth.
Jolt.....	Or first date on which space is available prior to (date).
Jolting.....	Or first date on which space is available thereafter prior to (date).
Joy.....	On Train No. 22.
Joyful.....	On Train No. 22 to Kansas City.
Joyous.....	On Train No. 22 to Chicago.
Jug.....	Will call at city ticket office for space.
King.....	Account overflow, provide second extra standard sleeper, Train No.....
Laura.....	Reserve compartment and double bedroom. (See Rule 2, page 24.)



ALPHABETICAL LIST OF CIPHER CODE WORDS (Continued)

<i>Cipher</i>	<i>Signifies</i>
Law.....	In tourist sleeper.
Lead.....	Account overflow, provide fourth extra tourist sleeper, Train No.....
Lilac.....	Reserve two drawing-rooms.
Loose.....	On Train No. 8.
Mabel.....	Reserve drawing-room and one compartment.
Mean.....	On Train No. 50.
Melt.....	Reserve one duplex-roomette.
Melted.....	Reserve two duplex-roomettes.
Mind.....	On Train No. 25.
Mindful.....	On Train No. 26.
Mumps.....	If space requested is not available, refer to (fill in name) to advise me direct.
Mutter.....	On Train No. 127.
Mutton.....	On Train No. 128.
Narrow.....	All my lowers sold. Do you want uppers?
Net.....	On Train No. 211.
Netting.....	On Train No. 212.
Pain.....	Advise Pullman ticket number issued, for insertion on diagram.
Pink.....	Reserve two lower berths.
Poke.....	Will advise you as soon as possible.
Purple.....	Reserve three sections.
Quail.....	On Train No. 16.
Quailing.....	On Train No. 16 to Kansas City
Quailey.....	On Train No. 16 to Chicago
Queen.....	Account overflow, provide third extra standard sleeper, Train No.....
Ram.....	On Train No. 124
Ramler.....	On Train No. 124 to Kansas City
Raming.....	On Train No. 124 to Chicago
Ramland.....	On Train No. 124 to Kansas City via Grand Canyon (one day at Canyon).
Ramly.....	On Train No. 124 to Kansas City via Grand Canyon (two days at Canyon).
Ramful.....	On Train No. 124 to Chicago via Grand Canyon (one day at Canyon).
Ramfulness.....	On Train No. 124 to Chicago via Grand Canyon (two days at Canyon).
Red.....	Reserve one drawing-room.
Reed.....	On Train No. 14.
Robin.....	On Train No. 20.
Robber.....	On Train No. 20 to Kansas City.
Robbing.....	On Train No. 20 to Chicago.
Rope.....	On Train No. 24.
Roper.....	On Train No. 24 to Kansas City.
Roping.....	On Train No. 24 to Chicago.
Ropeful.....	On Train No. 24 to Chicago via Grand Canyon (one day at Canyon).
Ropeless.....	On Train No. 24 to Chicago via Grand Canyon (two days at Canyon).
Ropeland.....	On Train No. 24 to Kansas City via Grand Canyon (one day at Canyon).
Ropely.....	On Train No. 24 to Kansas City via Grand Canyon (two days at Canyon).
Rose.....	Reserve one lower berth.
Run.....	On Train No. 15.
Runless.....	On Train No. 15 to Kansas City
Rundle.....	On Train No. 15-47 to Tulsa
Runner.....	On Train No. 15 to Wichita
Runlet.....	On Train No. 15 to Oklahoma City
Running.....	On Train No. 15 to Fort Worth
Runly.....	On Train No. 15 to Houston
Runway.....	On Train No. 15 to Galveston
Ruth.....	Reserve drawing-room and two berths.

ALPHABETICAL LIST OF CIPHER CODE WORDS (Concluded)

<i>Cipher</i>	<i>Signifies</i>
Sad.....	On Train No. 21.
Sadder.....	On Train No. 21 to Kansas City.
Sadly.....	On Train No. 21 to Los Angeles.
Salmon.....	Reserve two upper berths.
Sand.....	On Train No. 12.
Sandy.....	On Train No. 12 to Kansas City.
Sander.....	On Train No. 12 to Chicago.
Silver.....	Account overflow, provide second extra tourist sleeper, Train No.....
Sirens.....	Reserve drawing-room, one compartment, and one section.
Slow.....	On Train No. 6.
Slowed.....	On Train No. 6-4 to Kansas City.
Slowing.....	On Train No. 6-4 to Chicago.
Smile.....	On Train No. 17.
Smiling.....	On Train No. 17 to Los Angeles.
Soft.....	On Train No. 10.
Softest.....	On Train No. 10 to Chicago.
Spike.....	Answer Western Union from Chicago.
Swift.....	On Train No. 11.
Swifter.....	On Train No. 11 to Kansas City.
Tackle.....	Cancel reservation.
Thick.....	On Train No. 92.
Thin.....	On Train No. 91.
Thinner.....	On Train No. 90.
Venus.....	Reserve one compartment and one lower berth.
Violet.....	Reserve two compartments.
Wag.....	On Train No. 94.
Wake.....	On Train No. 3.
Wakeless.....	On Train No. 3 to Kansas City.
Waking.....	On Train No. 3 to Los Angeles.
Waked.....	On Train No. 3-23 to Oakland.
Weep.....	On Train No. 13.
Wet.....	Wire answer, mail from Chicago.
Wetair.....	Wire answer, airmail from Chicago.
Wham.....	Advise in case date or code is incorrect, as wire was received partly bulled.
White.....	Reserve three lower berths.
Wide.....	Have reserved.
Widest.....	Have released for your sale.
Wine.....	Reserve one roomette.
Wolf.....	On Train No. 27.
Wood.....	On Train No. 23.
Wooded.....	On Train No. 23 to Oakland.
Woodless.....	On Train No. 23 to Kansas City.
Wooding.....	On Train No. 23 to Los Angeles.
Woodful.....	On Train No. 23 to Los Angeles via Grand Canyon (one day at Canyon).
Woodfulness..	On Train No. 23 to Los Angeles via Grand Canyon (two days at Canyon).
Yam.....	On Train No. 95.
Yellow.....	Reserve one compartment.
Yew.....	On Train No. 123.
Yewing.....	On Train No. 123 to Los Angeles.
Yewful.....	On Train No. 123 to Los Angeles via Grand Canyon (one day at Canyon).
Yewfulness...	On Train No. 123 to Los Angeles via Grand Canyon (two days at Canyon).

\* \* \* \* \*

NOTE: Unless tourist space is specified (cipher "Law"), it will be understood that standard sleeping car space is desired.

PAGE 34 INTENTIONALLY LEFT BLANK.

(6-1-45)

---

(Correction No. 1348 to Santa Fe System Assignment Circular No. 1, cancelling Correction No. 1308.)

ASH FORK AND PHOENIX

(Santa Fe Cafe-Lounge Car)

(12 Seats in Lounge)

SOUTHBOUND - Train 47

Car A

Seat Space Unassigned

NORTHBOUND - Train 42

Car A

Seat Space Unassigned

(Issued 10-16-52)

(Correction No. 3345 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 1509)

KANSAS CITY AND TULSA  
(Santa Fe Cafe-Parlor Observation Car)  
(19 seats assigned in parlor)

WESTBOUND - Train 47

Car 470

Bartlesville.....Seats 11, 12, 13, 14, 15, to Tulsa.  
Conductor.....Seats 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 16,  
17, 18, to Tulsa.

EASTBOUND - Train 48

Car 480

Tulsa.....Seats 1, 2, 3, 4, 13, 15, 17, 18, to  
Kansas City.  
Bartlesville.....Seats 6, and 8, to Kansas City.  
Independence.....Seats 5, and 7, to Kansas City.  
Cherryvale.....Seats 14, and 16, to Kansas City.  
Chanute.....Seats 9, and 11, to Kansas City.  
Iola.....Seats 10, and 12, to Kansas City.

(12-1-53)

---

(Correction No. 3680 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 2322)

KANSAS CITY AND TULSA CAFE-LOUNGE CAR

TRAINS 211 AND 212

(The assignment of seats in Kansas City-Tulsa Cafe-Lounge Car, westbound Train 211 Car "T", eastbound Train 212 Car "K", DISCONTINUED effective with the car from Kansas City January 26, 1953 and car from Tulsa January 27, 1953.

The Cafe-Lounge car will be operated in Trains 211-212 for dining facilities, but seats in the lounge section will NOT be sold.

See Pages 40 and 40-A for assignment of seats in Chicago-Tulsa Parlor-Obs. Car).

---

(Correction No. 3374 to Santa Fe System Assignment Circular No. 1, cancelling Correction No. 3147).

B L A N K

P A G E

---

(Correction No. 2752 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 1624)

LA JUNTA AND DENVER  
(Santa Fe Cafe-Parlor-Observation Car)  
(15 seats assigned in parlor)

EASTBOUND - Trains 101 to Pueblo, 2 to La Junta

Car CO-101

Denver.....Seats 1-2-3-4, to La Junta.  
Colo Spgs....Seats 5-7, to La Junta.  
Pueblo.....Seats 6-8, to La Junta.  
Remaining seats unassigned.

WESTBOUND - Train 13 La Junta to PUEBLO only

Car CO-130

La Junta....Seats 1-2-3-4, to Pueblo.  
Remaining seats unassigned.

EASTBOUND - Train 14 Pueblo to La Junta DEADHEAD

WESTBOUND - Trains 1 to Pueblo, 102 to Denver

Car CO-102

La Junta....Seats 1-2-3-4, to Denver.  
Pueblo.....Seats 5-7, to Denver.  
Colo Spgs...Seats 6-8-9-11, to Denver.  
Remaining seats unassigned.

(12-1-53)

---

(Correction No. 3681 to Santa Fe System Assignment  
Circular No. 1, cancelling correction No. 3064)



PHOENIX AND CADIZ

(Santa Fe Cafe Parlor Car)

(Phoenix and Cadiz Cafe-Parlor Car, westbound Car "E", Trains 42-170-117, eastbound Car "B" Trains 118-181-47, has been discontinued.)

(9-28-50)

---

(Correction No. 2811 to Santa Fe System Assignment Circular No. 1, cancelling Correction No. 2800).

CHICAGO AND FORT WORTH

(Santa Fe Dormitory-Parlor-Lounge Car, westbound  
Train 5, Car 55, eastbound Train 6, Car 65,  
DISCONTINUED effective with last car  
from Chicago April 2, 1948, last  
car from Ft.Worth April 3,1948)

---

(Correction No. 2217 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 1498)

CHICAGO AND TULSA

(Santa Fe Parlor-Observation Car -- 32 Seats)

(Chicago and Oklahoma City Parlor-Observation changed to operate between Chicago and Tulsa, effective with first car from Chicago January 26, 1953, first car from Tulsa January 27, 1953; last car from Oklahoma City January 26, 1953)

WESTBOUND - Trains 11 to Kansas City,  
211 to Tulsa

Car No. 110

Chicago.....Seats 1-2-3-4-5-6-7-8-9-10-11-12-13-14-  
25-26-27-28-29-30-31-32, to Kansas  
City.  
Chicago.....Seats 15 to 24, incl., to Tulsa  
Kansas City...Seats 29 and 31, to Independence.  
Kansas City...Seats 30 and 32, to Bartlesville  
Kansas City...Seats 1-2-3-4-5-6-7-8-9-10-11-12-13-14,  
25-26-27-28, to Tulsa  
Independence..Seats 29 and 31, to Tulsa  
Bartlesville..Seats 30 and 32, to Tulsa

Upon departure of Train 11, Depot Passenger Agent, Chicago will release two seats for train conductor's use; then wire to General Agent, Passenger Department, Kansas City, all parlor car seats available beyond Kansas City.

(Continued on Page 40-A)

---

(Correction No. 3375 to Santa Fe System Assignment Circular No. 1, cancelling Correction No. 3116)

TULSA AND CHICAGO PARLOR-OBSERVATION CAR

(Chicago and Oklahoma City Parlor-Obs. changed to operate between Chicago and Tulsa, effective with first car from Chicago January 26, 1953; first car from Tulsa January 27, 1953; last car from Oklahoma City January 26, 1953)

EASTBOUND - Trains 212 to Kansas City,  
12 to Chicago

Car 120

Tulsa.....Seats 12-14-16-18, to Bartlesville  
Tulsa.....Seats 11-13, to Independence  
Tulsa.....Seats 1-2-3-4-5-6-7-8-9-10, also 23  
to 32 incl., to Kansas City  
Tulsa.....Seats 15-17-19-20-21-22, to Chicago  
Bartlesville..Seats 12-14, to Kansas City  
Bartlesville..Seats 16-18, to Chicago  
Independence..Seats 11-13, to Kansas City  
Kansas City...Seats 1-2-3-4-5-6-7-8-9-10-11-12-13-14,  
also 23 to 32 incl., to Chicago

Upon departure Train 212, CPA Tulsa will wire ticket agent Bartlesville two seats to Kansas City and two seats to Chicago; also to ticket agent Independence two seats to Chicago; and wire remainder unused Chicago space to Ticket Agent, Kansas City Union Station.

Upon departure Train 212, ticket agents Bartlesville and Independence will wire unused Chicago space to Ticket Agent, Kansas City Union Station.

-----  
Tickets MUST NOT be sold without actual assignment and seat number entered on ticket and diagram. Issuance of tickets merely calling for seat in the Parlor-Observation Car is absolutely prohibited.

Seats in Parlor-Obs. must NOT be sold to a point intermediate to passenger's destination if passenger expects to remain in the car beyond such intermediate point.

---

(Correction No. 3376 to Santa Fe System Assignment Circular No. 1, cancelling Correction No. 3130)

(Santa Fe Parlor-Lounge Car service between Los Angeles and San Diego, Trains 71-72-73-74-76-77-78-79, Cars 710-720-730-740-760-770-780-790, DISCONTINUED effective with last cars November 17, 1951)

(See Page 27 for details covering reserved seat in Chair-Observation Cars on these trains.)

---

(Correction No. 3153 to Santa Fe System Assignment Circular No.1, cancelling Correction No. 2116)

Seating Arrangements  
of  
Dormitory-Lounge Cars

---

(Correction No. 3145 to Santa Fe System Assignment Circular No. 1, cancelling Correction No. 971. On October 16, 1951, corrections 3145 and 971 should be removed from Circular)

CHICAGO AND LOS ANGELES - LINE 4

(Chicago and Los Angeles Line 4, 8-1-2 Standard, westbound Train 1 Car 14, eastbound Train 2 Car 24, D I S C O N T I N U E D effective with last car from Chicago February 18, 1949, and last car from Los Angeles February 18, 1949)

---

(Correction No. 2407 to Santa Fe System Assignment Circular No. 1, cancelling Correction No. 2397)

DENVER AND PHOENIX - LINE 10

(8-Section, 1-Drawing Room, 2-Compartment Standard)

(Establishment of line effective with first car from Denver November 1, 1953).

WESTBOUND - Trains 141 to Pueblo, 14 to La Junta,  
123 to Ash Fork, 47 to Phoenix.

CAR 1231

Pullman Empl.....Upper 1, to Phoenix  
Kansas City.....Section 4, Albuquerque to Phoenix  
Denver.....Sections 3-4-5, to Albuquerque  
Denver.....Lower 1, Sections 2, 6, 7, 8, DR "A",  
Compts. B-C, to Phoenix  
Albuquerque.....Sections 3-5, to Phoenix

Pullman Conductor will wire as follows:

From Trinidad to ticket agent Albuquerque unsold space in Car 1231, after retaining one section or two berths for train sales.

From Gallup to ticket agent Ash Fork unsold space in Car 1231.

(Continued on Page 43-0)

---

(Correction No. 3659 to Santa Fe System Assignment Circular No. 1).



PHOENIX AND DENVER - LINE 10  
(8-Section, 1-Drawing Room 2-Compartment Standard)

(Establishment of line, effective with first  
car from Phoenix November 3, 1953)

EASTBOUND - Trains 42 to Ash Fork, 124 to La Junta,  
13 to Pueblo, 130 to Denver.

CAR 1241

Pullman Empl.....Upper 1, to Denver  
Phoenix.....Sections 5 and 6 to Albuquerque.  
Phoenix.....Remainder of space, to Denver  
Albuquerque.....Sections 5 and 6, to Denver

Pullman Conductor will wire as follows:

From Ash Fork, to ticket agent Albuquerque, all unsold  
space in Car 1241 Line 10, after retaining one section for  
train sales.

---

(Correction No. 3660 to Santa Fe System Assignment  
Circular No. 1)

DENVER AND LOS ANGELES - LINE 11

(Denver and Los Angeles Line 11, 8-1-2 Standard, westbound Car 39, Trains 141-14-3, eastbound Car 49, Trains 4-13-130, DISCONTINUED effective with last car from both terminals April 1, 1950)

---

(Correction No. 2677 to Santa Fe System Assignment Circular No. 1, cancelling Correction No. 2005)

CHICAGO AND GALVESTON - LINE 14  
(10-Sect., 1 Draw. Rm., 2-Compt. Standard)

(Change in assignments, effective with car  
from Chicago November 8, 1953)

WESTBOUND - Train 3 to Kansas City, 5 to Galveston

Car 56

Pullman Empl.....Upper 1, to Galveston  
Chicago.....Sections 4 and 7, to Kansas City  
Chicago.....Section 5, to Wichita  
Chicago.....Lower 1, Sections 6,9,10, Compt. "C",  
to Oklahoma City  
Chicago.....Sections 2-8, Compt. B, to Ft. worth  
Chicago.....Section 3, DR "A", to Galveston  
Kansas City.....Section 7, to Oklahoma City  
Kansas City.....Section 4, to Galveston  
Wichita.....Section 5, to Galveston  
Oklahoma City.....Section 7,9,10, to Ft. worth  
Oklahoma City.....Lower 1, Section 6, Compt. C, to Galveston  
Ft. worth.....Sections 2,7,8,9,10, Compt. B, to  
Galveston

Pullman Conductor will wire as follows:

From Chillicothe to Ticket Agent, Kansas City Union  
Station, all unsold space in Car 56, after retaining one  
section for train sales.

From Emporia to D.P.A. Ft. worth, joint with D.T.A.  
Ft. worth, unsold space in Car 56 south of Ft. worth.

From Purcell to D.T.A. Ft. worth, all unsold space  
on Train 5.

From Cleburne, to T.A., Temple, unsold space on Train 5.

Ticket Agents will wire as follows:

On departure of Train 5, Ticket Agent, Oklahoma City,  
will wire D.T.A., Ft. worth, unsold space south of Ft.  
Worth.

(Continued on Page 45-A)

---

(Correction No. 3675 to Santa Fe Assignment  
Circular No. 1, cancelling Correction No. 3668)

GALVESTON AND CHICAGO - LINE 14  
(10-Sec., 1-Draw. Rm., 2-Comp. Standard)

(Correction in wiring arrangements Dec. 1, 1953)

EASTBOUND - Train 6 to Kansas City, 4 to Chicago

Car 66

Pullman Empl....Upper 1, to Chicago.  
Galveston.....Lower 1, Section 2, to Topeka.  
Galveston.....Section 6, to Chicago.  
Houston.....Section 7, 8, Dr. Rm. A, to Ft. Worth.  
Houston.....Section 5, to Oklahoma City.  
Houston.....Section 4, to Wichita.  
Houston.....Section 3, Compts. B-C, to Topeka.  
Houston.....Section 10, to Kansas City.  
Houston.....Section 9, to Chicago.  
Ft. Worth.....Sections 7, 8, Dr. Rm. A, to Chicago.  
Oklahoma City...Section 5, to Kansas City.  
Wichita.....Section 4, to Chicago.  
Topeka.....Lower 1, Secs. 2, 3, Compts. B-C, to Chicago.  
Amarillo.....Sec. 5, Kansas City to Chicago.  
Roswell.....Section 10, Kansas City to Chicago.

Pullman Conductor will wire as follows:

On arrival Tr. 6 at Ft. Worth, Pull. Condr. will release to DTA, Ft. Worth, all unsold space.

From Guthrie to CPA, Topeka, unsold space in Car 66 after retaining one section or two berths for train sales.

Ticket Agents will wire as follows:

DTA, Galveston, will release to Pull. Condr. Tr. 6 one section or two berths to Ft. Worth in Car 66, for train sales, and on departure Tr. 6 from Galveston will wire DTA, Houston, remaining unsold space.

DTA, Houston, will release to Temple one section or two berths in Car 66 on departure Tr. 6, balance of unsold space to be released to Pull. Condr. Tr. 6.

Tkt. Agt., Temple, will wire Pull. Condr. Tr. 6 at Cameron showing what space should be made down on arrival Temple - so passengers may retire promptly on arrival Tr. 6 at Temple.

DTA, Ft. Worth, will release to Pull. Condr. one section or two berths for train sales, and wire remainder of unsold space to DPA, Oklahoma City.

On departure Tr. 26, Tkt. Agt. Roswell will wire to DTA, Amarillo disposition of Sec. 10 Car 66, giving tkt or code number for assigned space; releasing unassigned portion for use by Tkt. Agt. Amarillo. Not necessary for Roswell forward diagram.

On departure Tr. 106, DTA Amarillo will wire to GAPD, Kansas City, disposition of Secs. 5 and 10, Car 66, giving tkt or code numbers, releasing unsold portion for Kansas City's use. Kansas City will show complete record of Amarillo and Roswell assignments on Kansas City diagram. Not necessary for Amarillo to forward diagram.

CPA, Topeka, will wire unsold space to Tkt Agt., Kans City "US".

---

(Correction No. 3682 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3669)

CHICAGO AND KANSAS CITY - LINE 15

(Chicago and Kansas City Line 15, 8-1-2 Standard,  
westbound Car 51, Train 5, eastbound Car 44,  
Train 4, DISCONTINUED effective with last car  
from both terminals April 1, 1950)

---

(Correction No. 2680 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 2414)

CHICAGO AND LOS ANGELES - LINE 25  
LOS ANGELES-GRAND CANYON-CHICAGO - LINE 25

(Line 25, 8-1-2 Standard, westbound Car 1235, Trains  
23-123 Chicago-Los Angeles direct, eastbound Car 1248  
Trains 124-14-15-124-24 Los Angeles-Grand Canyon-Chicago  
DISCONTINUED effective with last car from Los Angeles  
October 13, and last car from Chicago October 16, 1951)

---

(Correction No. 3135 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3106)

KANSAS CITY AND ALBUQUERQUE - LINE 31  
(8-Section, 1-Drawing Room, 2-Compartment Standard)

(Chicago and Albuquerque Line 31 shortened to operate between Kansas City and Albuquerque, effective with last car from Chicago Sept. 30, 1953, and first shortened car from Kansas City October 2, 1953)

WESTBOUND

Trains 5 to Newton, 105 to  
Belen, 114 to Albuquerque

Car No. 32

Pullman Empl....Upper 1, to Albuquerque.  
Chicago.....Lower 1, Sec. 4, 5, DR "A", to Albuquerque.  
Kansas City.....Section 6, to Wichita.  
Kansas City.....Sections 7, 8, Compt. "B", to Amarillo.  
Kansas City.....Sections 2, 3, Compt. "C", to Albuquerque.  
Wichita.....Section 6, to Albuquerque.  
Amarillo.....Sections 7, 8, Compt. "B", to Albuquerque.

Pullman Conductor will wire as follows:

Pullman Conductor in Line 45 Train 3 will wire from Chillicothe to Ticket Agent, Kansas City Union Station, unsold portion of Chicago's assignment in Car 32, Line 31, after retaining one section for train sales.

Pullman Conductor in Line 31, Train 105 will wire from Wellington to Ticket Agent, Clovis, two berths in Car 1057 for sale from Clovis early the second morning, to Albuquerque, showing date from Clovis.

From Newton to Ticket Agent, Amarillo, all unsold space in Car 32.

(Continued on Page 50-A)

---

(Correction No. 3620 to Santa Fe System Assignment Circular No. 1, cancelling Correction No. 3597)

ALBUQUERQUE AND KANSAS CITY - LINE 31  
(8-Section, 1-Drawing Room, 2-Compartment Standard)

(Albuquerque and Chicago Line 31 shortened to operate between Albuquerque and Kansas City, effective with first shortened car from Albuquerque Oct. 3, 1953).

**EASTBOUND**

Trains 113 to Belen, 106 to Newton,  
6 to Kansas City.

Car No. 42

Pullman Employee.....Upper 1, to Kansas City.  
Los Angeles.....Compartment "C", Albuquerque to Amarillo.  
Los Angeles.....Sections 3-7, Albuquerque to Waynoka.  
Los Angeles.....Lower 1, Sections 2-6-8, DR "A" and  
Compt. "B", Albuquerque to Kansas City.  
Albuquerque.....Sections 4-5, to Amarillo.  
Carlsbad.....Section 3, Waynoka to Kansas City.  
Roswell.....Section 7, Waynoka to Kansas City.  
Amarillo.....Sections 4-5, Compt. "C", to Kansas City.

Pullman Conductor will wire as follows:

Pullman Conductor in Line 45 Train 4 will wire from Needles to Ticket Agent, Amarillo, unsold portion of Los Angeles' assignment of Sec. 8, DR "A" and Compt. "B", in Albuquerque-Kansas City Line 31 Car 42.

Ticket Agents will wire as follows:

Upon departure Train 4, Los Angeles Reservation Bureau will release to Ticket Agent, Albuquerque, unsold portion of Los Angeles' assignment to Amarillo and Waynoka in Car 42, also unsold portion of Lower 1, Sections 2 and 6 in Car 42.

---

(Correction No. 3621 to Santa Fe System Assignment Circular No. 1, cancelling Correction No. 3598).



CHICAGO AND OAKLAND - LINE 39  
(10-Section, 1-Drawing Room, 2-Compartment Standard)

(Change in assignments, effective  
with car from Chicago Nov. 30, 1952)

WESTBOUND - Trains 3 to Barstow, 23 to Oakland

Car No. 33

Pullman Empl.....	Upper 1, to Oakland
Chicago .....	Sections 7 and 8, to Kansas City
Chicago .....	Section 2, to La Junta
Chicago .....	Lowers 1-4, to Albuquerque
Chicago .....	Upper 4, Sections 3, 5, 6, 9, 10, DR "A", Compts. "B", "C", to Oakland
Kansas City .....	Sections 7 and 8, to Oakland
Denver .....	Section 2, La Junta to Albuquerque
Albuquerque.....	Lower 4, to Oakland
Amarillo .....	Lower 1, Section 2, Albuquerque to Oakland.

Pullman Conductor will wire as follows:

From Chillicothe to Ticket Agent, Kansas City Union Station, unsold space in Car 33.

From Emporia to Ticket Agent, Albuquerque, one section or two berths in Car 33.

From Albuquerque to Ticket Agent Grand Canyon, unsold space, in Car 33, including space to be vacated at Williams or Ash Fork, retaining one section or two berths for train sales.

(Continued on Page 52-A)

---

(Correction No. 3360 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3222)

OAKLAND AND CHICAGO - LINE 39  
(10-Section, 1-Drawing Room, 2-Compartment Standard)

(Change in assignments, effective with car  
from Oakland October 2, 1953)

EASTBOUND - Train No. 4

Car No. 43

Pullman Empl.....Upper 1, to Chicago  
San Francisco.....Section 4, to Albuquerque  
San Francisco.....Sections 2-3, Comp "C", to Topeka  
San Francisco.....Remainder of space to Chicago  
Albuquerque.....Section 4, to Chicago  
Topeka.....Sections 2-3, Comp "C", to Chicago

Pullman Conductor will wire as follows:

From Needles to ticket agent, Albuquerque, two rooms  
and one section or two berths from all unsold space on  
Train 4.

From Winslow to ticket agent, Newton, Kansas, one  
section or two berths for sale Newton to Chicago, from  
all unsold space on Train 4.

From Winslow to Gen. Agt. Pass. Dept., Kansas City,  
remaining unsold space on Train 4 for sale Kansas City  
to Chicago, after retaining two sections or four berths  
for train sales.

From Las Vegas to Gen. Agt. Pass. Dept., Kansas City,  
unsold space on Train 4 for sale Kansas City to Chicago,  
retaining one section or two berths for train sales.

Ticket Agents will wire as follows:

Upon departure from Oakland, San Francisco "B" office  
will wire to ticket agents Fresno and Bakersfield, one  
section or two berths each.

On departure, C.P.A., Topeka will wire all unsold space  
to Ticket Agent, Kansas City Union Station.

---

(Correction No. 3622 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3255)

CHICAGO AND LOS ANGELES - LINE 45  
(14-Section Standard)

(Change in capacity effective with  
car from Chicago Nov. 8, 1953)

WESTBOUND - Train 3

Car No. 30

Pullman Empl....Section 1, to Los Angeles.  
Chicago.....Sections 5, 6, 7, 8, to Kansas City  
Chicago.....Sections 3, 4, 11, 12, to Albuquerque.  
Chicago.....Sections 2, 9, 10, 13, 14, to Los Angeles.  
Kansas City....Sections 5, 6, 7, 8, to Los Angeles  
Albuquerque....Sections 3, 4, to Los Angeles  
Amarillo.....Sections 11, 12, Albuquerque to Los Angeles

Pullman Conductor will wire as follows:

From Chillicothe to Ticket Agent, Kansas City Union Station, unsold space on Train 3, after retaining one section for train sales.

Pullman Conductor in Line 45 Train 3 will wire from Chillicothe to Ticket Agent, Kansas City Union Station unsold portion of Chicago's assignment in Car 32 Line 31, after retaining one section for train sales.

Pullman Conductor in Line 45, Train 3 will wire from Chillicothe to Ticket Agent, Kansas City Union Station unsold portion of Chicago's assignment in Car 1057 Line 47, after retaining one section for train sales.

From Emporia to Ticket Agent, La Junta, one section or two berths from unsold space on Train 3.

From Emporia to Ticket Agent, Albuquerque, one room and one section or two berths from all unsold space on Train 3.

From Las Vegas to Ticket Agents, Gallup, Winslow, Flagstaff, and Kingman, each, one section or two berths from all unsold space on Train 3.

From Las Vegas to Ticket Agent, Needles, two sections or four berths from all unsold space on Train 3.

From Albuquerque to Ticket Agent, Grand Canyon, unsold space on Train 3, including space to be vacated at Williams or Ash Fork, retaining one section or two berths for train sales.

Ticket Agents will wire as follows:

On departure Train 105, Depot Ticket Agent, Amarillo, will wire to Ticket Agent, Albuquerque, unsold space in Sections 11-12 Car 30.

(Continued on Page 55-A)

---

(Correction No. 3662 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3623)

LOS ANGELES AND CHICAGO - LINE 45  
(14-Section Standard)

(Change in capacity effective with  
car from Los Angeles Nov. 11, 1953)

EASTBOUND - Train 4

Car No. 40

Pullman Condr.....Lower 2, to Chicago  
Pullman Porter....Upper 2, to Chicago  
Los Angeles.....Sections 3, 4, 10, to Albuquerque  
Los Angeles.....Section 9, to Lamy  
Los Angeles.....Sections 1-5, to Topeka  
Los Angeles.....Sections 6, 7, 8, 11, 12, 13, 14,  
to Chicago  
Albuquerque.....Section 10, to Topeka  
Albuquerque.....Sections 3, 4, to Chicago  
Santa Fe.....Section 9, Lamy to Chicago  
Topeka.....Sections 1, 5, 10, to Chicago

Pullman Conductor will wire as follows:

From San Bernardino to Ticket Agent, Kingman, Ariz., one section or two berths from all unsold space on Train 4.

From Needles to Ticket Agent, Albuquerque, two rooms, and one section or two berths from all unsold space on Train 4.

Pullman Conductor in Line 45 Train 4 will wire from Needles to Ticket Agent Albuquerque unsold portion of Los Angeles' assignment in Albuquerque-Carlsbad-Waynoka Line 47 Car 1067.

Pullman Conductor in Line 45 Train 4 will wire from Needles to Ticket Agent Amarillo unsold portion of Los Angeles' assignment of Section 8, DR "A" and Comp "B" in Albuquerque-Kansas City Line 31 Car 42.

From Winslow to Ticket Agent, Newton, Kansas, one section or two berths for sale Newton to Chicago, from all unsold space on Train 4.

From Winslow to Gen. Agt. Pass. Dept., Kansas City, remaining unsold space on Train 4 for sale Kansas City to Chicago, after retaining two sections or four berths for train sales.

From Las Vegas to Gen. Agt. Pass. Dept., Kansas City, unsold space on Train 4 for sale Kansas City to Chicago, retaining one section or two berths for train sales.

Ticket Agent will wire as follows:

On departure, C.P.A., Topeka will wire all unsold space, to Ticket Agent, Kansas City Union Station.

---

(Correction No. 3663 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3624)

CHICAGO AND LOS ANGELES - LINE 46  
8-Section, 1-Drawing Room, 2-Compartment Standard)

(Designation of Chicago and Los Angeles Line 3d 45 changed to Chicago and Los Angeles LINE 46, effective July 1, 1952).

WESTBOUND - Train 3

Car No. 34

Steward .....Upper 1, to Kansas City  
Chicago .....Sections 5 and 6, to Topeka  
Chicago .....Remaining space, to Los Angeles  
Kansas City .....Upper 1, to Los Angeles  
Topeka .....Sections 5 and 6, to Los Angeles

Pullman Conductor will wire as follows:

From Chillicothe to Ticket Agent, Kansas City Union Station, unsold space on Train 3, after retaining one section for train sales.

From Emporia to Ticket Agent La Junta, on section or two berths for unsold space on Train 3.

From Emporia to Ticket Agent Albuquerque, one room and one section or two berths from unsold space on Train 3.

From Las Vegas to Ticket Agents Gallup, Winslow, Flagstaff and Kingman, EACH, one section or two berths from all unsold space on Train 3.

From Las Vegas to Ticket Agent Needles, two sections or four berths from all unsold space on Train 3.

From Albuquerque to Ticket Agent, Grand Canyon, unsold space on Train 3, including space to be vacated at Williams or Ash Fork, retaining one section or two berths for train sales.

(Continued on Page 56-4)

---

(Correction No. 3290 to Santa Fe System Assignment Circular No. 1, cancelling Correction No. 2698)

LOS ANGELES AND CHICAGO - LINE 46  
(8-Section, 1-Drawing room 2-Compartment Standard)

(Designation of Los Angeles and Chicago  
Line 3d 45 changed to Los Angeles and  
Chicago LINE 46, effective July 1, 1952).

EASTBOUND - Train 4

Car 44

Pullman Empl.....Upper 1, to Chicago  
Los Angeles.....Upper 2, to Newton  
Steward.....Upper 2, Newton to Chicago  
Los Angeles.....Remainder of space to Chicago

Pullman Conductor will wire as follows:

From San Bernardino to ticket agent, Kingman,  
Ariz., one section or two berths from all unsold  
space on Train 4.

From Needles to ticket agent, Albuquerque, two  
rooms, and one section or two berths from all unsold  
space on Train 4.

From Winslow to ticket agent, Newton, Kans.,  
one section or two berths for sale Newton to Chicago,  
from all unsold space on Train 4.

From Winslow to Gen. Agt. Pass. Dept. Kansas  
City, remaining unsold space on Train 4 for sale  
Kansas City to Chicago, after retaining two sections  
or four berths for train sales.

From Las Vegas to Gen. Agt. Pass. Dept., Kansas  
City, unsold space on Train 4 for sale Kansas City  
to Chicago, retaining one section or two berths for  
train sales.

---

(Correction No. 3291 to Santa Fe System Assignment  
Circular No. 1).

WAYNOKA-CARLSBAD-ALBUQUERQUE - LINE 47  
(8-Section, 1-Drawing Room, 2-Compartment Standard)

(Change in wiring arrangements, effective with car  
from Waynoka October 2, 1953)

WESTBOUND - Trains 105 to Clovis, 25 to  
Carlsbad, thence same day  
Trains 26 to Clovis, 105 to  
Belen, 114 to Albuquerque

Car 1057

NOTE: As soon as cars are vacated at Carlsbad, they  
will be locked and will be opened for reoccupancy  
at 6:30 PM. Passengers may leave their hand  
baggage in the cars but will not have the  
privilege of occupying them during the day.

Pullman Employee...Upper 1, Waynoka to Albuquerque.  
Unassigned.....Lower 1, Sec. 2, 3, 4, Waynoka to Amarillo.  
Chicago.....Sec. 6, 7, 8, DR "A", Compt "B", Waynoka to  
Albuquerque.  
Kansas City.....Sec. 5, Compt "C", Waynoka to Albuquerque.  
Amarillo.....Lower 1, Sec. 2, 3, 4, Amarillo to Carlsbad.  
Carlsbad.....Section 2, to Albuquerque.  
Artesia.....Lower 1, to Albuquerque.  
Roswell.....Sections 3, 4, to Albuquerque.

Pullman Conductor will wire as follows:

Pullman Conductor in Line 45, Train 3, will wire from  
Chillicothe to Ticket Agent, Kansas City Union Station, unsold  
portion of Chicago's assignment in Car 1057, Line 47, after  
retaining one section for train sales.

Pullman Conductor in Line 31 on Train 105 will wire from  
Wellington to Ticket Agent, Clovis, two berths in Car 1057 for  
sale from Clovis early the second morning to Albuquerque, show-  
ing date from Clovis.

On arrival Carlsbad, Pullman Conductor will leave diagrams  
at Ticket Office until time of departure, and the Carlsbad  
agency will have access to all remaining unsold or unreleased  
space in this car.

---

(Correction No. 3625 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3599).

ALBUQUERQUE-CARLSBAD-WAYNOKA - LINE 47  
(8-Section, 1-Drawing Room, 2-Compartment Standard)

(Change in train numbers effective Sept. 27, 1953)

EASTBOUND - Trains 113 to Belen, 106 to Clovis,  
25 to Carlsbad, thence same day  
Train 26 to Clovis, 106 to Waynoka

Car 1067

NOTE: As soon as cars are vacated at Carlsbad, they will be locked and will be opened for reoccupancy at 6:30 PM. Passengers may leave their hand baggage in the cars but will not have the privilege of occupying them during the day.

Pullman Empl.....Upper 1, Albuquerque to Waynoka  
Los Angeles.....Lower 1, Sections 2, 3, 4, Albuquerque to Carlsbad.  
Los Angeles.....Section 5, Compt. "C", Albuquerque to Waynoka  
Albuquerque.....Section 6, Albuquerque to Carlsbad.  
Albuquerque.....Sections 7, 8, DR "A", Compt. "B", Albuquerque to Waynoka.  
Carlsbad.....Section 2, to Waynoka  
Artesia.....Lower 1, to Waynoka  
Roswell.....Section 3, 4, 6, to Waynoka

Pullman Conductor will wire as follows:

Pullman Conductor in Line 45, Train 4 will wire from Needles to Ticket Agent Albuquerque unsold portion of Los Angeles' assignment in Albuquerque-Carlsbad-Waynoka Line 47, Car 1067.

On arrival Carlsbad Pullman Conductor will leave diagrams at ticket office until time of departure and the Carlsbad agency will have access to all remaining unsold or unreleased space in this car.

---

(Correction No. 3600 to Santa Fe System Assignment Circular No. 1, cancelling Correction No. 3416)



OKLAHOMA CITY AND DALLAS - LINE 49  
(12 Section, 1-Drawing Room Standard)

(Change in Capacity, effective with first car  
from Oklahoma City Feb. 22, 1953 and first  
car from Dallas Feb. 22, 1953)

SOUTHBOUND - Train No. 111

Car 113

(Occupancy at Oklahoma City at 9:30 P.M.)

Pullman Empl.....Upper 1, to Dallas  
Oklahoma City.....Lower 1, Sections 2 to 12, incl.,  
DR "A" to Dallas

NORTHBOUND - Train No. 112

Car 123

(Occupancy at Oklahoma City until 8:00 A.M.)

Pullman Empl.....Upper 1, to Oklahoma City  
Ft. Worth.....Lower 1, Sections 2-3-4-5,  
to Okla. City.  
Dallas.....Sections 6 to 12 incl., DR "A",  
to Oklahoma City

---

(Correction No. 3382 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3367)

PHOENIX AND LOS ANGELES - LINE 762  
(6-Section, 1-Drawing Room, 4-Double Bedroom Standard)

(Change in capacity, effective with car from Los Angeles Sept. 1, 1953, and car from Phoenix Sept. 2, 1953)

WESTBOUND

Trains 42 to Wickenburg, 170 to Matthie,  
117 to Cadiz, 3 to Los Angeles

Car No. 39

Pullman Empl.....Upper 1, to Los Angeles

Phoenix.....Remainder of space, to Los Angeles

EASTBOUND

Trains 4 to Cadiz, 118 to Matthie,  
181 to Wickenburg, 47 to Phoenix

Car No. 49

Pullman Empl.....Upper 1, to Phoenix

Los Angeles.....Remainder of space to Phoenix

---

(Correction No. 3555 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3457)

ASH FORK AND PHOENIX LINE 763

(Ash Fork and Phoenix Line 763, 8-1-2

Standard, westbound Car 470, Train 47, eastbound  
Car 420 Train 42, TEMPORARILY SUSPENDED, effective  
with last car from Phoenix July 14, 1945 and last  
car from Ash Fork July 15, 1945)

---

(Correction No. 1362 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 1128)

KANSAS CITY AND WICHITA - LINE 3003

(Kansas City and Wichita Line 3003, 12-1 Standard, westbound car 272, Train 27; eastbound Train 28, car 281 DISCONTINUED effective with last car from Kansas City May 13, 1948, and last car from Wichita May 15, 1948)

---

(Correction No. 2324 to Santa Fe System Assignment Circular No. 1, cancelling Correction No. 2011)

CHICAGO AND GALVESTON - LINE 3008

Effective from both terminals April 3, 1948 capacity of CHICAGO AND GALVESTON LINE 3008 was changed to 10-1-2 standard; westbound Train 1 Chicago to Newton thence Train 5; eastbound Train 6 to Newton thence Train 2. However, the Pullman Company states this service is designated LINE 14 instead 3008. (See Pages 45 and 45-A)

---

(Correction No. 2260 to Santa Fe System Assignment Circular No. 1, cancelling Correction No. 2226)

HOUSTON AND OAKLAND - LINE 3010

(Houston and Oakland Line 3010, 10-2 Standard,  
westbound Car 18, Trains 66-75-92-97-1-23,  
eastbound Car 28, Trains 2-98-91-76-65,  
D I S C O N T I N U E D, effective with last  
car from Houston, February 19, and last car  
from Oakland February 17, 1949)

(See Line 4506)

---

(Correction No. 2432 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 2347)

KANSAS CITY AND DODGE CITY - LINE 3012

(Kansas City and Dodge City Line 3012, 10-1-2 Standard, westbound Car 123~~5~~, Trains 123-127, eastbound Car 1245, Trains 128-124, DISCONTINUED effective last car from Kansas City March 31, 1951, and last car from Dodge City April 1, 1951).

---

(Correction No. 3017 to Santa Fe System Assignment Circular No. 1, cancelling Correction No. 2957)

KANSAS CITY AND OKLAHOMA CITY - LINE 3013  
(10-Section, 1 Drawing Room, 2 Compartment Standard)

(Change in capacity effective with car from Kansas City August 26, and car from Oklahoma City August 27, 1952).

WESTBOUND

Train No. 27

Car 273

Pullman Empl .....Upper 1, to Oklahoma City  
Oklahoma City .....Sections 5, 6, Kansas City to  
Oklahoma City  
Kansas City .....Lower 1, Sections 2, 3, 4, 8, 9, 10,  
Drawing Room "A", Compartments "B" -  
"C", to Oklahoma City  
Topeka .....Section 7, to Oklahoma City

EASTBOUND

Trains 28 to Newton, 124 to Kansas City

Car 280

(Set for occupancy Kansas City until 7:30 A.M.)

Pullman Empl .....Upper 1, to Kansas City  
Kansas City .....Sections 5, 6, Oklahoma City to  
Kansas City  
Oklahoma City .....Lower 1, Sections 2, 3, 7, 8, 9, 10,  
Drawing Room "A", Compartments "B" -  
"C", to Kansas City.  
Ponca City .....Section 4, to Kansas City.

Ticket Agents will wire as follows:

On departure Train 28, DTA Oklahoma City, will wire one section or two berths to Ticket Agent Wichita "US".

---

(Correction No. 3316 to Santa Fe System Assignment Circular No. 1, cancelling Correction No. 3065)



HOUSTON AND CLOVIS -LINE 3016  
(6-Section 1-Drawing Room 4-Bedroom Standard)

(Change in train numbers, effective Sept. 27, 1953)

WESTBOUND: Trains 66 to Temple, 75 to Clovis

Car 661

Pullman Employee....Upper 1 to Clovis.  
Temple.....Section 2 to Clovis.  
Houston .....Lower 1, Sections 3 to 6 incl.,  
Drawing room A and Bedrooms B, C, D,  
and E to Clovis.

EASTBOUND: Trains 76 to Temple, 65 to Houston.

Car 981

Pullman Empl.....Upper 1 to Houston  
Clovis.....Section 2 to Houston.  
Lubbock.....Sections 3 and 4, Bedrooms B, C,  
and D and Drawing Room A to Houston  
Snyder.....Lower 1 to Houston.  
Sweetwater.....Section 5 to Houston  
View.....Section 6 and Bedroom E to Houston

---

(Correction No. 3602 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3436)

FORT WORTH AND DENVER - LINE 3017

(Fort Worth and Denver Line 3017, 12-1 Standard, westbound Car 160, Trains 16-3-13-130; eastbound Car 150 Trains 141-14-4-15, discontinued effective with last car from Denver June 5, 1947, and last car from Ft. Worth June 6, 1947; Car from Ft. Worth June 7, 1947, will operate to Oklahoma City only)

---

(Correction No. 1896 to Santa Fe System Assignment Circular No. 1, cancelling Correction No. 1828)

HOUSTON AND SAN ANGELO LINE 3092  
(10-Section, 1 Drawing Room, 2 Compartment Standard)

(Change in capacity, effective with first  
car from San Angelo August 27, and car  
from Houston August 28, 1952)

WESTBOUND - Trains 66 to Temple  
75 to Brownwood  
77 to San Angelo

Car No. 660

Pullman Empl .....Upper 1 to San Angelo  
Houston .....Section 7, to Temple  
Houston .....Lower 1, Sections 2, 3, 4, 5, 6, 8, 9,  
10, Drawing Room "A", Compartments "B"  
"C" to San Angelo  
Temple .....Section 7, to San Angelo

Ticket Agents will wire as follows:

Depot Ticket Agent Houston will release to Pullman  
Conductor one section or two berths for train sales and  
wire remainder of unsold space to Ticket Agent Temple.  
This wire to be sent immediately on departure of Train  
66 from Houston.

EASTBOUND - Trains 78 to Brownwood  
76 to Temple  
65 to Houston

Car No. 650

Pullman Empl .....Upper 1 to Houston  
San Angelo .....Lower 1, Sections 2, 3, 4, 5, 6, 7,  
Drawing Room "A", Compartments "B" -  
"C" to Houston  
Coleman .....Section 8, to Houston  
Brownwood .....Sections 9, 10, to Houston

Ticket Agents will wire as follows:

Ticket Agent San Angelo will release to Pullman Con-  
ductor one section or two berths for train sales and wire  
remainder of unsold space to Ticket Agent Brownwood. This  
wire is to be sent immediately on departure of Train 78.

Ticket Agent Brownwood will release to Pullman Con-  
ductor one section or two berths for train sales if needed  
and wire remainder of unsold space to Ticket Agent Temple..  
This wire is to be sent immediately on departure of Train 76.

---

(Correction No. 3317 to Santa Fe System Assignment  
Circular No. 1 cancelling Correction No. 2426).

/

DALLAS AND SAN ANGELO - LINE 3095  
(8-Section, 1-Drawing Room, 2-Compartment Standard)

(Change in capacity, effective with cars from  
Dallas and San Angelo July 19, 1953)

WESTBOUND - Trains 112 to Ft. Worth, 77 to San Angelo

Car 770

Pullman Empl.....Upper 1, to San Angelo.  
Ft. Worth .....Lower 1, Sections 6-7, to San Angelo  
Dallas .....Remainder of space, to San Angelo

Pullman Conductor will wire as follows:

Pullman conductor Train 112 will report unsold  
space to D.T.A., Ft. Worth, on arrival Train 112.

EASTBOUND - Trains 78 to Fort Worth, 111 to Dallas

Car 780

Pullman Empl .....Upper 1, to Dallas  
Brownwood .....Lower 1, Section 7, to Dallas  
San Angelo .....Remainder of space, to Dallas

Ticket Agents will wire as follows:

Ticket Agent, San Angelo, will release to Pullman  
Conductor one section or two berths for train sales, and  
will wire remainder of unsold space to Ticket Agent,  
Brownwood, on departure of Train 78.

---

(Correction No. 3546 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3485)

LUBBOCK AND DALLAS - LINE 3512

(Lubbock and Dallas Line 3512, 12-1 Standard, eastbound Car 951 Santa Fe Train 95 to Sweetwater thence T&P Train 8 to Dallas; westbound Car 78 T&P #7 to Sweetwater thence Santa Fe #94

DISCONTINUED effective with last car from Dallas July 30, 1949, and last car from Lubbock July 30, 1949)

CHICAGO AND LOS ANGELES - LINE 4000  
(24-Duplex Roomette Standard)

(Change in assignments effective with  
car from Chicago, September 16, 1953)

WESTBOUND

Trains 23 to Kansas City, 123 to Los Angeles

Car 1239

Chicago.....Duplex-Roomettes 2,4,5,6,7,8, to Kansas City  
Chicago.....Duplex-Roomette 22, to Topeka  
Chicago.....Duplex-Roomettes 1,3,9,10,11,12,13,14,15,16,  
17,18,19,20,21,23,24, to Los Angeles  
Kansas City..Duplex-Roomettes 2,4,5,6,7,8, to Los Angeles  
Topeka.....Duplex-Roomette 22, to Los Angeles

Pullman Conductor will wire as follows:

From Fort Madison to Ticket Agent, Kansas City Union  
Station unsold space on Train 123 after retaining one  
section and one room for train sales.

From Trinidad to Ticket Agent, Albuquerque, unsold  
space on Train 123, after retaining for train sales two  
sections and two roomettes to Los Angeles.

From Las Vegas to ticket agents Gallup and Williams,  
EACH, one section or roomette from unsold space to Los  
Angeles on Train 123.

(Continued on Page 71-N)

---

(Correction No. 3603 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3495)

LOS ANGELES AND CHICAGO - LINE 4000  
(24-Duplex Roomette Standard)

EASTBOUND

Trains 124 ~~to Kansas City~~, 24 to Chicago

Car 1249

Los Angeles .....Duplex Roomettes 2,4, to Albuquerque  
Los Angeles .....Duplex Roomettes 3,5, to Lamy  
Los Angeles .....Duplex Roomette 1, to Kansas City  
Los Angeles .....Duplex Roomettes 6 to 24 Incl. to  
Chicago  
Albuquerque .....Duplex Roomette 2, to Kansas City  
Albuquerque .....Duplex Roomette 4, to Chicago  
Santa Fe .....Duplex Roomettes 3,5, Lamy to Chicago  
Kansas City .....Duplex Roomettes 1,2, to Chicago

Pullman Conductor will wire as follows:

From Needles to Ticket Agent, Albuquerque, unsold space on Train 124, retaining two sections or four berths for train sales.

From Needles to Gen. Agt. Pass. Dept., Kansas City, all space on Train 124 that will be vacated on arrival Kansas City; releasing such space for Kansas City's use beyond that point.

From Lamy to Ticket Agent La Junta, all unsold space on Train 124 after retaining two sections or rooms for train sales.

From Newton to Ticket Agent, Kansas City Union Station, unsold space on Train 124, retaining one section or two berths for train sales.

From Henrietta to Ticket Agent, Ft. Madison, unsold space on Train 24, after retaining one section or two berths for train sales.

(4-16-51)  
-----  
(Correction No. 3028 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 2982)

CHICAGO AND LOS ANGELES - LINE 4004  
(14-Section Standard)

(Change in assignments effective  
with car from Chicago Nov. 30, 1953)

WESTBOUND - Train 23

Car 235

Pullman Porters.....Upper 1, to Los Angeles  
Steward.....Upper 2, to Los Angeles  
Chicago.....Lower 1, Sections 3, 4, 5, 6, 7, 8,  
to Kansas City  
Chicago.....Sections 9, 10, 11, to Amarillo  
Chicago.....Lower 2, Sections 12, 13, 14, to Los Ang.  
Kansas City.....Section 3, to Wichita  
Kansas City.....Section 4, to Clovis  
Kansas City.....Lower 1, Sections 5, 6, 7, 8, to  
Los Angeles  
Wichita.....Section 3, to Los Angeles  
Amarillo.....Sections 9, 10, 11, to Los Angeles  
Clovis.....Section 4, to Los Angeles

Pullman Conductor will wire as follows:

From Fort Madison to Ticket Agent, Kansas City Union Station  
unsold space on Train 23, after retaining one section or two  
berths for train sales.

From Wellington to Ticket Agents, Amarillo and Clovis each,  
one section or two berths and one room from unsold space on  
Train 23.

From Fort Sumner to Ticket Agents, Gallup and Williams,  
Ariz., one section or two berths each from unsold space on  
Train 23.

(Continued on Page 71-V)

---

(Correction No. 3683 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3204)



LOS ANGELES AND CHICAGO - LINE 4004  
(14-Section Standard)

(Change in assignments effective with  
car from Los Angeles March 1, 1951)

EASTBOUND - Train 24

Car 245

Pullman Empl .....Upper 1, to Chicago  
Steward .....Upper 2, to Kansas City  
Los Angeles .....Section 14, to Clovis  
Los Angeles .....Sections 12, 13, to Amarillo  
Los Angeles .....Lower 2, Section 3, to Kansas City  
Los Angeles .....Lower 1, Sections 4,5,6,7,8,9,10,11,  
to Chicago  
Clovis .....Section 14, to Chicago  
Lubbock .....Section 12, Amarillo to Chicago  
Amarillo .....Section 13, to Chicago  
Kansas City .....Sections 2 and 3, to Chicago

Pullman Conductor will wire as follows:

From Needles to Ticket Agent Amarillo, unsold space on Train 24, retaining two sections or four berths for train sales.

From Needles to Gen. Agt. Pass. Dept., Kansas City, all space on Train 24 that will be vacated on arrival Kansas City, releasing such space for Kansas City's use beyond that point.

From Gallup to Ticket Agent Amarillo, all unsold space on Train 24, retaining two sections or four berths for train sales.

From Newton to Ticket Agent, Kansas City Union Station, unsold space on Train 24, retaining one section or two berths for train sales.

From Henrietta to Ticket Agent, Ft. Madison, unsold space on Train 24, after retaining one section or two berths for train sales.

Ticket Agents will wire as follows:

From Lubbock to Ticket Agent Amarillo, daily on departure of Train 96, releasing space if not sold, or advising ticket number if sold - so ticket number may be shown on diagram.

---

(Correction No. 2949 to Santa Fe System Assignment Circular No. 1, cancelling Correction No. 2931)

CHICAGO AND LOS ANGELES - LINE 4006  
(10-Roomette, 6-Double Bedroom Standard)

(Change in eastbound assignments, effective  
March 6, 1953)

WESTBOUND - Train 17

Car No. 171

Steward.....Roomette 10, to Los Angeles  
Chicago.....Remainder of space, to Los Angeles

Pullman Conductor will wire as follows:

From Streator to Ticket Agent, Kansas City Union  
Station, unsold space on Train No. 17.

From Newton to Ticket Agent, Albuquerque, unsold  
space on Train No. 17, retaining one room for train  
sales.

EASTBOUND - Train 18

Car No. 181

Steward.....Roomette 10, to Chicago  
Los Angeles...Remainder of space, to Chicago

Pullman Conductor will wire as follows:

From Earstow to Ticket Agent, Albuquerque, unsold  
space on Train No. 18.

Ticket Agents will wire as follows:

Agent, Albuquerque, to Gen. Agt. Pass. Dept., Kansas  
City, unsold space, after releasing one room to Pull-  
man conductor for train sales.

(Correction No. 3401 to Santa Fe System Assign-  
ment Circular No. 1, cancelling Correction No. 2920)

CHICAGO AND LOS ANGELES - LINE 2d 4006

(Designation of Chicago and Los Angeles Line 2d 4006,  
Cars 177-187, Trains 17-18, changed to

LINE 4007, effective July 1, 1952. See Page 74)

---

(Correction No. 3292 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3186)

CHICAGO AND LOS ANGELES - LINE 4007  
(10-Roomette, 6-Double Bedroom Standard)

(Change in eastbound assignments effective with  
car from Los Angeles November 8, 1953)

WESTBOUND - Train 17

Car No. 177

Train Condr.....Roomette 9, to Los Angeles  
Pullman Condr....Roomette 10, to Los Angeles  
Chicago.....Remainder of space, to Los Angeles

Pullman Conductor will wire as follows:

From Streator to Ticket Agent, Kansas City Union Station  
unsold space on Train No. 17.

From Newton to Ticket Agent, Albuquerque, unsold space  
on Train No. 17, retaining one room for train sales.

EASTBOUND - Train 18

Car No. 187

Train Condr.....Roomette 9, to Chicago  
Pullman Condr....Roomette 10, to Chicago  
Los Angeles.....Roomette 3, Bedroom A, to Albuquerque  
Los Angeles.....Remainder of space, to Chicago  
Albuquerque.....Roomette 3, Bedroom A, to Chicago

Pullman Conductor will wire as follows:

From Barstow to Ticket Agent, Albuquerque, unsold space  
on Train No. 18.

Ticket Agents will wire as follows:

Agent, Albuquerque, to Gen. Agt. Pass. Dept., Kansas City,  
unsold space after releasing one room to Pullman Conductor  
for train sales.

---

(Correction No. 3671 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3293)

CHICAGO AND LOS ANGELES - LINE 2d 4007

(See Line 2nd 4015, Page 87, for Cars 174-184)

(Issued Oct. 1, 1946)

---

(Correction No. 1713 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 1187)

CHICAGO AND LOS ANGELES - LINE 4008

(See Line 4016, Page 88, for Cars 170 - 180)

(Issued Oct.1,1946)

---

(Correction No. 1714 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 1188)

CHICAGO AND PHOENIX - LINE 4009

(Chicago and Phoenix Line 4009, 6-6-4 Standard,  
westbound Trains 23-47, Car 234, eastbound Trains  
42-24, Car 244, D I S C O N T I N U E D effective  
with last car from Chicago February 17, 1949, and  
last car from Phoenix February 16, 1949)

---

(Correction No. 2427 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 2391)

CHICAGO AND LOS ANGELES - LINE 4010  
(17-Roomette, 1-Section Standard)

(Change in assignments effective with car  
from Chicago and Los Angeles January 15, 1952)

WESTBOUND - Train 19

Car No. 196

Pullman Porters .....Section 9, to Los Angeles  
Steward .....Roomette 1, to Los Angeles  
Pullman Conductor .....Roomette 2, to Los Angeles  
Chicago .....Remainder of space to Los Angeles

Pullman Conductor will wire as follows:

From Galesburg to Ticket Agent, Kansas City Union  
Station, unsold space on Train No. 19, retaining one  
room for train sales.

From Emporia to Ticket Agent, Albuquerque, two rooms  
on Train No. 19.

EASTBOUND - Train 20

Car No. 206

Pullman Porters .....Section 9, to Chicago  
Steward .....Roomette 1, to Chicago  
Pullman Conductor .....Roomette 2, to Chicago  
Los Angeles .....Roomette 5, to Albuquerque  
Los Angeles .....Roomette 3, to Lamy  
Los Angeles .....Remainder of space, to Chicago  
Albuquerque .....Roomette 5, to Chicago  
Santa Fe .....Roomette 3, Lamy to Chicago

Pullman Conductor will wire as follows:

From San Bernardino to Ticket Agent, Grand Canyon, one  
drawing-room, one compartment, one bedroom, and one roomette  
on Train No. 20, for sale from Williams.

From San Bernardino to Ticket Agent, Albuquerque, two  
rooms on Train No. 20.

From Albuquerque to Gen. Agt. Pass. Dept., Kansas City  
one drawing room, one compartment, one bedroom, and one  
roomette on Train No. 20.

---

(Correction No. 3184 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3121)



CHICAGO AND LOS ANGELES - LINE 4011

(Chicago and Los Angeles Line 4011, 8-2-2 Standard, westbound Car 191, Train 19, eastbound Car 201, Train 20, discontinued effective with last car from Chicago March 28, 1947, and last car from Los Angeles March 31, 1947).

(See Line 4029 covering operation of Cars 191 and 201  
between Chicago and San Diego)

---

(Correction No. 1835 to Santa Fe System Assignment Circular No. 1, cancelling Correction No. 1293)

CHICAGO AND LOS ANGELES - LINE 2nd 4011

(CHICAGO AND LOS ANGELES LINE 2d 4011, 2-4-4 Standard, westbound Train 19 Car 192, eastbound Train 20, Car 202, discontinued effective with last car from Chicago May 2, 1946, and last car from Los Angeles April 30, 1946)

---

(Correction No. 1533 to Santa Fe System Assignment Circular No. 1, cancelling Correction No. 1082)

CHICAGO AND LOS ANGELES - LINE 4012  
(4-Drawing Room, 1-Double Bedroom, Observation Standard)

(Change in eastbound wiring arrangements effective  
with car from Los Angeles September 26, 1951)

WESTBOUND - Train 19

Car No. 190

Chicago ..... Entire space to Los Angeles

Pullman Conductor will wire as follows:

From Galesburg to Ticket Agent, Kansas City Union  
Station, unsold space on Train No. 19, retaining one  
room for train sales.

From Emporia to Ticket Agent, Albuquerque, two rooms  
on Train No. 19.

EASTBOUND - Train 20

Car No. 200

Los Angeles .....Entire space to Chicago

Pullman Conductor will wire as follows:

From San Bernardino to Ticket Agent, Grand Canyon, one  
drawing room, one compartment, one bedroom, and one  
roomette, on Train No. 20, for sale from Williams.

From San Bernardino to Ticket Agent, Albuquerque, two  
rooms on Train No. 20.

From Albuquerque to Gen. Agt. Pass. Dept., Kansas City,  
one drawing room, one compartment, one bedroom, and one  
roomette on Train No. 20.

---

(Correction No. 3122 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 2933)

CHICAGO AND LOS ANGELES - LINE 4013  
(4-Comptment, 4-Bedroom, 2-Drawing Room Standard)

(Designation of Chicago and Los Angeles Line 2d 4015, changed to LINE 4013, effective July 1, 1952).

WESTBOUND - Train 17

Car No. 174

Chicago .....Entire space to Los Angeles

Pullman Conductor will wire as follows:

From Streator to Ticket Agent, Kansas City Union Station, unsold space on Train No. 17.

From Newton to Ticket Agent, Albuquerque, unsold space on Train No. 17, retaining one room for train sales.

EASTBOUND - Train 18

Car No. 184

Los Angeles .....Entire space to Chicago

Pullman Conductor will wire as follows:

From Barstow to Ticket Agent, Albuquerque, unsold space on Train No. 18.

Ticket Agents will wire as follows:

Agent, Albuquerque to Gen. Agt. Pass. Dept., Kansas City, unsold space, after releasing one room to Pullman Conductor for train sales.

---

(Correction No. 3294 to Santa Fe System Assignment Circular No. 1, cancelling correction No. 2281)

CHICAGO AND LOS ANGELES - LINE 4014  
(4-Compartment, 4-Bedroom, 2-Drawing Room Standard)

(Change in westbound and eastbound assignments,  
effective March 6, 1953)

WESTBOUND - Train 17

Car No. 176

Chicago.....All Space, to Los Angeles

Pullman Conductor will wire as follows:

From Streator to Ticket Agent, Kansas City Union Sta-  
tion, unsold space on Train No. 17.

From Newton to Ticket Agent, Albuquerque, unsold space  
on Train No. 17, retaining one room for train sales.

EASTBOUND - Train 18

Car No. 186

Los Angeles.....All space, to Chicago

Pullman Conductor will wire as follows:

From Barstow to Ticket Agent, Albuquerque, unsold space  
on Train No. 18.

Ticket Agents will wire as follows:

Agent, Albuquerque to Gen. Agt. Pass. Dept. Kansas  
City, unsold space, after releasing one room to Pullman  
Conductor for train sales.

-----  
(Correction No. 3402 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3295)

CHICAGO AND LOS ANGELES - LINE 4015  
(4-Compartment, 4-Bedroom, 2-Drawing Room Standard)

(Change in wiring arrangements effective  
with car from Chicago Feb. 10, 1951)

WESTBOUND - Train 17

Car No. 172

Chicago .....Entire space to Los Angeles

Pullman Conductor will wire as follows:

From Streator to Ticket Agent, Kansas City Union  
Station, unsold space on Train No. 17.

From Newton to Ticket Agent, Albuquerque, unsold  
space on Train No. 17, retaining one room for train  
sales.

EASTBOUND - Train 18

Car No. 182

Los Angeles .....Entire space to Chicago

Pullman Conductor will wire as follows:

From Barstow to Ticket Agent, Albuquerque, unsold  
space on Train No. 18.

Ticket Agents will wire as follows:

Agent, Albuquerque to Gen. Agt. Pass. Dept., Kansas  
City, unsold space, after releasing one room to Pullman  
conductor for train sales.

---

(Correction No. 2922 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 2572)

CHICAGO AND LOS ANGELES - LINE 2d 4015

(Designation of Chicago and Los Angeles  
Line 2d 4015, Cars 174 - 184, Trains  
17 - 18, changed to LINE 4013, effective  
July 1, 1952. See Page 83).

---

Correction No. 3296 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 2923).

CHICAGO AND LOS ANGELES - LINE 4016  
(4-Drawing Room, 1-Double Bed Room, Observation Standard)

(Change in wiring arrangements, effective  
with car from Chicago Feb. 10, 1951)

WESTBOUND - Train 17

Car No. 170

Chicago .....Entire space to Los Angeles

Pullman Conductor will wire as follows:

From Streator to Ticket Agent, Kansas City Union  
Station, unsold space on Train No. 17.

From Newton to Ticket Agent, Albuquerque, unsold  
space on Train No. 17, retaining one room for train  
sales.

EASTBOUND - Train 18

Car No. 180

Los Angeles .....Entire space to Chicago

Pullman Conductor will wire as follows:

From Barstow to Ticket Agent, Albuquerque, unsold  
space on Train No. 18.

Ticket Agents will wire as follows:

Agent, Albuquerque to Gen. Agt. Pass. Dept., Kansas  
City, unsold space, after releasing one room to Pullman  
Conductor for train sales.

---

(Correction No. 2925 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 2575)



CHICAGO AND PHOENIX - LINE 4017

(4-Compartment, 4-Bedroom, 2-Drawing Room Standard)

(Change in capacity, effective with car from Chicago, Dec. 13, and car from Phoenix Dec. 15, 1953.)

WESTBOUND

Trains 19 to Ash Fork, 47 to Phoenix

Car No. 419

Chicago.....All space to Phoenix.

Pullman Conductor will wire as follows:

From Galesburg to Ticket Agent, Kansas City Union Station, unsold space in Car 419, retaining two rooms for train sales.

From Emporia to Ticket Agent, Albuquerque, two rooms in Car 419.

From Gallup to Ticket Agent, Ash Fork, all unsold space in Car 419.

EASTBOUND

Trains 42 to Ash Fork, 20 to Chicago

Car No. 420

Phoenix.....All space to Chicago.

Pullman Conductor will wire as follows:

From Albuquerque to Gen. Agt., Pass. Dept., Kansas City, one drawing room, one compartment, one bedroom, and one roomette on Train No. 20.

Ticket Agents will wire as follows:

From Phoenix to Ticket Agent, Albuquerque, one room; this wire to be sent promptly on departure of No. 42.

---

(Correction No. 3684 to Santa Fe System Assignment Circular No. 1, cancelling Correction No. 3427)

CHICAGO AND PHOENIX - LINE 4017

(Chicago and Phoenix Line 4017 will be filled daily with 8-Section, 2-Compartment, 2-Double Bedroom Standards, effective with car from Chicago October 1, 1950).

---

(Correction No. 2802 to Santa Fe System Assignment Circular No. 1, cancelling Correction No. 2793. Effective October 1, Corrections 2793 and 2802 should be removed from Circular).

PHOENIX AND CHICAGO - LINE 4017  
Dates and Capacities from Phoenix

(Phoenix and Chicago Line 4017 will be filled daily with 8-Section, 2-Compartment, 2-Double Bedroom Standards, effective with car from Phoenix October 3, 1950).

---

(Correction No. 2803 to Santa Fe System Assignment Circular No. 1, cancelling Correction No. 2794. Effective October 3 Corrections 2794 and 2803 should be removed from Circular.)

KANSAS CITY AND DALLAS - LINE 4018  
(8-Section, 2-Compartment, 2-Double Bedroom Standard)

(Chicago and Dallas Line 4018 shortened  
to operate between Kansas City and  
Dallas, effective with last car from  
Chicago Sept. 12, 1953)

WESTBOUND: Train 11 to Oklahoma City  
111 to Dallas

Car No. 111

Pullman Empl.....Upper 1, to Dallas  
Pullman Condr....Lower 1, Wichita to Dallas  
Chicago.....Section 6, Bedroom A, Kansas City  
to Dallas  
Kansas City.....Section 4, to Topeka  
Kansas City.....Lower 1, Sections 3-5, Bedroom B,  
to Wichita  
Kansas City.....Section 2, to Ponca City  
Kansas City.....Sections 7-8, Compts. C-D, to Dallas  
Topeka.....Section 4, to Dallas  
Wichita.....Sections 3-5, Bedroom B, to Dallas  
Ponca City.....Section 2, to Dallas

Pullman Conductor will wire as follows:

Depot Passenger Agent, Chicago, will wire Gen. Agt. Psgr. Dept., Kansas City, disposition of Chicago's assignment in Car 111; giving ticket or code number and between what points reserved; unused space released for Kansas City's use. Kansas City will show complete record of Chicago's assignments on Kansas City diagram; not necessary for Chicago to forward diagram.

From Lawrence to Ticket Agent, Wichita Union Station, unsold space on Train 11, after retaining one section or two berths for train sales.

Ticket Agent will wire as follows:

Ticket Agent, Wichita Union Station, to D.P.A., Oklahoma City, unsold space on Train 11, retaining one section or two berths for train sales.

(Continued on Page 89-C)

---

(Correction No. 3579 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3384)

DALLAS AND KANSAS CITY - LINE 4018

(8-Section, 2-Compartment, 2-Double Bedroom Standards)

(Dallas and Chicago Line 4018 shortened to operate between Dallas and Kansas City only, effective with first car from Dallas, September 12, 1953)

EASTBOUND - Trains 112 to Oklahoma City, 12 to Kansas City

Car No. 121

Pullman Porter.....	Upper 1, to Wichita
Pullman Conductor...	Lower 1, to Wichita
Dallas.....	Section 3, to Wichita
Dallas.....	Sections 7-8, Bedroom B, Compt. C. to Kansas City
Ft. Worth.....	Section 4 to Wichita
Ft. Worth.....	Section 2 to Topeka
Ft. Worth.....	Sections 5-6, Bedroom A, Compt. D. to Kansas City
Wichita.....	Sections 1-3-4 to Kansas City
Topeka.....	Section 2 to Kansas City

Pullman Conductor will wire as follows:

On arrival Ft. Worth, Pullman conductor Train 112 will report to D.T.A. Ft. Worth, all unsold space.

From Newton to C.P.A., Topeka, all unsold space, after retaining one section for train sales.

Ticket Agents will wire as follows:

D.T.A. Ft. Worth, will release to Pullman conductor one section and one room for train sales, then wire to Depot Ticket Agent, Oklahoma City, one section, and remainder of unsold space to Ticket Agent, Union Station, Wichita.

(Correction No. 3580 to Santa Fe System Assignment Circular No. 1, cancelling Correction No. 3511)

KANSAS CITY AND LOS ANGELES - LINE 4020

(10-Roomette, 6-Double Bedroom Standard

OR

10-Roomette, 3-Bedroom, 2-Comp. Standard)

(Change in capacity, effective with car from Kansas City  
May 1 and car from Los Angeles May 2, 1953)

(See Pages 89-FF and 89-FFF for dates and capacities)

WESTBOUND - Train 17

Car No. 179

(Occupancy at Kansas City at 9:30 P.M.)

Kansas City.....Roomette 4 and Bedroom "A", to Albuq.  
Kansas City.....Remainder of space, to Los Angeles.  
Albuquerque.....Roomette 4 and Bedroom "A", to Los  
Angeles.

Pullman Conductor will wire as follows:

From Newton to ticket agent, Albuquerque, unsold space  
on Train No. 17 retaining one room for train sales.

EASTBOUND - TRAIN 18

Car No. 189

(Occupancy at Kansas City until 8:00 A.M.)

Los Angeles.....All space to Kansas City

Pullman Conductor will wire as follows:

From Barstow to ticket agent, Albuquerque, unsold  
space on Train 18.

---

(Correction No. 3428 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3166)

KANSAS CITY AND LOS ANGELES - LINE 4020  
 (Dates and capacities from Kansas City)

<u>DATES</u> 1953	<u>CAPACITIES</u>	<u>DATES</u>	<u>CAPACITIES</u>	<u>DATES</u>	<u>CAPACITIES</u>
8-29	10-3-2	10-16	10-3-2	12- 3	10-3-2
8-30	10-3-2	10-17	10-3-2	12- 4	10-3-2
8-31	10-6	10-18	10-6	12- 5	10-6
9- 1	10-6	10-19	10-6	12- 6	10-6
9- 2	10-3-2	10-20	10-3-2	12- 7	10-3-2
9- 3	10-3-2	10-21	10-3-2	12- 8	10-3-2
9- 4	10-6	10-22	10-6	12- 9	10-6
9- 5	10-6	10-23	10-6	12-10	10-6
9- 6	10-3-2	10-24	10-3-2	12-11	10-3-2
9- 7	10-3-2	10-25	10-3-2	12-12	10-3-2
9- 8	10-6	10-26	10-6	12-13	10-6
9- 9	10-6	10-27	10-6	12-14	10-6
9-10	10-3-2	10-28	10-3-2	12-15	10-3-2
9-11	10-3-2	10-29	10-3-2	12-16	10-3-2
9-12	10-6	10-30	10-6	12-17	10-6
9-13	10-6	10-31	10-6	12-18	10-6
9-14	10-3-2	11- 1	10-3-2	12-19	10-3-2
9-15	10-3-2	11- 2	10-3-2	12-20	10-3-2
9-16	10-6	11- 3	10-6	12-21	10-6
9-17	10-6	11- 4	10-6	12-22	10-6
9-18	10-3-2	11- 5	10-3-2	12-23	10-3-2
9-19	10-3-2	11- 6	10-3-2	12-24	10-3-2
9-20	10-6	11- 7	10-6	12-25	10-6
9-21	10-6	11- 8	10-6	12-26	10-6
9-22	10-3-2	11- 9	10-3-2	12-27	10-3-2
9-23	10-3-2	11-10	10-3-2	12-28	10-3-2
9-24	10-6	11-11	10-6	12-29	10-6
9-25	10-6	11-12	10-6	12-30	10-6
9-26	10-3-2	11-13	10-3-2	12-31	10-3-2
9-27	10-3-2	11-14	10-3-2	1 - 1-54	10-3-2
9-28	10-6	11-15	10-6	1 - 2	10-6
9-29	10-6	11-16	10-6	1 - 3	10-6
9-30	10-3-2	11-17	10-3-2	1 - 4	10-3-2
10-1	10-3-2	11-18	10-3-2	1 - 5	10-3-2
10-2	10-6	11-19	10-6	1 - 6	10-6
10-3	10-6	11-20	10-6	1 - 7	10-6
10-4	10-3-2	11-21	10-3-2	1 - 8	10-3-2
10-5	10-3-2	11-22	10-3-2	1 - 9	10-3-2
10-6	10-6	11-23	10-6	1 -10	10-6
10-7	10-6	11-24	10-6	1 -11	10-6
10-8	10-3-2	11-25	10-3-2	1 -12	10-3-2
10-9	10-3-2	11-26	10-3-2	1 -13	10-3-2
10-10	10-6	11-27	10-6	1 -14	10-6
10-11	10-6	11-28	10-6	1 -15	10-6
10-12	10-3-2	11-29	10-3-2	1 -16	10-3-2
10-13	10-3-2	11-30	10-3-2	1 -17	10-3-2
10-14	10-6	12- 1	10-6	1 -18	10-6
10-15	10-6	12- 2	10-6	1 -19	10-6

(Correction No. 3556 to Santa Fe System Assignment Circular No. 1 cancelling Correction No. 3429)

LOS ANGELES AND KANSAS CITY - LINE 4020  
(Dates and Capacities from Los Angeles)

<u>DATES</u>	<u>CAPACITIES</u>	<u>DATES</u>	<u>CAPACITIES</u>	<u>DATES</u>	<u>CAPACITIES</u>
1953					
8-30	10-3-2	10-17	10-3-2	12- 4	10-3-2
8-31	10-3-2	10-18	10-3-2	12- 5	10-3-2
9- 1	10-6	10-19	10-6	12- 6	10-6
9- 2	10-6	10-20	10-6	12- 7	10-6
9- 3	10-3-2	10-21	10-3-2	12- 8	10-3-2
9- 4	10-3-2	10-22	10-3-2	12- 9	10-3-2
9- 5	10-6	10-23	10-6	12-10	10-6
9- 6	10-6	10-24	10-6	12-11	10-6
9- 7	10-3-2	10-25	10-3-2	12-12	10-3-2
9- 8	10-3-2	10-26	10-3-2	12-13	10-3-2
9- 9	10-6	10-27	10-6	12-14	10-6
9-10	10-6	10-28	10-6	12-15	10-6
9-11	10-3-2	10-29	10-3-2	12-16	10-3-2
9-12	10-3-2	10-30	10-3-2	12-17	10-3-2
9-13	10-6	10-31	10-6	12-18	10-6
9-14	10-6	11- 1	10-6	12-19	10-6
9-15	10-3-2	11- 2	10-3-2	12-20	10-3-2
9-16	10-3-2	11- 3	10-3-2	12-21	10-3-2
9-17	10-6	11- 4	10-6	12-22	10-6
9-18	10-6	11- 5	10-6	12-23	10-6
9-19	10-3-2	11- 6	10-3-2	12-24	10-3-2
9-20	10-3-2	11- 7	10-3-2	12-25	10-3-2
9-21	10-6	11- 8	10-6	12-26	10-6
9-22	10-6	11- 9	10-6	12-27	10-6
9-23	10-3-2	11-10	10-3-2	12-28	10-3-2
9-24	10-3-2	11-11	10-3-2	12-29	10-3-2
9-25	10-6	11-12	10-6	12-30	10-6
9-26	10-6	11-13	10-6	12-31	10-6
9-27	10-3-2	11-14	10-3-2	1 - 1-54	10-3-2
9-28	10-3-2	11-15	10-3-2	1 - 2	10-3-2
9-29	10-6	11-16	10-6	1 - 3	10-6
9-30	10-6	11-17	10-6	1 - 4	10-6
10-1	10-3-2	11-18	10-3-2	1 - 5	10-3-2
10-2	10-3-2	11-19	10-3-2	1 - 6	10-3-2
10-3	10-6	11-20	10-6	1 - 7	10-6
10-4	10-6	11-21	10-6	1 - 8	10-6
10-5	10-3-2	11-22	10-3-2	1 - 9	10-3-2
10-6	10-3-2	11-23	10-3-2	1 -10	10-3-2
10-7	10-6	11-24	10-6	1- 11	10-6
10-8	10-6	11-25	10-6	1- 12	10-6
10-9	10-3-2	11-26	10-3-2	1- 13	10-3-2
10-10	10-3-2	11-27	10-3-2	1- 14	10-3-2
10-11	10-6	11-28	10-6	1- 15	10-6
10-12	10-6	11-29	10-6	1- 16	10-6
10-13	10-3-2	11-30	10-3-2	1- 17	10-3-2
10-14	10-3-2	12- 1	10-3-2	1- 18	10-3-2
10-15	10-6	12- 2	10-6	1- 19	10-6
10-16	10-6	12- 3	10-6	1- 20	10-6

(Correction No. 3557 to Santa Fe System assignment  
Circular No. 1 cancelling Correction No. 3430)



CHICAGO AND KANSAS CITY - LINE 4021  
(24-Duplex-Roomette Standard)

(Change in westbound assignments, effective with  
car from Chicago September 18, 1950)

WESTBOUND - Train 9

Car No. 96

Kansas City .....Duplex Roomettes 2-4-5-7 Chicago  
to Kansas City  
Chicago .....Remainder of space, to Kansas City

EASTBOUND - Train 10

Car No. 102

Chicago ..... Duplex-Roomettes 5 and 7, Kansas City  
to Chicago  
Kansas City .....Remainder of space, to Chicago

---

(Correction No. 2808 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 2710)

CHICAGO AND GALVESTON - LINE 4022  
(24-Duplex-Roomette Standard)

(Correction in assignments, effective with  
car from Chicago, March 25, 1951)

WESTBOUND - Train 15

~~Car 157~~

Pullman Condr .....Duplex-Roomette 3, to Galveston  
Pullman Porter .....Duplex-Roomette 21, to Oklahoma City  
Steward .....Duplex Roomette 23 to Oklahoma City  
Chicago .....Duplex-Roomettes 22, 24, to Kansas  
City  
Chicago .....Duplex-Roomettes 11, 13, to Wichita  
Chicago .....Duplex-Roomette 10, to Ponca City  
Chicago .....Duplex-Roomettes 18, 20, to Oklahoma  
City  
Chicago .....Duplex-Roomettes 6,7,8,9, to Ft.  
Worth  
Chicago .....Duplex-Roomettes 1,2,4,5,12,14,15,16,  
17,19, to Galveston  
Kansas City .....Duplex-Roomettes 22,24, to Galveston  
Wichita .....Duplex-Roomettes 11,13, to Galveston  
Ponca City .....Duplex-Roomette 10, to Galveston  
Oklahoma City .....Duplex-Roomettes 18,20,21,23, to  
Galveston  
Ft. Worth .....Duplex-Roomettes 6,7,8,9, to  
Galveston

Pullman Conductor will wire as follows:

From Streator to Ticket Agent, Kansas City Union  
Station, all unsold space on Train 15, after retaining  
one room for train sales.

From Emporia to Ticket Agent, Oklahoma City, unsold  
space on Train 15, after retaining one room for train  
sales.

From Arkansas City to D.T.A. Ft. Worth, all space that  
will be vacated on arrival Ft. Worth, releasing such space  
for Ft. Worth's use beyond that point.

From Purcell to D.T.A. Ft. Worth, all unsold space on  
Train 15 after retaining one room for train sales.

On arrival Train 15 at Ft. Worth, Pullman Conductor  
will release to D.T.A., Ft. Worth, all unsold space.

(Continued on Page 89-K)

---

(Correction No. 3029 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3019)

GALVESTON AND CHICAGO - LINE 4022  
(24-Duplex-Roomette Standard)

(Change in assignments, effective with  
car from Galveston April 14, 1953)

EASTBOUND - Train 16

Car 167

Pullman Condr ...Duplex-Roomette 3, to Chicago  
Pullman Porter ..Duplex Roomette 24, Oklahoma City to  
Chicago  
Steward .....Duplex-Roomette 1, Oklahoma City to  
Chicago  
Galveston .....Duplex-Roomettes 19,20,21, to Ft. Worth  
Galveston .....Duplex-Roomettes 7,9, to Chicago  
Houston .....Duplex-Roomettes 2,4,15,16,17,18,22,23,  
to Ft. Worth  
Houston .....Duplex-Roomette 6, to Ponca City  
Houston .....Duplex-Roomettes 1,5,24, to Oklahoma City  
Houston .....Duplex-Roomettes 8,10,11,12,13,14, to  
Chicago  
Ft Worth .....Duplex-Roomettes 2,4, to Oklahoma City  
Ft Worth .....Duplex-Roomettes 15,16,17,18,22,23, to  
Chicago  
Dallas .....Duplex-Roomettes 19,20,21, Ft. Worth to  
Chicago  
Oklahoma City ...Duplex-Roomettes 2,4,5, to Chicago  
Ponca City .....Duplex-Roomette 6, to Chicago

Pullman Conductor will wire as follows:

From Temple to D.P.A. Ft.Worth, all unsold space north  
of Ft. Worth.

From Newton to Ticket Agent, Kansas City Union Station,  
all unsold space on Train 16, except one room for train  
sales.

Ticket Agent will wire as follows:

D.T.A. Galveston release to Pullman Conductor two  
roomettes for train sales to Ft. Worth; wiring remainder  
unsold space, including space north of Ft. Worth, to DTA  
Houston.

D.T.A. Houston release all unsold space to Ft. Worth,  
also one roomette to Chicago to Pullman Conductor, wiring  
DPA Ft. Worth all unsold space north of Ft.Worth except  
one roomette which he will wire Ticket Agent, Temple.

Galveston and Houston release to G.A.P.D. Kansas City,  
all space to be vacated on arrival Train 16 at Kansas City.

D.T.A. Ft.Worth will release to G.A.P.D. Kansas City  
all space to be vacated on arrival Train 16 at Kansas City;  
THEN release to Pullman Conductor two roomettes for train  
sales; releasing remainder of unsold space to Depot Ticket  
Agent, Oklahoma City.

D.T.A. Oklahoma City release to Pullman Conductor one  
room for train sales, wiring remainder of unsold space to  
Ticket Agent, Kansas City Union Station.

---

(Correction No. 3437 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3020)

CHICAGO AND OAKLAND - LINE 4024  
(6-Roomette, 6-Section, 4-Double Bedroom Standard)

(Change in wiring arrangements effective  
with car from Chicago March 1, 1952)

WESTBOUND

Trains 23 to Bakersfield, 61 to Oakland

Car 233

Chicago ..... Section 7, Roomette 6, BR "A", to Kans. City  
Chicago ..... Sections 8 and 9, to Amarillo  
Chicago ..... Sections 10, 11, 12, Roomettes 1,2,3,4,5,  
                    Bedrooms B-C-D, to Oakland  
Kansas City .. Section 7, Roomette 6, Bedroom A, to Oakland  
Amarillo ..... Sections 8 and 9, to Oakland

Pullman Conductor will wire as follows:

From Fort Madison to Ticket Agent, Kansas City Union  
Station unsold space in Car 233, after retaining one section  
or one room for train sales.

From Wellington to Ticket Agent, Amarillo, one section  
or two berths, and one room, from unsold space in Car 233.

From Fort Sumner to Ticket Agents Gallup and Williams,  
one section or two berths each from unsold space in Car  
233.

(Continued on Page 89-0)

---

(Correction No. 3205 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3049)

OAKLAND AND CHICAGO - LINE 4024  
(6-Roomette, 6-Section, 4-Double Bedroom Standard)

(Change in assignments effective with  
car from Oakland May 19, 1951)

EASTBOUND

Trains 60 to Bakersfield, 24 to Chicago

Car 243

Pullman Empl .....Upper 12, to Chicago  
San Francisco .....Roomettes 1, 2, to Amarillo  
San Francisco .....Lower 12, Sections 7,8,9,10,11, Room-  
ettes 3,4,5,6, Bedrooms A,B,C,D, to  
Chicago  
Amarillo .....Roomettes 1,2, to Chicago

Pullman Conductor will wire as follows:

From Needles to Ticket Agent Amarillo, unsold space on Train 24, retaining two sections or four berths for train sales.

From Needles to Gen. Agt. Pass. Dept. Kansas City, all space on Train 24 that will be vacated on arrival Kansas City; releasing such space for Kansas City's use beyond that point.

From Gallup to Ticket Agent, Amarillo, all unsold space on Train 24, retaining two sections or four berths for train sales.

From Newton to Ticket Agent, Kansas City Union Station, unsold space on Train 24, retaining one section or two berths for train sales.

From Henrietta to Ticket Agent Ft. Madison, unsold space on Train 24 after retaining one section or two berths for train sales.

Ticket Agents will wire as follows:

Upon departure of car from Oakland, San Francisco "B" will wire to Ticket Agents Fresno and Bakersfield, one section or two berths each.

---

(Correction No. 3050 to Santa Fe System Assignment Circular No. 1, cancelling Correction No. 2935)

KANSAS CITY AND DALLAS - LINE 4028

(Kansas City and Dallas Line 4028, 8-2-2 Standard, westbound Car 112, Trains 11-111, eastbound Car 122, Trains 112-12, discontinued effective with last car from Kansas City May 9, 1948 and last car from Dallas May 10, 1948)

---

(Correction No. 2316 to Santa Fe System Assignment Circular No. 1, cancelling Correction No. 2236)

CHICAGO AND LOS ANGELES - LINE 4029  
(4-Compartment, 4-Bedroom, 2-Drawing Room Standard)

(Change in eastbound assignments, effective with car  
from Los Angeles, March 6, 1953)

WESTBOUND - Train 19

Car 191

Chicago.....Compartment "B", to Kansas City  
Chicago.....Bedroom "A", to Albuquerque  
Chicago.....Remainder of space, to Los Angeles  
Kansas City.....Compartment "B", to Los Angeles  
Albuquerque.....Bedroom "A" to Los Angeles.

Pullman Conductor will wire as follows:

From Galesburg to Ticket Agent, Kansas City Union Station,  
unsold space on Train 19, after retaining one room for train  
sales.

From Emporia to Ticket Agent Albuquerque, two rooms on  
Train 19.

EASTBOUND - Train 20

Car 201

Los Angeles.....All space, to Chicago

Pullman Conductor will wire as follows:

From San Bernardino to Ticket Agent, Grand Canyon, one  
drawing room, one compartment, one bedroom, and one roomette  
on Train 20, for sale from Williams.

From San Bernardino to Ticket Agent, Albuquerque, two  
rooms on Train No. 20.

From Albuquerque, to G.A.P.D., Kansas City, one drawing  
room, one compartment, one bedroom, and one roomette, on  
Train No. 20.

---

(Correction No. 3403 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3124)

NEW YORK AND LOS ANGELES - LINE 4030  
(4-Compartment, 4-Bedroom, 2-Drawing Room Standard)

WESTBOUND NYC Train 25 to Chicago, Santa Fe Train 19

Car 2501

NYC, New York.....All space, to Los Angeles

Pullman Conductor will wire as follows:

From Galesburg to Ticket Agent, Kansas City "US", unsold space on Train No. 19, retaining one room for train sales.

From Emporia to Ticket Agent, Albuquerque, two rooms on Train No. 19.

Ticket Agents will wire as follows:

On departure, New York Central, New York, will release to Manager Santa Fe Reservation Bureau, Chicago, all unsold space west of Chicago in Car 2501.

EASTBOUND Santa Fe Train 20 to Chicago, NYC Train 26

Car 2601

Santa Fe, Los Angeles....All space, to New York

Pullman Conductor will wire as follows:

From Ash Fork to Manager Santa Fe Reservation Bureau, Chicago, all unsold space east of Chicago in Car 2601.

---

(Issued 11-8-53)

(Correction No. 3672 to Santa Fe System Assignment Circular No. 1, cancelling Correction No. 3459).



NEW YORK AND LOS ANGELES - LINE 4031  
(4-Compartment, 4-Bedroom, 2-Drawing Room Standard)

(Change in westbound wiring arrangements, effective  
with car from Chicago Feb. 10, 1951)

WESTBOUND

Penna. Train 29 to Chicago, Santa Fe Train 19

Car PA-29

Penna. New York .....All space, to Los Angeles

Pullman Conductor will wire as follows:

From Galesburg to Ticket Agent, Kansas City Union  
Station, unsold space on Train 19, retaining one room for  
train sales.

From Emporia to Ticket Agent Albuquerque, two rooms,  
on Train 19.

Ticket Agents will wire as follows:

On departure, Penna RR. New York, will wire Mgr.  
Santa Fe Res. Bureau, Chicago, all unsold space west  
of Chicago in Car PA-29.

EASTBOUND

Santa Fe Train 20 to Chicago, Penna Train 28

Car PA-28

Santa Fe, Los Angeles .All space, to New York

Pullman Conductor will wire as follows:

From Ash Fork to Mgr. SFe Res. Bureau, Chicago, all  
unsold space east of Chicago in Car PA-28.

---

(Correction No. 2938 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 2655)

WASHINGTON AND SAN DIEGO - LINE 4032  
(10-Roomette, 6-Double Bedroom Standard)

(Correction in wiring arrangements)

WESTBOUND

B&O Train 5 to Chicago, Santa Fe Train 19 to Los Angeles,  
74 to San Diego

Car 1930

B&O Washington D.C. ....Roomette 5, to Pittsburgh  
B&O Washington D.C. ....Roomette 7, Bedrooms C-D, to  
Chicago  
B&O Washington D.C. ....Roomette 8, to Albuquerque  
B&O Washington D.C. ....Roomettes 1-2-3-4-6-9-10, Bedrooms  
A-B-E-F, to San Diego  
B&O Pittsburgh .....Roomette 5, to San Diego  
Chicago .....Roomette 7, Bedrooms C-D, to  
San Diego  
Albuquerque .....Roomette 8, to San Diego

Pullman Conductor will wire as follows:

From Galesburg to Ticket Agent, Kansas City Union Station, unsold space in Car 1930, after retaining one room for train sales.

From Emporia to Ticket Agent Albuquerque one room in Car 1930 to San Diego.

From Emporia to Manager, Reservation Bureau, Los Angeles unsold space Los Angeles to San Diego in Car 1930, after retaining one room for train sales.

Ticket Agents will wire as follows:

On departure, B&O Washington, D.C., will wire Manager Santa Fe Reservation Bureau, Chicago, all unsold space west of Chicago in Car 1930.

(Continued on Page 94-A)

(2-18-53)

(Correction No. 3392 to Santa Fe System Assignment Circular No. 1, cancelling Correction No. 3100)

SAN DIEGO AND WASHINGTON - LINE 4032  
(10-Roomette, 6-Double Bedroom Standard)

(Change in wiring arrangements, effective with car from  
San Deigo, September 17, 1951)

EASTBOUND

Santa Fe Trains 71 to Los Angeles, 20 to Chicago,  
B&O Train 6

Car 2030

San Diego ..... Bedroom A, to Albuquerque  
San Diego ..... Roomettes 3-4-5-6-7-8-9-10, Bedrooms  
C,D,E,F, to Los Angeles  
San Diego ..... Roomettes 1-2, Bedroom B, to Washington  
  
Los Angeles ..... Roomette 9 to Albuquerque  
Los Angeles ..... Roomette 10, to Lamy  
Los Angeles ..... Roomettes 3-4-5-6-7-8, Bedrooms C,D,E,F,  
to Washington  
  
Albuquerque ..... Roomette 9, Bedroom A, to Washington  
Santa Fe ..... Roomette 10, Lamy to Washington

Pullman Conductor will wire as follows:

From Ash Fork to Manager Santa Fe Reservation Bureau,  
Chicago, all unsold space east of Chicago in Car 2030.

Ticket Agents will wire as follows:

Ticket Agent, Albuquerque, as well as C.P.A., Santa Fe,  
will wire to Manager, Santa Fe Reservation Bureau, Chicago,  
all their unsold space east of Chicago in Car 2030.

---

(Correction No. 3118 to Santa Fe System Assignment  
Circular No. 1 cancelling Correction No. 3090)

B L A N K

P A G E

(2-20-48)

---

(Correction No. 2156 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 2065)

NEW YORK AND LOS ANGELES - LINE 4044  
(10-Roomette, 6-Double Bedroom Standard)

WESTBOUND - NYC Train 25 to Chicago, Santa Fe 19

Car 2502

NYC, New York.....Roomettes 9, 10, Bedroom A, to Kansas City.  
NYC, New York.....Remainder of space, to Los Angeles.  
AT&SF, Kansas Cy..Roomettes 9, 10, Bedroom A, to Los Angeles.

Pullman Conductor will wire as follows:

From Galesburg to Tkt. Agt., Kansas City Union Station  
unsold space on Train 19, retaining one room for train sales.  
From Emporia to Tkt. Agt., Albuquerque, 2 rooms on No. 19.

Ticket Agents will wire as follows:

On departure, NYC, New York will release to Mgr. Sfe Res.  
Bur., Chicago, all unsold space west of Chicago in Car 2502.

EASTBOUND - SFe Train 20 to Chicago, NYC Train 26

Car 2602

AT&SF Los Ang.....Bedroom B, to Albuquerque.  
AT&SF Los Ang.....Roomette 9, to Chicago.  
AT&SF Los Ang.....Remainder of space, to New York.  
AT&SF Albuquerque...Bedroom B, to New York.  
NYC Chicago.....Roomette 9, to New York.

Pullman Conductor will wire as follows:

From Ash Fork to Mgr., SFe Reservation Bureau, Chicago,  
all unsold space east of Chicago in Car 2602.

---

(Issued 11-8-53)  
(Correction No. 3673 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3460)

B L A N K

P A G E

(2-20-48)  

---

(Correction No. 2158 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 1996)

CHICAGO AND GALVESTON - LINE 4500  
(4-Compartment,4-Double Bedroom,2-Drawing Room Standard)

(Change in wiring arrangements, effective with car from  
Chicago March 15, 1951)

WESTBOUND - Train 15

Car 159

Chicago .....All space, to Galveston

Pullman Conductor will wire as follows:

From Streator to Ticket Agent, Kansas City Union  
Station, all unsold space on Train 15, after retain-  
ing one room for train sales.

From Emporia to Ticket Agent, Oklahoma City, unsold  
space on Train 15, after retaining one room for train  
sales.

From Arkansas City to D.T.A., Ft. Worth, all space  
that will be vacated on arrival Ft. Worth, releasing  
such space for Ft. Worth's use beyond that point.

From Purcell to D.T.A. Ft. Worth, all unsold space  
on Train 15, after retaining one room for train sales.

On arrival Train 15 at Ft. Worth, Pullman Conductor  
will release to D.T.A. Ft. Worth, all unsold space.

(Continued on Page 98-A)

---

(Correction No. 2971 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 2907)

GALVESTON AND CHICAGO - LINE 4500

(4-Compartment, 4-Double Bedroom, 2-Drawing Room Standard)

(Change in assignment effective with  
car from Galveston May 3, 1951)

EASTBOUND - Train 16

Car 169

Houston .....Bedrooms H-J, Compartments G-I, Drawing Room  
D, to Ft. Worth  
Houston .....Bedrooms A-C, Compartments B-F, Drawing Room  
E, to Chicago  
Dallas .....Bedroom J, Drawing Room D, Ft. Worth to Chicag  
Ft. Worth .....Bedroom H, Compartments G-I, to Chicago

Pullman Conductor will wire as follows:

From Newton to Ticket Agent, Kansas City Union Station  
all unsold space on Train 16, except one room for train  
sales.

Ticket Agents will wire as follows:

D.T.A. Galveston will release to Pullman Conductor two  
roomettes for train sales to Ft. Worth; wiring remainder  
unsold space, including space north of Ft. Worth to D.T.A.  
Houston.

D.T.A. Houston release all unsold space to Ft. Worth,  
also one roomette to Chicago, to Pullman Conductor, wiring  
DPA Ft. Worth all unsold space north of Ft. Worth except  
one roomette which he will wire to Ticket Agent, Temple.

Galveston and Houston will release to G.A.P.D. Kansas  
City, all space to be vacated on arrival Train 16 at Kansas  
City.

D.T.A. Ft. Worth will release to G.A.P.D. Kansas City,  
all space to be vacated on arrival Train 16 at Kansas City;  
THEN release to Pullman Conductor two roomettes for train  
sales; releasing remainder of unsold space to Depot Ticket  
Agent, Oklahoma City.

D.T.A. Oklahoma City will release to Pullman Conductor  
one room for train sales, wiring remainder of unsold space  
to Ticket Agent, Kansas City Union Station.

---

(Correction No. 3035 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 2998)



CHICAGO AND WICHITA - LINE 4501  
(10-Roomette, 3-Bedroom, 2-Compartment Standard)

(Change in wiring arrangements, effective with car from  
Chicago March 15, and car from Wichita March 16, 1951)

WESTBOUND - Train 15

Car 151

(Car may be occupied at Wichita until 8:00 A.M.)

Chicago .....All space to Wichita

Pullman Conductor will wire as follows:

From Streator to Ticket Agent, Kansas City Union Sta-  
tion all unsold space on Train 15, after retaining one  
room for train sales.

EASTBOUND - Train 16

Car 161

Wichita .....Roomettes 9,10, to Kansas City  
Wichita .....Remainder of space to Chicago  
Kansas City .....Roomettes 9,10, to Chicago

Pullman Conductor will wire as follows:

From Newton to Ticket Agent, Kansas City Union Sta-  
tion, all unsold space on Train 16, except one room  
for train sales.

---

(Correction No. 2973 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 2909)

CHICAGO AND OKLAHOMA CITY - LINE 4502  
(10-Roomette, 6-Double Bedroom Standard)

(Change in capacity, assignments and wiring arrangements, effective with car from Chicago March 15, and car from Oklahoma City March 16, 1951.)

WESTBOUND - Train 15

Car 156

Chicago .....All space, to Oklahoma City

Pullman Conductor will wire as follows:

From Streator to Ticket Agent, Kansas City Union Station, all unsold space on Train 15, after retaining one room for train sales.

EASTBOUND - Train 16

Car 166

Oklahoma City .....Roomette 6, to Kansas City  
Oklahoma City .....Remainder of space, to Chicago  
Kansas City .....Roomette 6, to Chicago

Pullman Conductor will wire as follows:

From Newton to Ticket Agent, Kansas City Union Station, all unsold space on Train 16, except one room for train sales.

Ticket Agent will wire as follows:

Depot Ticket Agent, Oklahoma City, will release to Pullman Conductor one room for train sales, wiring remainder of unsold space to Ticket Agent, Kansas City Union Station.

---

(Correction No. 2974 to Santa Fe System Assignment Circular No. 1, cancelling Correction No. 2910)

CHICAGO AND TULSA - LINE 4503  
(10-Roomette, 3-Bedroom, 2-Compartment Standard)

(Change in capacity, effective with car from  
Chicago August 1, 1952 and car from Tulsa August 2, 1952)

WESTBOUND - Trains 15 to Kansas City  
47 to Tulsa

Car 150

Pullman Empl.....Roomette 1, to Tulsa  
Chicago .....Roomette 5-6, Bedroom "A", to Kansas City  
Chicago .....Remainder of space, to Tulsa  
Kansas City .....Roomettes 5-6, Bedroom "A" to Tulsa

Pullman Conductor will wire as follows:

From Streator to Ticket Agent, Kansas City Union Station,  
all unsold space in Car 150, after retaining one room for  
train sales.

EASTBOUND - Trains 48 to Kansas City  
10 to Chicago

Car 481

Pullman Empl.....Roomette 1, to Chicago  
Bartlesville .....Roomettes 3-4, to Chicago  
Tulsa.....Remainder of space, to Chicago

Pullman Conductor will wire as follows:

From Independence to Ticket Agent, Kansas City Union  
Station, all unsold space in Car 481.

---

(Correction No. 3302 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 2975)

CHICAGO AND LOS ANGELES - LINE 4504  
(10-Roomette, 3-Bedroom, 2-Compartment Standard)

(Change in wiring arrangements, effective  
with car from Chicago March 1, 1952)

WESTBOUND - Train 23

Car No. 232

Pullman Condr.....	Roomette 1, to Los Angeles
Courier Nurse.....	Roomette 9, to Amarillo
Train Condr.....	Roomette 2, to Los Angeles
Chicago .....	Roomettes 3, 4, Bedroom A, to Kansas City
Chicago .....	Compartment D, to Amarillo
Chicago .....	Roomette 9, Amarillo to Los Angeles
Chicago .....	Roomettes 5, 6, 7, 8, 10, Bedrooms C-E, Compartment B, to Los Angeles
Kansas City .....	Roomettes 3, 4, Bedroom A, to Los Angeles.
Amarillo .....	Compartment D, to Los Angeles

Pullman Conductor will wire as follows:

From Fort Madison to Ticket Agent, Kansas City Union Station unsold space on Train 23, after retaining one section or two berths for train sales.

From Wellington to Ticket Agents, Amarillo and Clovis, each one section or two berths and one room from unsold space on Train 23.

From Fort Sumner to Ticket Agents, Gallup and Williams, Arizona, one section or two berths each from unsold space on Train 23.

(Continued on Page 98-F)

---

(Correction No. 3206 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3188)

LOS ANGELES AND CHICAGO - LINE 4504  
(10-Roomette, 3-Bedroom, 2-Compartment Standard)

(Change in assignments, effective with  
car from Los Angeles August 26, 1951)

EASTBOUND - Train 24

Car 242

Pullman Conductor ....Roomette 1, to Chicago  
Train Conductor .....Roomette 2, to Chicago  
Courier Nurse .....Roomette 10, Amarillo to Chicago  
Los Angeles .....Roomettes 5, 6, 10, Bedroom E,  
                                to Amarillo  
Los Angeles .....Remainder of space, to Chicago  
Amarillo .....Roomettes 5, 6, Bedroom E, to  
                                Chicago

Pullman Conductor will wire as follows:

From Needles to Ticket Agent Amarillo, unsold space on Train 24, retaining two sections or four berths for train sales.

From Needles to Gen. Agt. Pass. Dept., Kansas City, all space on Train 24 that will be vacated on arrival Kansas City; releasing such space for Kansas City's use beyond that point.

From Gallup to Ticket Agent, Amarillo, all unsold space on Train 24, retaining two sections or four berths for train sales.

From Newton to Ticket Agent, Kansas City Union Station, unsold space on Train 24, retaining one section or two berths for train sales.

From Henrietta to Ticket Agent, Ft. Madison, unsold space on Train 24 after retaining one section or two berths for train sales.

---

(Correction No. 3110 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3052)

NEW ORLEANS AND OAKLAND - LINE 4506

(6-Section, 6-Roomette, 4-Double Bedroom Standard)

(Change in train number effective Sept. 27, 1953)

WESTBOUND: MO PAC Train 3 to Houston, Santa Fe  
Train 66 to Temple, 75 to Clovis, 23  
to Bakersfield, 61 to Oakland.

Car 237

Pullman Empl.....Upper 12 to Oakland  
New Orleans.....Section 10 to Clovis  
New Orleans.....Section 7, Roomettes 1 and 2, and  
Bedroom "D" to Oakland  
New Orleans.....Section 11 to Lubbock  
New Orleans.....Remainder of space to Houston.  
Houston.....Lower 12, Bedroom "C" and Roomette 5  
to Clovis.  
Houston.....Sections 8 and 9, Bedrooms "A" and "B"  
and Roomettes 3, 4, and 6 to Oakland  
Dallas.....Section 10 and Roomette 5, Clovis to  
Oakland.  
Ft. Worth.....Lower 12 and Bedroom "C" Clovis to  
Oakland.  
Lubbock.....Section 11 to Oakland.

Pullman Conductor will wire as follows:

From Bellville Yard to Ticket Agent Temple, all unsold  
space in Car 237.

Pullman conductor in Line 4506 will wire from Brownwood  
to Ticket Agent, Lubbock, unsold space assigned Houston in  
Car 231, Line 4513, from Clovis to Los Angeles also unsold  
space assigned Dallas and Ft. worth in Line 4506 from Clovis  
to Oakland.

From Lubbock, to Ticket Agent, Albuquerque, one section  
and one room in Car 237 for sale Belen to Oakland. This  
wire to be sent just prior to departure Lubbock.

Ticket Agents will wire as follows:

Ticket Agent, Missouri Pacific, New Orleans will wire  
unsold space to P. H. Swinney, DPA, Santa Fe Houston. This  
wire to be sent immediately on departure MoPac Tr. 3.

Ticket Agent Houston will release to Pullman Conductor  
one section or two berths, also one roomette, in Car 237  
for train sales; then wire one section or two roomettes to  
Ticket Agent Temple. These wires to be sent immediately on  
departure of Train 66.

Ticket Agent, Temple, will release unsold space to Pull-  
man conductor.

(Continued on Page 98-I)

---

(Correction No. 3604 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3370)

OAKLAND AND NEW ORLEANS - LINE 4506  
(6-Section, 6-Roomette, 4-Double Bedroom LW Standard)

(Change in train numbers, effective Sept. 27, 1953)

EASTBOUND

Santa Fe Trains 60 to Bakersfield,  
24 to Clovis, 76 to Temple, 65 to  
Houston, MoPac Train 4 to New Orleans

Car 247

Pullman Empl.....Upper 12, Barstow to New Orleans  
San Francisco.....Bedrooms "A", "C" and "D", Roomettes  
3-4-5-6, Sections 7-8-9, Oakland  
to New Orleans.  
San Francisco.....Bedroom "B", Roomettes 1-2, Section  
10 and Upper 12, Oakland to Barstow  
San Francisco.....Section 11, Oakland to Lubbock  
San Francisco.....Lower 12, Oakland to Belen  
Los Angeles.....Bedroom "B" Roomettes 1-2, and  
Sec. 10, Barstow to New Orleans  
Lubbock.....Section 11, to New Orleans.  
Albuquerque.....Lower 12, Belen to New Orleans

Pullman Conductor will wire as follows:

From Needles to Ticket Agent, Albuquerque, all space  
which is unsold EAST OF BELEN: after retaining one section  
or two berths for train sales.

From Needles to Ticket Agent, Lubbock, all space which  
is unsold SOUTH OF CLOVIS. This would be space which is  
occupied into Clovis by passenger continuing east thereof  
on No. 24 who transfers from Car 247 at Clovis into one  
of the through cars handled in No. 24 from Clovis to Chicago  
- for example, passenger has berth, roomette or bedroom in  
Car 247 from Oakland to Clovis, thence berth, roomette, bed-  
room or compartment in Cars 242, 243, 245 or 246.

Ticket Agents will wire as follows:

Ticket Agent, Albuquerque, will wire (9:15 A.M. daily)  
to Ticket Agent View one section or two lowers in Car 247;  
and wire remaining unsold space to Agent Lubbock.

---

(Correction No. 3605 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3198)

CHICAGO AND KANSAS CITY - LINE 4507  
(6-Section, 6 -Roomette, 4-Double Bedroom Standard)

(Change in assignments, effective with  
car from Chicago July 15, and car  
from Kansas City July 16, 1953)

WESTBOUND - Train 9

Car No. 93

Pullman Porters.....Upper 11-12, to Kansas City  
Kansas City.....Roomettes 1, 2, Bedrooms A, B,  
Chicago to Kansas City  
Chicago.....Remaining space, to Kansas City

EASTBOUND - Train 10

Car No. 103

Pullman Porters.....Uppers 11-12, to Chicago  
Chicago.....Roomettes 1, 2, Bedrooms A, B,  
Kansas City to Chicago  
Kansas City.....Remaining space, to Chicago

---

(Correction No. 3537 to Santa Fe System assignment  
Circular No. 1, cancelling Correction No. 3001)



CHICAGO AND GALVESTON - LINE 4508  
(10-Roomette, 6-Double Bedroom Standard)

(Change in Capacity effective with  
car from Chicago August 10, 1951)

WESTBOUND - Train 15

Car 158

Chicago ..... All space, to Galveston

Pullman Conductor will wire as follows:

From Streator to Ticket Agent, Kansas City Union Station, all unsold space on Train 15, after retaining one room for train sales.

From Emporia to Ticket Agent, Oklahoma City, unsold space on Train 15, after retaining one room for train sales.

From Arkansas City to D.T.A., Ft. Worth, all space that will be vacated on arrival Ft. Worth, releasing such space for Ft. Worth's use beyond that point.

From Purcell to D.T.A. Ft. Worth, all unsold space on Train 15, after retaining one room for train sales.

On arrival Train 15 at Ft. Worth, Pullman Conductor will release to D.T.A. Ft. Worth, all unsold space.

(Continued on Page 98-M)

---

(Correction No. 3098 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 2976)

GALVESTON AND CHICAGO - LINE 4508  
(10-Roomette, 6-Double Bedroom Standard)

(Change in capacity effective with car  
from Galveston August 12, 1951)

EASTBOUND - Train 16

Car 168

Galveston ..... Roomette 5, Bedroom "A", to Chicago  
Houston ..... Roomettes 6-10, inc., Bedrooms C-D-  
E-F, to Ft. Worth  
Houston ..... Roomettes 1-4, inc., Bedroom B to  
Chicago  
Dallas ..... Roomettes 6-7-8, Bedrooms E and F,  
Ft. Worth to Chicago  
Ft. Worth ..... Roomettes 9-10, Bedrooms C and D  
to Chicago.

Pullman Conductor will wire as follows:

From Newton to Ticket Agent, Kansas City Union Sta-  
tion, all unsold space on Train 16, except one room for  
train sales.

Ticket Agents will wire as follows:

Depot Ticket Agent, Galveston, will release to Depot  
Ticket Agent Houston, all unsold space.

DTA Houston, will release all unsold space to Ft.  
Worth to Pullman conductor, wiring DPA Ft. Worth, all  
unsold space north of Ft. Worth.

Galveston and Houston will release to G.A.P.D. Kansas  
City, all space to be vacated on arrival Train 16 at  
Kansas City.

D.T.A., Ft. Worth will release to G.A.P.D. Kansas City,  
all space to be vacated on arrival Train 16 at Kansas City;  
THEN release to Pullman Conductor two roomettes for train  
sales; releasing remainder of unsold space to Depot Ticket  
Agent, Oklahoma City.

D.T.A., Oklahoma City will release to Pullman Conductor  
one room for train sales, wiring remainder of unsold space  
to Ticket Agent, Kansas City Union Station.

---

(Correction No. 3099 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 2977)

CHICAGO AND KANSAS CITY - LINE 4509  
(10-Roomette, 5 Double Bedroom Standards)

(Change in capacity, effective with first  
car from Chicago July 15, and first car  
from Kansas City July 16, 1953)

WESTBOUND - Train 9

Car No. 91

Chicago.....All space, to Kansas City

EASTBOUND - Train 10

Car No. 104

Kansas City.....All space, to Chicago

---

(Correction No. 3512 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3021)

DENVER AND LOS ANGELES - LINE 4510  
(6-Section, 6-Roomette, 4-Double Bedroom Standard)

(Change in capacity effective with  
car from Denver August 12, 1951, and  
car from Los Angeles August 8, 1951)

WESTBOUND - Trains 141 to Pueblo, 14 to La Junta  
123 to Los Angeles

Car 1237

Pullman Condr..... Section 12 to Los Angeles  
Colorado Springs ..... Section 8, Bedroom A, to Los Angeles  
Denver ..... Remaining space, to Los Angeles

Pullman Conductor will wire as follows:

From Trinidad to Ticket Agent, Albuquerque, unsold  
space on Train 123 after retaining for train sales two  
sections and two roomettes to Los Angeles.

From Las Vegas to Ticket Agents Gallup and Williams,  
EACH, one section or roomette from unsold space to Los  
Angeles on Train 123.

EASTBOUND - Train 124 to La Junta, 13 to Pueblo,  
130 to Denver

Car 1247

Pullman Condr ..... Section 12, to Denver  
Los Angeles ..... Section 11, to Albuquerque  
Los Angeles ..... Remaining space, to Denver  
Phoenix ..... Section 11, Albuquerque to Denver

Pullman Conductor will wire as follows:

From Needles to Ticket Agent, Albuquerque, unsold  
space in Car 1247, retaining one section or two berths  
for train sales.

---

(Correction No. 3091 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3022)

CHICAGO AND KANSAS CITY - LINE 4511  
(10-Roomette, 6-Double Bedroom Standard)

(Establishment of new line, effective with  
first car from both terminals April 2, 1950)

WESTBOUND - Train 9

Car No. 99

Chicago .....All space to Kansas City

EASTBOUND - Train 10

Car No. 101

Kansas City .....All space to Chicago

---

(Correction No. 2720 to Santa Fe System Assignment  
Circular No. 1)

CHICAGO-GRAND CANYON-LOS ANGELES - LINE 4512  
(8-Section, 2-Compartment, 2-Double Bedroom Standard)

(Change in wiring arrangements effective  
with car from Chicago March 1, 1952)

WESTBOUND: Trains 23 to Williams, 14 to Grand  
Canyon, thence same day Train 15  
to Williams, 123 to Los Angeles

Car 236

(Cars may be occupied upon arrival Grand Canyon until 8:15  
A.M. and will be opened for reoccupancy at 7:00 P.M.  
During remainder of time at Grand Canyon, the cars will  
be locked. Passengers may leave their hand baggage in  
the cars but will not have the privilege of using the  
facilities in the cars or occupying them between 8:15 A.M.  
and 7:00 P.M.)

Pullman Porter .....Upper 1, to Los Angeles  
Pullman Conductor...Lower 1, Williams-Grand Canyon-  
Williams  
Chicago .....Section 6, to Kansas City  
Chicago .....Section 2, to Amarillo  
Chicago .....Lower 1, Chicago to Williams and  
Williams to Los Angeles  
Chicago .....Sections 3-4-5-7-8, Bedrooms A-B,  
Compartments C-D, to Los Angeles  
Kansas City .....Section 6, to Los Angeles  
Ft. Worth .....Section 2, Amarillo to Los Angeles

Pullman Conductor will wire as follows:

From Fort Madison to Ticket Agent, Kansas City Union  
Station, unsold space Kansas City - Grand Canyon - Los  
Angeles.

From Ft. Sumner to Ticket Agent, Grand Canyon, unsold  
space Grand Canyon to Los Angeles, showing date of car  
from GrandCanyon.

From Gallup to Ticket Agent, Williams, all unsold  
space Williams to Grand Canyon.

(Continued on Page 98 R)

---

(Correction No. 3207 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3092)

LOS ANGELES-GRAND CANYON-CHICAGO - LINE 4512  
(8-Section, 2-Compartment, 2- Double Bedroom Standard)

(Change in wiring arrangements, effective  
with car from Los Angeles March 1, 1952)

EASTBOUND; Trains 124 to Williams, 14 to  
Grand Canyon, thence same day  
Trains 15 to Williams, 24 to  
Chicago.

Car 246

(Cars may be occupied upon arrival Grand Canyon until  
8:15 A.M., and will be opened for reoccupancy at 7:00  
P.M. During the remainder of the time at Grand Canyon,  
the cars will be locked. Passengers may leave their  
hand baggage in the cars, but will not have the privi-  
lege of using the facilities in the cars nor occupying  
them between 8:15 A.M. and 7:00 P.M.)

Pullman Porter .....Upper 1, to Chicago  
Los Angeles .....Remainder of space, to Chicago

Pullman Conductor will wire as follows:

From Gallup to Ticket Agent, Amarillo, all unsold space  
on Train 24, retaining two sections or four berths for  
train sales.

From Newton to Ticket Agent, Kansas City Union Station,  
unsold space on Train 24, after retaining one section or  
two berths for train sales.

From Henrietta to Ticket Agent, Ft. Madison, unsold  
space on Train 24 after retaining one section or two  
berths for train sales.

---

(Correction No. 3199 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3093)

DALLAS AND LOS ANGELES - LINE 4513

(6-Section, 6 Roomette, 4 Double Bedroom Standard)

(Change in train numbers, effective Sept. 27, 1953)

WESTBOUND

Trains 112 to Fort Worth, 77 to Brownwood,  
75 to Clovis, 23 to Los Angeles

Car 231

Pullman Empl.....Upper 12 to Los Angeles  
Dallas.....Section 11, to Lubbock  
Dallas.....Lower 12, Roomette 3, Bedroom A, to Clovis  
Dallas.....Sec. 7-8, Rm. 4-5-6, Bedroom C-D,  
to Los Angeles  
Ft. Worth.....Sec. 9-10, Roomette 1-2, Bedroom B,  
to Los Angeles  
Houston.....Lower 12, Roomette 3, Bedroom A,  
Clovis to Los Angeles  
Lubbock.....Section 11, to Los Angeles

Pullman Conductor will wire as follows:

From Brownwood to ticket agent Lubbock, all unsold space in Car 231.

Pullman Conductor in Line 4506 will wire from Brownwood to Ticket Agent Lubbock unsold space assigned Houston in Car 231, Line 4513 from Clovis to Los Angeles, also unsold space assigned Dallas and Fort Worth in Line 4506 from Clovis to Oakland.

Ticket Agents will wire as follows:

Ticket Agents Dallas and Fort Worth will release to Pullman Conductor all unsold space.

Ticket Agent Houston will release to Pullman conductor all unsold space in Car 231 for sale Clovis to Los Angeles.

(Continued on Page 98-T)

---

(Correction No. 3606 to Santa Fe System assignment  
Circular No. 1, cancelling Correction No. 3513)



LOS ANGELES AND DALLAS - LINE 4513  
(6-Section, 6-Roomette, 4-Double Bedroom Standard)  
(Change in train number, effective Sept. 27, 1953)

EASTBOUND

Trains 24 to Clovis, 76 to  
Brownwood, 78 to Fort Worth,  
111 to Dallas

Car 241

Pullman Empl.....Upper 12, to Dallas  
Los Angeles.....Roomette 1, Bedroom A to Barstow  
Los Angeles.....Roomette 6, to Belen  
Los Angeles.....Lower 12, Section 10-11, Roomette 3-5  
to Lubbock  
Los Angeles.....Section 7-8-9, Roomette 2-4, Bedroom  
B-C-D to Dallas  
San Francisco....Roomette 1, Bedroom A, Barstow to Dallas  
Albuquerque.....Roomette 6, Belen to Dallas  
Lubbock.....Lower 12, Section 10-11, Roomette 3-5  
to Dallas

Pullman Conductor will wire as follows:

From Needles to Ticket Agent, Albuquerque, all unsold  
space, after retaining one roomette for train sales.

Ticket Agent will wire as follows:

Manager Los Angeles Reservation Bureau will release daily  
to Ticket Agent, Lubbock, unsold space in Car 241.

Ticket Agent Albuquerque, will wire daily 9:15 A.M., to  
Ticket Agent View, one roomette in Car 241, and wire re-  
mainder of unsold space to Ticket Agent Lubbock.

---

(Correction No. 3607 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3515)

KANSAS CITY AND DENVER - LINE 4514  
(6-Section, 6-Roomette, 4-Double Bedroom Standard)

(Change in wiring arrangements, effective  
with car from Kansas City Oct. 10, 1952)

WESTBOUND: Trains 123 to La Junta, 1 to  
Pueblo, 102 to Denver

Car No. 1232

Pullman Condr.....Section 12, to Denver  
Chicago .....Section 8, Kansas City to Denver  
Kansas City.....Sections 9-10-11, Roomettes 1-2-3-4-5,  
Bedrooms B-C-D, to Denver  
Topeka.....Section 7, Roomette 6, Bedroom "A",  
to Denver

Pullman Conductor will wire as follows:

Pullman Conductor in Line 4515 will wire from Fort  
Madison to Ticket Agent, Kansas City Union Station, unsold  
space in Chicago's assignment in Kansas City-Denver Line  
4514, Car 1232.

From Lawrence to Ticket Agent Newton one section or  
roomette in Car 1232.

EASTBOUND: Trains 101 to Pueblo, 2 to  
La Junta, 124 to Kansas City

Car No. 1242

(Set for occupancy Kansas City until 7:30 A.M.)

Pullman Condr.....Roomette 1, to Kansas City  
Denver .....Section 12, to Garden City  
Denver .....Section 9, to Dodge City  
Denver .....Sections 7-8, Roomettes 2-3-4-5-6,  
Bedrooms A-B-C-D, to Kansas City  
Colorado Springs...Section 11, to Kansas City  
Pueblo.....Section 10, to Kansas City  
Garden City .....Section 12, to Kansas City  
Dodge City .....Section 9, to Kansas City

Pullman Conductor will wire as follows:

From Palmer Lake to Ticket Agent, La Junta, unsold  
portion of space assigned to Denver.

From La Junta to Ticket Agents Garden City and Dodge City,  
one section or room EACH.

---

(Correction No. 3340 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3208)

CHICAGO AND LOS ANGELES - LINE 4515

8-Section, 2-Compartment, 2-Double Bedroom Standard  
or

8-Section, 1-Drawing Room, 2-Compartment Standard

(See Page 100-B for dates and capacities from Chicago)

(Change in wiring arrangements, effective  
with car from Chicago March 31, 1953)

WESTBOUND

Trains 23 to Kansas City, 123 to Los Angeles

Car 1230

Porter .....Upper 2, to Los Angeles  
Steward .....Upper 1, to Los Angeles  
Chicago .....Sections 3, 4, to Kansas City  
Chicago .....Section 5, to Topeka  
\*Chicago .....Lowers 1-2, Sections 6, 7, 8, Bedrooms  
                  A-B, Compartments C-D, to Los Angeles  
Kansas City ...Sections 3-4, to Los Angeles  
Topeka .....Section 5, to Los Angeles

\*On days 8-1-2 operates Chicago will hold Lowers 1-2,  
Sections 6-7-8, DR "A" and Compartments "B" and "C",  
to Los Angeles.

Pullman Conductor will wire as follows:

From Fort Madison to Ticket Agent Kansas City Union  
Station, unsold space on Train 123, after retaining one  
section or two berths for train sales.

Pullman conductor in Line 4515 will wire from Fort  
Madison to Ticket Agent Kansas City Union Station unsold  
space in Chicago's assignment in Kansas City-Denver Line  
4514, Car 1232.

From Trinidad to Ticket Agent Albuquerque, unsold space  
on No. 23 after retaining for train sales two sections  
and two roomettes to Los Angeles.

From Las Vegas to Ticket Agents, Gallup and Williams,  
EACH, one section or roomette from unsold space to Los  
Angeles on Train 123.

(Continued on Page 100-A)

---

(Correction No. 3405 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3209).

LOS ANGELES AND CHICAGO - LINE 4515

8-Section, 2-Compartment, 2-Double Bedroom Standard

OR

8-Section, 1-Drawing Room, 2-Compartment Standard

(See Page 100-C for Dates and Capacities from Los Angeles)

**EASTBOUND**

Trains 124 to Kansas City, 24 to Chicago

**Car 1240**

Pullman Empl .....Upper 1, to Chicago  
Steward .....Upper 2, to Chicago  
Los Angeles .....Sections 3,4, to Albuquerque  
Los Angeles .....Section 5, to Lamy  
\*Los Angeles .....Lowers 1,2, Sections 6,7,8, Bedrooms  
A-B, Compartments C-D, to Chicago  
Albuquerque .....Section 4, to Chicago  
El Paso .....Section 3, Albuquerque to Chicago  
Santa Fe .....Section 5, Lamy to Chicago

\*On days 8-1-2 operates, Los Angeles will hold Lovers 1-2, Sections 6-7-8, DR A, and Compts. B-C, to Chicago.

Pullman Conductor will wire as follows:

From Needles to Ticket Agent Albuquerque, unsold space on Train 124, retaining two sections or four berths for train sales.

From Needles to Gen. Agt. Pass. Dept., Kansas City, all space on Train 124 that will be vacated on arrival Kansas City; releasing such space for Kansas City's use beyond that point.

From Lamy to Ticket Agent La Junta all unsold space on Train 124, after retaining two sections or rooms for train sales.

From Newton to Ticket Agent, Kansas City Union Station, unsold space on Train 124, retaining one section or two berths for train sales.

From Henrietta to Ticket Agent, Ft. Madison, unsold space on Train 24, after retaining one section or two berths for train sales.

Ticket Agents will wire as follows:

At 5:00 P.M., El Paso CTO will wire Ticket Agent, Albuquerque, disposition of El Paso's assignment in Car 1240, showing ticket or code number and points between which reserved; space not reserved to be released for Albuquerque's use. Not necessary for El Paso to forward diagrams, as complete record will be shown on Albuquerque's diagram. (4-16-51)

(Correction No. 3030 to Santa Fe System Assignment Circular No. 1, cancelling Correction No. 3025)

CHICAGO AND LOS ANGELES - LINE 4515  
(Dates and Capacities from Chicago)

<u>DATES</u>	<u>CAPACITIES</u>	<u>DATES</u>	<u>CAPACITIES</u>	<u>DATES</u>	<u>CAPACITIES</u>
1-3-54	8-1-2	2-20	8-1-2	4-9	8-1-2
1-4	8-2-2	2-21	8-2-2	4-10	8-2-2
1-5	8-2-2	2-22	8-2-2	4-11	8-2-2
1-6	8-2-2	2-23	8-2-2	4-12	8-2-2
1-7	8-2-2	2-24	8-2-2	4-13	8-2-2
1-8	8-2-2	2-25	8-2-2	4-14	8-2-2
1-9	8-1-2	2-26	8-1-2	4-15	8-1-2
1-10	8-2-2	2-27	8-2-2	4-16	8-2-2
1-11	8-2-2	2-28	8-2-2	4-17	8-2-2
1-12	8-2-2	3-1	8-2-2	4-18	8-2-2
1-13	8-2-2	3-2	8-2-2	4-19	8-2-2
1-14	8-2-2	3-3	8-2-2	4-20	8-2-2
1-15	8-1-2	3-4	8-1-2	4-21	8-1-2
1-16	8-2-2	3-5	8-2-2	4-22	8-2-2
1-17	8-2-2	3-6	8-2-2	4-23	8-2-2
1-18	8-2-2	3-7	8-2-2	4-24	8-2-2
1-19	8-2-2	3-8	8-2-2	4-25	8-2-2
1-20	8-2-2	3-9	8-2-2	4-26	8-2-2
1-21	8-1-2	3-10	8-1-2	4-27	8-1-2
1-22	8-2-2	3-11	8-2-2	4-28	8-2-2
1-23	8-2-2	3-12	8-2-2	4-29	8-2-2
1-24	8-2-2	3-13	8-2-2	4-30	8-2-2
1-25	8-2-2	3-14	8-2-2	5-1	8-2-2
1-26	8-2-2	3-15	8-2-2	5-2	8-2-2
1-27	8-1-2	3-16	8-1-2	5-3	8-1-2
1-28	8-2-2	3-17	8-2-2	5-4	8-2-2
1-29	8-2-2	3-18	8-2-2	5-5	8-2-2
1-30	8-2-2	3-19	8-2-2	5-6	8-2-2
1-31	8-2-2	3-20	8-2-2	5-7	8-2-2
2-1	8-2-2	3-21	8-2-2	5-8	8-2-2
2-2	8-1-2	3-22	8-1-2	5-9	8-1-2
2-3	8-2-2	3-23	8-2-2	5-10	8-2-2
2-4	8-2-2	3-24	8-2-2	5-11	8-2-2
2-5	8-2-2	3-25	8-2-2	5-12	8-2-2
2-6	8-2-2	3-26	8-2-2	5-13	8-2-2
2-7	8-2-2	3-27	8-2-2	5-14	8-2-2
2-8	8-1-2	3-28	8-1-2	5-15	8-1-2
2-9	8-2-2	3-29	8-2-2	5-16	8-2-2
2-10	8-2-2	3-30	8-2-2	5-17	8-2-2
2-11	8-2-2	3-31	8-2-2	5-18	8-2-2
2-12	8-2-2	4-1	8-2-2	5-19	8-2-2
2-13	8-2-2	4-2	8-2-2	5-20	8-2-2
2-14	8-1-2	4-3	8-1-2	5-21	8-1-2
2-15	8-2-2	4-4	8-2-2	5-22	8-2-2
2-16	8-2-2	4-5	8-2-2	5-23	8-2-2
2-17	8-2-2	4-6	8-2-2	5-24	8-2-2
2-18	8-2-2	4-7	8-2-2	5-25	8-2-2
2-19	8-2-2	4-8	8-2-2	5-26	8-2-2

(Correction No. 3685 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3547.)

LOS ANGELES AND CHICAGO - LINE 4515  
(Dates and Capacities from Los Angeles)

<u>DATES</u>	<u>CAPACITIES</u>	<u>DATES</u>	<u>CAPACITIES</u>	<u>DATES</u>	<u>CAPACITIES</u>
12-31-53	8-1-2	2-17	8-1-2	4-6	8-1-2
1-1-54	8-2-2	2-18	8-2-2	4-7	8-2-2
1-2	8-2-2	2-19	8-2-2	4-8	8-2-2
1-3	8-2-2	2-20	8-2-2	4-9	8-2-2
1-4	8-2-2	2-21	8-2-2	4-10	8-2-2
1-5	8-2-2	2-22	8-2-2	4-11	8-2-2
1-6	8-1-2	2-23	8-1-2	4-12	8-1-2
1-7	8-2-2	2-24	8-2-2	4-13	8-2-2
1-8	8-2-2	2-25	8-2-2	4-14	8-2-2
1-9	8-2-2	2-26	8-2-2	4-15	8-2-2
1-10	8-2-2	2-27	8-2-2	4-16	8-2-2
1-11	8-2-2	2-28	8-2-2	4-17	8-2-2
1-12	8-1-2	3-1	8-1-2	4-18	8-1-2
1-13	8-2-2	3-2	8-2-2	4-19	8-2-2
1-14	8-2-2	3-3	8-2-2	4-20	8-2-2
1-15	8-2-2	3-4	8-2-2	4-21	8-2-2
1-16	8-2-2	3-5	8-2-2	4-22	8-2-2
1-17	8-2-2	3-6	8-2-2	4-23	8-2-2
1-18	8-1-2	3-7	8-1-2	4-24	8-1-2
1-19	8-2-2	3-8	8-2-2	4-25	8-2-2
1-20	8-2-2	3-9	8-2-2	4-26	8-2-2
1-21	8-2-2	3-10	8-2-2	4-27	8-2-2
1-22	8-2-2	3-11	8-2-2	4-28	8-2-2
1-23	8-2-2	3-12	8-2-2	4-29	8-2-2
1-24	8-1-2	3-13	8-1-2	4-30	8-1-2
1-25	8-2-2	3-14	8-2-2	5-1	8-2-2
1-26	8-2-2	3-15	8-2-2	5-2	8-2-2
1-27	8-2-2	3-16	8-2-2	5-3	8-2-2
1-28	8-2-2	3-17	8-2-2	5-4	8-2-2
1-29	8-2-2	3-18	8-2-2	5-5	8-2-2
1-30	8-1-2	3-19	8-1-2	5-6	8-1-2
1-31	8-2-2	3-20	8-2-2	5-7	8-2-2
2-1	8-2-2	3-21	8-2-2	5-8	8-2-2
2-2	8-2-2	3-22	8-2-2	5-9	8-2-2
2-3	8-2-2	3-23	8-2-2	5-10	8-2-2
2-4	8-2-2	3-24	8-2-2	5-11	8-2-2
2-5	8-1-2	3-25	8-1-2	5-12	8-1-2
2-6	8-2-2	3-26	8-2-2	5-13	8-2-2
2-7	8-2-2	3-27	8-2-2	5-14	8-2-2
2-8	8-2-2	3-28	8-2-2	5-15	8-2-2
2-9	8-2-2	3-29	8-2-2	5-16	8-2-2
2-10	8-2-2	3-30	8-2-2	5-17	8-2-2
2-11	8-1-2	3-31	8-1-2	5-18	8-1-2
2-12	8-2-2	4-1	8-2-2	5-19	8-2-2
2-13	8-2-2	4-2	8-2-2	5-20	8-2-2
2-14	8-2-2	4-3	8-2-2	5-21	8-2-2
2-15	8-2-2	4-4	8-2-2	5-22	8-2-2
2-16	8-2-2	4-5	8-2-2	5-23	8-2-2

(Correction No. 3686 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3548)

CHICAGO AND KANSAS CITY - LINE 4516  
(17-Roomette 1-Section Standard)

(Establishment of new line, effective with first car from Chicago April 1, 1951, and first car from Kansas City April 2, 1951.)

WESTBOUND - Train 9

Car No. 90

Pullman Condr .....Section 9, to Kansas City  
Chicago .....Remainder of space, to Kansas City

EASTBOUND - Train 10

Car No. 105

Pullman Condr .....Section 9, to Chicago  
Kansas City .....Remainder of space, to Chicago

---

(Correction No. 3002 to Santa Fe System Assignment  
Circular No. 1)

PAGES 103 to 199, INCL.

INTENTIONALLY LEFT BLANK

(6-4-52)

(Correction No. 3263 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3003)

103-199 Incl.



CHICAGO AND LOS ANGELES CHAIR - OBS. - 42-Seats

(Use Diagram Form 191-P Standard)

(Change in assignments, effective with car from  
Chicago and Los Angeles November 1, 1953)

WESTBOUND -- Train 21

Car No. 210

Chicago.....All seats, to Los Angeles

EASTBOUND -- Train 22

Car No. 220

Los Angeles.....All seats to Chicago

(For wiring arrangements, see Pages 210 and 211)

---

(Correction No. 3645 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3272)

CHICAGO AND LOS ANGELES CHAIR CAR - 44 Seats

(Use Diagram Form 191-Q Standard)

(Change in eastbound wiring arrangements effective  
With car from Los Angeles March 4, 1953)

WESTBOUND TRAIN 21

Car No. 211

\*Los Angeles.....Seats 2, and 4 to 25 incl., and 27,  
Chicago to Los Angeles.  
Chicago.....Remaining seats, to Los Angeles.

\*Unsold space to be released back to Reservation Bureau,  
Chicago, one week prior to departure from Chicago.

EASTBOUND - Train 22

Car No. 221

#Chicago.....Seats 2, and 4 to 25 incl., and 27,  
Los Angeles to Chicago  
@San Francisco....Seats 26 and 28 to 37 incl., also 39,  
41, 43, Los Angeles to Chicago  
Los Angeles.....Seats 38,40,42,44, to Ash Fork  
Los Angeles.....Seats 1, 3, to Chicago  
Phoenix.....Seats 38,40,42,44, Ash Fork to Chicago

#Unsold space to be released back to Reservation Bureau,  
Los Angeles, one week prior to departure from Los  
Angeles.

@Unsold space to be released back to Reservation Bureau,  
Los Angeles, two days before departure.

(For wiring arrangements, see Pages 210 and 211)

---

(Correction No. 3404 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3361)

CHICAGO AND LOS ANGELES CHAIR CAR - 44 Seats

(Use Diagram Form 191-Q Standard)

(Change in assignments effective with car from  
Chicago and Los Angeles November 1, 1953)

WESTBOUND - TRAIN 21

Car No. 212

Chicago.....All seats to Kansas City  
Kansas City.....All seats to Los Angeles

Passengers destined to Kansas City, as well as passengers  
boarding train at Kansas City, should be assigned seats in  
this car so far as practicable.

EASTBOUND - TRAIN 22

Car No. 222

Los Angeles.....Seats 41, 42, 43, 44, to Albuquerque  
Los Angeles.....Remaining seats to KANSAS CITY  
Albuquerque.....Seats 41, 43, to La Junta  
Albuquerque.....Seats 42, 44, to Kansas City  
La Junta .....Seats 41, 43, to Kansas City  
Kansas City.....All seats to Chicago

(For wiring arrangements, see Pages 210 and 211)

---

(Correction No. 3646 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 2538).

CHICAGO AND LOS ANGELES CHAIR CAR -- 44 Seats  
(Use Diagram Form 191-Q Standard)

(Change in westbound assignments effective  
with car from Chicago November 1, 1953)

WESTBOUND -- Train 21

Car No. 213

Chicago.....Seats 1 to 10, incl., to Kansas City  
Chicago.....Remaining seats to Los Angeles  
Kansas City.....Seats 1 to 10, incl, to Los Angeles

EASTBOUND -- Train 22

Car No. 223

San Diego.....All seats Los Angeles to Chicago

(For wiring arrangements, see Pages 210 and 211)

---

(Correction No. 3647 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 339)

CHICAGO AND LOS ANGELES CHAIR CAR - 44 seats  
(Use Diagram Form 191-Q Standard)

WESTBOUND -- Train 21

Car No. 214

Chicago .....All seats to Los Angeles

EASTBOUND -- Train 22

Car No. 224

Los Angeles .....All seats to Chicago

(For wiring arrangements, see Pages 210 and 211)

(8-10-49)  
(Correction No. 2540 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 1936, formerly  
shown as Page 103)

B L A N K  
P A G E

(8-10-49)  
-----  
(Correction No. 2541 to Santa Fe System Assignment  
Circular No. 1)

CHICAGO AND LOS ANGELES CHAIR CAR -- 44 Seats  
(Use Diagram Form 191-v Standard)

(Change in westbound assignments effective  
with car from Chicago November 1, 1953)

WESTBOUND - Train 21

Car No. 216

Chicago.....Seats 13-14-15-16, to La Junta  
Chicago.....Remaining seats to Los Angeles  
Pueblo.....Seats 13-15, La Junta to Los Angeles  
Denver.....Seats 14-16, La Junta to Los Angeles

EASTBOUND - Train 22

Car No. 226

Los Angeles.....All seats to Chicago

(For wiring arrangements, see Pages 210 and 211)

---

(Correction No. 3648 to Santa Fe System assignment  
Circular No. 1, cancelling Correction No. 3126)

B L A N K  
P A G E

(8-10-49)  
-----  
(Correction No. 2543 to Santa Fe System Assignment  
Circular No. 1)



CHICAGO AND LOS ANGELES CHAIR CAR - 44 Seats

(Use Diagram Form 191-4 Standard)

(Change in assignments effective with car from  
Chicago and Los Angeles November 1, 1953)

WESTBOUND - Train 21

Car No. 218

Chicago.....All seats to Los Angeles

EASTBOUND - Train 22

Car No. 228

Los Angeles.....All seats to Chicago

(For wiring arrangements, see Pages 210 and 211)

---

(Correction No. 3649 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 2544)

CHICAGO AND LOS ANGELES CHAIR CAR - 44 Seats

(Use Diagram Form 191-Q Standard)

(Change in assignments effective with car from  
Chicago and Los Angeles November 1, 1953)

WESTBOUND - Train 21

Car No. 219

Chicago.....Seats 10,12,14,16,18,20, to Kansas City  
Chicago.....Seats 5,7,9,11,13,15,17,19,29,31, to Newton  
Chicago.....Seats 6,8, to Hutchinson  
Chicago.....Seats 22,24, to Dodge City  
Chicago.....Seats 21,23,25,27 to LaJunta  
Chicago.....Seats 1,3, to Trinidad  
Chicago.....Seats 37,39,41,43, to Lamy  
Chicago.....Seats 26,28,30,32,33,34,35,36,38,40,42 to  
Albuquerque  
Chicago.....Seats 2,4, to Winslow.  
Kansas City....Seats 10,12,14,16,18,20, to Albuquerque  
Oklahoma City..Seats 29,31, Newton to Los Angeles  
Wichita.....Seats 13,15,17,19, Newton to Los Angeles  
Newton.....Seats 5,7,9,11, to Los Angeles  
Hutchinson....Seats 6,8, to Los Angeles  
Dodge City....Seats 22,24, to Los Angeles  
LaJunta.....Seats 21,23,25,27, to Los Angeles  
Trinidad.....Seats 1,3, to Los Angeles  
Santa Fe.....Seats 37,39,41,43, Lamy to Los Angeles  
Albuquerque....Seats 10,12,14,16,18,20,26,28,30,32,33,34,  
35,36,38,40,42,44, to Los Angeles  
Winslow.....Seats 2,4, to Los Angeles

EASTBOUND - TRAIN 22

Car 229

Grand Canyon...Seats 1,3, Williams to Chicago  
Williams.....Seats 5,7, to Chicago  
Albuquerque....Seats 21,22,23,24,25,27,34,36, to Chicago  
Santa Fe.....Seats 10,12,13,15, Lamy to Chicago  
Las Vegas.....Seats 33,35 to Chicago  
Trinidad.....Seats 6,8, to Chicago  
LaJunta.....Seats 9,11, to Chicago  
Dodge City....Seats 29,31, to Chicago  
Hutchinson....Seats 26,28,30, 32 to Chicago  
Newton.....Seats 2,14,16,17,19, to Chicago  
Los Angeles....Remaining seats

(For wiring arrangements, see Pages 210 and 211)

---

(Correction No. 3650 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3362).

WIRING ARRANGEMENTS, TRAIN NO. 21

When wiring seats as provided herein, ticket agents and conductors will show car number and specific seat numbers. When there are no seats available, wire should be sent so stating.

CHICAGO RELEASE: At departure of El Capitan, Depot Passenger Agent Chicago, will wire Ticket Agent Newton, six seats from unsold space on train, for sale to Los Angeles; wiring balance of unsold seats to Depot Passenger Agent, Kansas City.

CONDUCTOR INTO NEWTON will wire ticket agent La Junta all "unsold" and "no-show" seats on train, after retaining two seats for train sales.

OKLAHOMA CITY AND WICHITA RELEASE: Upon departure of Train 28 D.T.A. Oklahoma City and Wichita, will wire Ticket Agent, Newton, disposition of Oklahoma City and Wichita assignments giving ticket or code number, and between what points reserved. Unused seats released to Newton. Ticket Agent, Newton, will show complete record of Oklahoma City and Wichita assignments on Newton diagrams.

NEWTON, HUTCHINSON AND DODGE CITY RELEASE TO LA JUNTA: Upon departure ticket agents, Newton, Hutchinson and Dodge City will wire ticket agent, La Junta, all unused seats.

PUEBLO AND DENVER RELEASE TO LA JUNTA: Pueblo U.D. and Denver U.D. will wire ticket agent, La Junta, disposition of their assignments, giving ticket or code number, and between what points reserved. Unused seats released to La Junta. La Junta diagrams to show complete record of disposition of Pueblo and Denver assignments.

LA JUNTA RELEASE TO ALBUQUERQUE: Upon departure, ticket agent La Junta, will wire ticket agent Albuquerque, all unreserved seats, showing between what points such seats are available. Agents on New Mexico Division to call on ticket agent, Albuquerque for assignments after train has departed La Junta.

CONDUCTOR INTO NEEDLES will wire agent San Bernardino actual seat and car numbers of passengers to detrain at San Bernardino; releasing such seats for San Bernardino's sale thence to Los Angeles.

(10-16-51)

---

(Correction No. 3138 to Santa Fe System Assignment Circular No. 1, cancelling Correction No. 2546)

WIRING ARRANGEMENTS, TRAIN NO.21

When wiring seats as provided herein, ticket agents and conductors will show car number and specific seat numbers. When there are no seats available, wire should be sent so stating.

**CHICAGO RELEASE:** At departure of El Capitan, Depot Passenger Agent, Chicago, will wire Ticket Agent, Newton, six seats from unsold space on train, for sale to Los Angeles; wiring balance of unsold seats to Depot Passenger Agent, Kansas City

\* **KANSAS CITY RELEASE:** At departure of El Capitan, Depot Passenger Agent, Kansas City, will release six seats to conductor for train sales; wiring balance of unsold seats to Ticket Agent, Newton.

**CONDUCTOR INTO NEWTON** will wire to ticket agent La Junta all "unsold" and "no-show" seats on train, after retaining two seats for train sales.

**OKLAHOMA CITY AND WICHITA RELEASE:** Upon departure of Train 28 D.T.A., Oklahoma City, and Wichita, will wire Ticket Agent, Newton, disposition of Oklahoma City and Wichita assignments giving ticket or code number, and between what points reserved. Unused seats released to Newton. Ticket Agent, Newton, will show complete record of Oklahoma City and Wichita assignments on Newton diagrams.

**NEWTON, HUTCHINSON AND DODGE CITY RELEASES TO LA JUNTA:** Upon departure ticket agents, Newton, Hutchinson, and Dodge City will wire ticket agent, La Junta all unused seats.

**PUEBLO AND DENVER RELEASE TO LA JUNTA:** Pueblo "UD" and Denver "UD" will wire ticket agent, La Junta, disposition of their assignments, giving ticket or code number, and between what points reserved. Unused seats released to La Junta. La Junta diagrams to show complete record of disposition of Pueblo and Denver assignments.

**LA JUNTA RELEASE TO ALBUQUERQUE:** Upon departure, ticket agent La Junta, will wire ticket agent Albuquerque, all unreserved seats, showing between what points such seats are available. Agents on New Mexico Division to call on ticket agent, Albuquerque for assignments after train has departed La Junta.

**CONDUCTOR INTO NEEDLES** will wire agent San Bernardino actual seat and car numbers of passengers to detrain at San Bernardino; releasing such seats for San Bernardino's sale thence to Los Angeles.

(\*Change effective January 11, 1953)

---

(Correction No. 3371 to Santa Fe System Assignment Circular No. 1, cancelling Correction No. 3138.)

WIRING ARRANGEMENTS, TRAIN NO. 22

When wiring seats as provided herein, ticket agents and conductors will show car number and specific seat numbers. When there are no seats available, wire should be sent so stating.

Upon departure Train 71, ticket agent, San Diego will wire C.P.A., Los Angeles "US", disposition of San Diego assignments, giving ticket or code number, and between what points reserved. Seats not reserved should be released to Los Angeles. C.P.A., Los Angeles, will show complete record of San Diego assignments on Los Angeles diagrams. It will not be necessary for San Diego to forward diagrams to Los Angeles.

Upon departure C.P.A., Los Angeles "US" will wire ticket agent, Albuquerque, all unreserved seats Albuquerque to Chicago.

Conductor into Needles will give outgoing conductor memorandum showing all "no-shows", also wire to ticket agent Albuquerque all unreserved seats (not including the no-shows) from Albuquerque to points east thereof, showing to what destinations space is available; copy of this message to be given outgoing conductor.

While train is enroute between Los Angeles and Albuquerque, agents east of Albuquerque should wire Ticket Agent Albuquerque for seat assignments.

Upon departure, ticket agent Albuquerque will assign four seats for use of train conductor; then wire six seats to ticket agent La Junta, and wire to ticket agents Dodge City and Hutchinson EACH one-half of the remaining unreserved seats. Wires should show between what points such seats are available.

While train is enroute Albuquerque-Dodge City, agents should call on ticket agent Dodge City for seat assignments.

CPA Santa Fe, as well as ticket agents at Las Vegas, Trinidad, and La Junta will, upon departure of Train 22, wire to ticket agent Newton all their unsold seats.

(3-16-52)

---

(Correction No. 3221 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3139)

PREPARATION OF COACH DIAGRAMS COVERING  
REGULAR ASSIGNMENTS

Ticket Agents holding regular assignments of chair car seats will prepare diagrams as follows:

Please see that the blank spaces provided on diagram for showing car number, train number, etc., are completely filled in, without fail. The line "FROM" should show the name of the station making the diagram. The line "DAY & DATE" should show day of week and date train leaves station making the diagram.

EXCEPTION: In case of diagrams prepared by agents off the route of the train, the "FROM" should show the point from which the office holds the seats, and the "DAY & DATE" should show day of week and date train passes the point from which the office holds the seats.

Each diagram should clearly show every seat assigned to the office making it, and destination to which the office holds the seat.

Draw a perpendicular line through the center of spaces opposite the numbers of all seats not assigned to the office making the diagram. The absence of perpendicular line will indicate that seat is assigned to office making the diagram.

If space opposite seat number is left entirely blank, it will mean that office making diagram holds the seat for use to destination of car.

When a seat is assigned to office making the diagram, for use to a point short of the destination of car, the point to which seat may be used should be stamped or written in the space opposite seat number.

(6-1-53)

---

(Correction No. 3461 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3140)

PREPARATION OF COACH DIAGRAMS COVERING  
RELEASED SPACE

Ticket agents receiving regular releases of seats from other agents or from conductors, as provided for in the wiring arrangements outlined herein, will prepare diagrams as follows:

When released seat is in a car for which the office regularly makes a diagram, stamp or write opposite the proper seat number and through the perpendicular line "\_\_\_\_\_ sells" (the blank space to be filled in with the name of the station making the diagram).

When released seat is to a point short of the destination of the car, stamp or write opposite the proper seat number "\_\_\_\_\_ sells to \_\_\_\_\_" (the first blank space to be filled in with the name of the station making the diagram, and the second blank space the name of the point to which the seat may be used).

When the released seat is in a car for which the office does not regularly make a diagram, diagram of proper form should be prepared to cover, following practices outlined in the two preceding paragraphs. Perpendicular lines should be drawn through all space except that covered by the release. The blank spaces for showing car number, train number, etc., should be filled in, the same as on diagrams covering regular assignments.

When one agent wires another for a reservation, under ticket number or name, it is understood that the entire record will be on the diagram of the agent assigning the seat, and the agent requesting the seat should not include the transaction in his diagram. Note the distinction between handling regular releases of seats and handling reservations.

When an agent wires the conductor for reservation, the conductor will make record of the seat assigned on the diagram he holds, and the agent requesting the seat will not include in his diagram.

---

(6-1-53)  
(Correction No. 3462 to Santa Fe System Assignment  
Circular No. 1, Cancelling Correction No. 3141)

METHOD OF SHOWING RESERVATIONS ON  
COACH DIAGRAMS

When a reservation is made, the code, ticket, or coach reservation coupon number (or name) should be written plainly in the space opposite the seat number. Use pencil (not ink) in order that same may be easily erased in case reservation is changed or cancelled.

When the reservation is to be claimed at an intermediate station, the fact should be shown on the diagram. For example, if Kansas City holds seat 16 to Los Angeles, and assigns it to Dodge City for use to Los Angeles, Kansas City diagram should show ticket number with notation "On Dodge City."

When reservation is made to a point short of that to which the office holds the seat, the fact should be indicated on the diagram. For example, if Kansas City holds seat 16 to Los Angeles and assigns it to a passenger for use to Albuquerque only, the number of the ticket should be shown on the diagram with notation "To Albuquerque."

When an agent, or a conductor, releases seats to another agent, as provided for in the wiring arrangements shown herein, the agent or the conductor releasing the seats should make a clear record on the diagram. The proper form of notation to be made in the space opposite the seat number is "Released to \_\_\_\_\_" (the blank space to be filled in with the name of the office to which the space is released). The telegram releasing the seats must show to what point they are available for use.

Diagram records of reservations and space releases are highly important, to avoid possibility of duplicate reservations, and to insure the maximum use of the seat accommodations available. They are also important to conductors who have the problem of seating passengers on the train and of wiring unsold space.

---

(6-1-53)  
(Correction No. 3463 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3142).



## DISPOSITION OF COACH DIAGRAMS

Agents along the route of the train will stamp diagrams with ticket dater, and deliver them to conductor at the train upon its arrival.

Agents off the route of the train will file diagrams for record after wiring disposition of their space as provided.

## RESERVATION OF COACH SEATS

All seats on "El Capitan" will be reserved, and agents will NOT sell extra fare tickets for use thereon without first obtaining reservation of the required seat space. Description of the reservation must be shown on the extra fare tickets in every instance.

All seats on "The Grand Canyon" trains will be reserved, and agents will NOT deliver to passenger Coach Reservation Coupon without first obtaining reservation of required seat space. Description of the reservation must be shown on the Coach Reservation Coupon in every instance.

SEATS MUST NOT BE SOLD OR ASSIGNED SHORT to passengers who intend to remain on train, and no passenger should be permitted to board train without a definite seat assignment through to destination.

CANCELLATION OF RESERVATION: The station from which the space was obtained should be promptly advised. Should the cancellation occur after the train has passed such station, conductor should be notified by wire.

RESERVATION AT OFFICE NOT SUPPLIED WITH EXTRA FARE TICKETS: Should an office not supplied with extra fare tickets have occasion to make a reservation on "El Capitan" and there is not sufficient time to obtain extra fare ticket from this office or from nearby coupon office, the description of the space reserved should be endorsed on the Santa Fe coupon of the ticket, and the number of the coupon transmitted for insertion on the diagram. In such cases, passenger must be advised that collection of extra fare will be made by agent at point where "El Capitan" is boarded, or by conductor on the train.

(6-1-53)

(Correction No. 3464 to Santa Fe Assignment Circular No. 1, cancelling Correction No. 3143)

## RESERVATION OF COACH SEATS (Con.)

**RESERVATIONS FOR CHILDREN:** Seats will be reserved for children of half fare age holding half fare tickets, and for children under half fare age without tickets when accompanied by parent or guardian.

When selling tickets and making reservations of chair car seats, it is highly important that it be ascertained whether there are children to be accommodated and that the necessary seats be reserved for them. Agents should in each case ask whether there is anyone accompanying the person making reservation, either adults or children.

In making reservations for children under five years of age, the code, ticket, or coach reservation coupon number issued to the adult passenger (parent or guardian) should be shown on the diagram for each seat reserved. The numbers of the seats assigned should be shown on the face of the extra fare ticket, or on face of coach reservation coupon, as the case may be, and endorsement should be made on the back of the ticket or coach reservation coupon showing the number of children under five years of age accompanying the adult passenger.

**RACE AND SEX OF PASSENGERS TO BE SHOWN ON DIAGRAM:** When making reservations of seat space for passengers of other than white races, race of passenger should be shown on the diagram in every instance; also, when making reservation of a single seat, the sex of the passenger should be shown on the diagram. Ticket agents when wiring other agents or conductors for seat space will state the race of passenger if other than the white races, and the sex of passenger in each case, whether one or more passengers, and this information will be noted on the diagram by the office or conductor assigning the space. Where these notations appear, agents, when assigning adjoining seats, should not locate white passengers next to those of other than white races, and should make every effort to avoid locating passengers of different sexes together when not traveling together.

See Group 9 of Santa Fe System Circular No. 46-S for other detailed information in regard to the handling of reservations.

(6-1-53)

(Correction No. 3465 to Santa Fe System Assignment Circular No. 1 cancelling Correction No. 3144)

LOS ANGELES AND SAN DIEGO

52-SEAT LIGHTWEIGHT CHAIR CAR  
Santa Fe Car - 48 Assigned Seats

SOUTHBOUND

NORTHBOUND

Train No. 72, Car No. 720	:	Train No. 71, Car No. 710
Train No. 74, Car No. 740	:	Train No. 73, Car No. 730
	:	
Employe .... Seats 2 and 4	:	Employe .... Seats 2 and 4
*Los Ang .... Bal. of space	:	*San Diego .. Bal. of space
	:	
---	:	---
	:	
Train No. 76, Car No. 760	:	Train No. 77, Car No. 770
Train No. 78, Car No. 780	:	Train No. 79, Car No. 790
	:	
Employe .... Seats 2 and 4	:	Employe .... Seats 2 and 4
San Diego .. Seats 9-11-13-	:	Los Ang .... Seats 9-11-13-
15-17-19-21-	:	15-17-19-21-
23-25-27-29-	:	23-25-27-29-
31-33-35	:	31-33-35.
*Los Angeles Bal. of space	:	*San Diego .. Bal. of space
	:	
---	:	---
	:	
<u>Release arrangements:</u> At	:	<u>Release arrangements:</u> At
1:00 PM day before de-	:	1:00 PM day before departure
parture, C.T.A. San Diego	:	Mgr. Res. Bur. Los Ang. will
will release to Mgr. Res.	:	release to C.T.A. San Diego
Bur. Los Ang. ticket num-	:	ticket numbers covering sales
bers covering sales in	:	in Cars 770 and 790 as well
Cars 760 and 780, as well	:	as unsold space. Space for
as unsold space. Space	:	Saturdays, Sundays and holi-
for Saturdays, Sundays,	:	days to be released on pre-
and holidays to be re-	:	ceding working day.
leased on preceding work-	:	
ing day.	:	

\* Seats 1 and 3 are backward riding, and Seats 50 and 52 do not recline. These seats are not assigned and should NOT be sold.

(4-21-52)

(Correction No. 3238 to Santa Fe System Assignment Circular No. 1 cancelling Correction No. 3178).

BAKERSFIELD AND OAKLAND

52-SEAT LIGHTWEIGHT CHAIR CAR

Santa Fe Car - 48 Assigned Seats

-----  
(Inauguration of one reserved-seat chair car, effective  
May 4, 1952)  
-----

NORTHBOUND

Train No. 61, Car No. 610

Train No. 63, Car No. 630

Los Angeles Res. Bureau...Seats 5-7-9-11-13-15-17-19-21-23-  
25-27----2-4-6-8-10-12-14-16-18-  
20-22-24 (total 24 seats), Bakers-  
field to Oakland.

Los Angeles Res. Bureau...Seats 29-31-33-35-37-39-41-43-----  
26-28-30-32-34-36-38-40 (total 16  
seats), Bakersfield to Fresno.

Bakersfield.....Seats 45-47-49-51---42-44-46-48,  
(total 8 seats) Bakersfield to  
Oakland.

Fresno.....Seats 29-31-33-35-37-39-41-43----  
26-28-30-32-34-36-38-40, (total 16  
seats), Fresno to Oakland.

Seats 1 and 3 are backward riding, and Seats 50 and 52 do not  
recline. These seats are not assigned and should NOT be sold.

Los Angeles Reservation Bureau will telephone Bakersfield  
ticket office, daily on departure of bus connection for Train  
61 and 63, giving ticket numbers for seats sold, for insertion  
on diagram, and releasing unsold space to Bakersfield.

(Continued on Page 218-A)

(New)

(Correction No. 3239 to Santa Fe System Assignment  
Circular No. 1).

OAKLAND AND BAKERSFIELD

52-SEAT LIGHTWEIGHT CHAIR CAR

Santa Fe Car - 48 Assigned Seats

-----  
(Change in assignments in Car 620 effective Oct. 12, 1953,  
and change in assignments in Car 600 effective Oct. 13, 1953).  
-----

SOUTHBOUND

Train No. 60, Car No. 600

Train No. 62, Car No. 620

\*Assignments in Car 600:

San Fran. Res. Bur...Seats 5-7-9-11-13-15-17-19-21-23-25-27-  
29-31-33-35-37-39---2-4-6-8-10-12-14-  
16-18-20-22-24-26-28-30-32-42-44-46-48,  
(total 38 seats) Oakland to Bakersfield.

San Fran. Res. Bur...Seats 41-43-45-47-49-51 Oakland to Fresno

Stockton Depot.....Seats 34-36-38-40 to Bakersfield.

Fresno.....Seats 41-43-45-47-49-51 Fresno to  
Bakersfield.

\*Assignments in Car 620:

San Fran. Res. Bur...Seats 5-7-9-11-13-15-17-19-21-23-25-27-  
29-31-33-35-37-39-41-43-45-47-49-51---  
2-4-6-8-10-12-14-16-18-20-22-24-26-28-  
30-32-34-36-38-40 (total 44 seats)  
Oakland to Bakersfield.

Stockton Depot.....Seats 42-44-46-48 to Bakersfield.

\* - Seats 1 and 3 are backward riding, and Seats 50 and  
52 do not recline. These seats are not assigned and  
should NOT be sold.

---

(Correction No. 3643 to Santa Fe System Assignment  
Circular No. 1 cancelling Correction No. 3626)

LOS ANGELES AND SAN DIEGO

88-SEAT LIGHTWEIGHT DIESEL CARS

Santa Fe Cars - 80 Seats Assigned

(Effective Sept. 28, 1952)

SOUTHBOUND

Train No. 82, Car No. 821

Train No. 82, Car No. 820

CAR NO. 821 (Forward Car)

Not assigned account  
backward riding.....Seats 37, 38, 39, 40, 85, 87  
San Diego .....Seats 45 to 72 inclusive.  
Los Angeles .....Balance of space.

CAR NO. 820 (Rear Car)

Employees ..... Seats 86 and 88  
Not assigned account  
backward riding ..... Seats 1, 2, 3, 4, 41, 42, 43, 44.  
Los Angeles..... Balance of space.

Release arrangements: at 1:00 PM day before departure,  
C.T.A., San Diego will release to Mgr. Reservation Bureau,  
Los Angeles, ticket numbers covering sales in Car 821.  
Space for Saturdays, Sundays and holidays to be released  
on preceding working day.

(Continued on Page 219-A)

---

(Correction No. 3334 to Santa Fe System Assignment  
Circular No. 1 cancelling Correction No. 3267)

SAN DIEGO AND LOS ANGELES

88-SEAT LIGHTWEIGHT DIESEL CARS

Santa Fe Cars - 80 Seats Assigned

(Effective Sept. 28, 1952)

NORTHBOUND

Train No. 81, Car No. 811

Train No. 81, Car No. 810

CAR NO. 811 (Forward car)

Not assigned account  
backward riding .....Seats 37, 38, 39, 40, 85, 87  
Los Angeles .....Seats 45 to 56 inclusive.  
San Diego .....Balance of space.

CAR NO. 810 (Rear car)

Employees .....Seats 86 and 88  
Not assigned account  
backward riding .....Seats 1, 2, 3, 4, 41, 42, 43, 44.  
San Diego .....Balance of space.

Release arrangements: at 1:00 PM day before departure,  
Mgr. Reservation Bureau, Los Angeles, will release to C.T.A.,  
San Diego ticket numbers covering sales in Car 811. Space  
for Saturdays, Sundays and holidays to be released on  
preceding working day.

---

(Correction No. 3335 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3268)

ALBUQUERQUE AND EL PASO

41-SEAT LIGHTWEIGHT CHAIR CAR

Santa Fe Car - 11 seats assigned

(Established effective with first car from Albuquerque Sept. 27, and first car from El Paso Sept. 27, 1953)

SOUTHBOUND - Train No. 13

Car 3153

Albuquerque.....Seats 1-2-3-4-5-6-7-8-9-11-13, to El Paso

NORTHBOUND - Train No. 14

Car 3153

El Paso.....Seats 1-2-3-4-5-6-7-8-9-11-13, to  
Albuquerque

---

(Correction No. 3610 to Santa Fe system assignment  
Circular No. 1)



CHICAGO AND LOS ANGELES HW CHAIR CAR - 48 SEATS

(Use Diagram Form 191-T Standard)

(Change in eastbound assignments effective with car from  
Los Angeles October 18, 1953)

WESTBOUND - Train 23

Car 500

Chicago.....Seats 1-2-3-4-5-6-7-8-9-10-11-12-13-14-  
15-16-17-18-19-20-21-22-23-24-25-26-  
27-28-29-30-31-32-33-34-35-36-37-38-  
39-40-41-42-43-44-46-48-50-52, to  
Los Angeles. (See NOTE ONE on Page  
251).

EASTBOUND - Train 24

Car 700

Los Angeles.....Seats 1-2-3-4-5-6-7-8-10-12-14-16-18-  
20-22-24-26-28-29-30-31-32-33-34-35-  
36-37-38-39-40-41-42-43-44-46-48-50-  
52, to Chicago. (See NOTE ONE  
on Page 251).  
San Diego.....Seats 9-11-13-15-17-19-21-23-25-27,  
Los Angeles to Chicago.

(SEE PAGES 236-237 FOR WIRING ARRANGEMENTS)

---

(Correction No. 3627 to Santa Fe System Assignment  
Circular No. 1 cancelling Correction No. 3488)

CHICAGO AND LOS ANGELES HW CHAIR CAR - 48 SEATS  
(Use Diagram Form 191-T Standard)

(Change in assignments effective with cars  
from Newton and Los Angeles October 18, 1953)

WESTBOUND - Train 23

Car 502

CHICAGO TO NEWTON: Unassigned car.

NEWTON TO LOS ANGELES:

News Agent...Seats 2-4-6-8 to Los Angeles.  
Train Condr..Seats 37-39-41-43 to Los Angeles.  
Newton.....Seats 1-3-5-7-10-12-14-16-17-18-19-20-21-22-  
23-24-26-28-30-32-34-36-38-40-42-44-46-  
48 to Wichita (See NOTE ONE on Page 251)  
Newton.....Seats 25-27-29-31-33-35 to Amarillo.  
Newton.....Seats 9-11-13-15-50-52 to Los Angeles (See NOTE  
ONE on Page 251)  
Wichita.....Seats 30-32-34-36-38-40-42-44-46-48 to Amarillo.  
Wichita.....Seats 1-3-5-7-10-12-14-16-18-20-22-24-26-28 to  
Los Angeles (See NOTE ONE on Page 251)  
Okla.City....Seats 17-19-21-23 Wichita to Los Angeles.  
Amarillo.....Seats 25-27-34-36 to Clovis.  
Amarillo.....Seats 29-30-31-32-33-35-38-40-42-44-46-48 to  
Los Angeles.  
Clovis.....Seats 25-27 to Los Angeles.  
Roswell.....Seats 34-36 Clovis to Los Angeles.

EASTBOUND - Train 24

Car 702

LOS ANGELES TO CHICAGO

News Agent...Seats 2-4-6-8 to Chicago  
Train Condr..Seats 37-39-41-43 to Chicago  
Los Angeles..Seats 10-12-14-16 to Belen  
Los Angeles..Seats 13-15-29-31-33-35 to Clovis  
Los Angeles..Seats 9-11-17-18-19-20-21-22-23-24-25-26-27-28-  
30-32-34-36 to Amarillo  
Los Angeles..Seats 1-3-5-7-38-40-42-44-46-48-50-52 to Chicago  
Albuquerque..Seats 10-12-14-16 Belen to Chicago  
Clovis.....Seats 33-35 to Kansas City  
Clovis.....Seats 29-31 to Chicago  
Roswell.....Seats 13-15 Clovis to Chicago  
Lubbock.....Seats 21-23 Amarillo to Kansas City  
Lubbock.....Seats 17-19 Amarillo to Chicago  
Amarillo.....Seats 18-20-25-27-34-36 to Kansas City  
Amarillo.....Seats 9-11-22-24-26-28-30-32 to Chicago  
Kansas City..Seats 18-20-21-23-25-27-33-34-35-36 to Chicago

(See Pages 236-237 for wiring arrangements)

---

(Correction No. 3628 to Santa Fe System Assignment  
Circular No. 1 cancelling Correction No. 3522)

CHICAGO AND OAKLAND LW CHAIR CAR -52 SEATS

(Use Diagram Form 191-S Standard)

(Change in westbound assignments effective  
with car from Chicago October 18, 1953)

WESTBOUND - Train 23 to Bakersfield, 61 to  
Oakland

Car 503

News Agent.....Seats 46-48-50-52, Barstow to Oakland.  
Chicago.....Seats 46-48-50-52 to Barstow (See NOTE TWO  
on Page 251)  
Chicago.....Seats 1-2-3-4-5-6-7-8-9-10-11-12-13-14-15-  
16-17-18-19-20-21-22-23-24-25-26-27-  
28-29-30-31-32-33-34-35-36-37-38-39-  
40-41-42-43-44-45-47-49-51 to Oakland,  
(See NOTE TWO on Page 251)

EASTBOUND - Train 60 to Bakersfield,  
24 to Chicago

Car 703

San Fran.....Seats 1 through 52, Oakland to Chicago  
(See NOTE TWO on Page 251)

(SEE PAGES 236-237 FOR WIRING ARRANGEMENTS)

---

(Correction No. 3629 to Santa Fe System Assignment  
Circular No. 1 cancelling Correction No. 3558)

KANSAS CITY AND OAKLAND LW CHAIR CAR - 52 SEATS

(Use Diagram Form 191-S Standard)

(Changes in assignments, effective with cars from Kansas City and Oakland Oct. 18, 1953)

WESTBOUND - Trains 23 to Bakersfield  
61 to Oakland

Car 505

Kansas City....Seats 6-8-22-24-26-28 to Wichita  
Kansas City....Seats 10-12-13-14-15-16-17-18-19-20-21-  
23 to Amarillo.  
Kansas City....Seats 9-11 to Clovis.  
Kansas City....Seats 1-2-3-4-5-7-25-27-29-30-31-32-33-34-35-  
36-37-38-39-40-41-42-43-44-45-46-47-48-  
49-50-51-52 to Oakland.  
Wichita.....Seats 22-24-26-28 to Oakland.  
Okla. City....Seats 6-8 Wichita to Oakland  
Amarillo.....Seats 10-12-13-14-15-16-17-18-19-20-21-23,  
to Oakland.  
Clovis.....Seats 9-11 to Oakland.

EASTBOUND - Train 60 to Bakersfield, 24 to  
Kansas City

Car 705

News Agent.....Seats 46-48-50-52 Oakland to Barstow.  
San Francisco..Seats 46-48-50-52 Barstow to Kansas City  
(See NOTE TWO on Page 251)  
San Francisco..Seats 1-2-3-4-5-6-7-8-9-10-11-12-13-14-15-  
16-17-18-19-20-21-22-23-24-25-26-27-  
28-29-30-31-32-33-34-35-36-37-38-39-  
40-41-42-43-44-45-47-49-51, Oakland  
to Kansas City. (See NOTE TWO on Page  
251).

(SEE PAGES 236-237 FOR WIRING ARRANGEMENTS)

---

(Correction No. 3631 to Santa Fe System Assignment  
Circular No. 1 cancelling Correction No. 3560)

KANSAS CITY AND LOS ANGELES HW CHAIR CAR - 48 SEATS

(Use Diagram Form 191-T Standard)

(Change in eastbound assignments effective with  
car from Los Angeles October 18, 1953)

WESTBOUND - TRAIN 23

Car 506

Kansas City....Seats 1-2-3-4-5-6-7-8-9-10-11-12-13-14-15-  
16-17-18-19-20-21-22-23-24-25-26-27-  
28-29-30-31-32-33-34-35-36-37-38-39-  
40-41-42-43-44-46-48-50-52 to Los  
Angeles (See NOTE ONE on Page 251)

EASTBOUND - TRAIN 24

Car 706

Los Angeles....Seats 30-32 to Ash Fork  
Los Angeles....Seats 1-2-3-4-5-6-7-8-10-12-14-16-18-20-  
22-24-26-28-29-31-33-34-35-36-37-38-  
39-40-41-42-43-44-46-48-50-52 to  
Kansas City (See NOTE ONE on Page 251).  
San Diego.....Seats 9-11-13-15-17-19-21-23-25-27 Los  
Angeles to Kansas City.  
Phoenix.....Seats 30-32 Ash Fork to Kansas City

(SEE PAGES 236-237 FOR WIRING ARRANGEMENTS)

---

Correction No. 3632 to Santa Fe System Assignment  
Circular No. 1 cancelling Correction No. 3525)

DALLAS AND LOS ANGELES LW CHAIR CAR - 44 SEATS

(Use Diagram Form 191-Q Standard)

(Change in train numbers, effective September 27, 1953, also change in capacity effective with car from Dallas October 13, 1953, and car from Los Angeles October 16, 1953)

WESTBOUND

Trains 112 to Ft. Worth, 77 to Brownwood, 75 to Clovis, 23 to Los Angeles.

Car 508

Dallas.....Seats 9-11-13-15-17-18-19-20-21-22-23-24-26-28-30-32-34-36, to Ft. Worth.  
Dallas.....Seats 1-2-3-4-5-6-7-8-10-12-14-16, to Lubbock.  
Dallas.....Seats 25-27-29-31-33-35-37-38-39-40-41-42-43-44 to Los Angeles.  
Ft. Worth.....Seats 9-11-18-20-22-24 to Clovis.  
Ft. Worth.....Seats 13-15-17-19-21-23-26-28-30-32-34-36, to Los Angeles.  
Houston.....Seats 9-11-18-20-22-24, Clovis to Los Angeles.  
Lubbock.....Seats 1-2-3-4-5-6-7-8-10-12-14-16, to Los Angeles.

EASTBOUND

Trains 24 to Clovis, 76 to Brownwood, 78 to Ft. Worth, 111 to Dallas.

Car 708

Los Angeles....Seats 2-4-5-6-7-8-10-12-14-16 to Barstow.  
Los Angeles....Seats 9-11, to Belen.  
Los Angeles....Seats 25-27-29-31, to Clovis.  
Los Angeles....Seats 1-3-33-35-37-38-39-40-42-44 to Lubbock.  
Los Angeles....Seats 13-15-17-18-19-20-21-22-23-24-26-28-30-32-34-36-41-43, to Dallas.  
San Francisco..Seats 2-4-5-6-7-8-10-12-14-16, Barstow to Dallas.  
Albuquerque....Seats 9-11, Belen to Dallas.  
Clovis.....Seats 25-27, to Dallas.  
Lubbock.....Seats 1-3-33-35-37-38-39-40-42-44, to Dallas.  
Roswell.....Seats 29-31, Clovis to Dallas.  
(SEE PAGES 236-237 FOR WIRING ARRANGEMENTS)

---

(Correction No. 3633 to Santa Fe System Assignment Circular No. 1 cancelling Correction No. 3496)

HOUSTON AND OAKLAND LW CHAIR CAR - 52 SEATS  
(Use Diagram Form 191-S Standard)

(Change in train numbers effective Sept.  
27, 1953, also change in Westbound assign-  
ments effective Oct. 18, 1953)

WESTBOUND

Trains 66 to Temple, 75 to Clovis, 23 to Bakersfield,  
61 to Oakland

Car 509

New Orleans....Seats 10-12-13-15, Houston to Oakland.  
Houston.....Seats 2-4-6-8-9-11, to Lubbock.  
(See NOTE TWO on Page 251)  
Houston.....Seats 14-16-17-19-21-23, to Clovis.  
Houston.....Seats 1-3-5-7-18-20-22-24-25-26-27-28-29-  
30-31-32-33-34-35-36-37-38-39-40-41-42-43-  
44-45-46-47-48-49-50-51-52, to Oakland.  
(See NOTE TWO on Page 251)  
Dallas.....Seats 14-16-17-19-21-23, Clovis to Oakland.  
Lubbock.....Seats 2-4-6-8-9-11, to Oakland (See NOTE  
TWO on Page 251)

EASTBOUND

Trains 60 to Bakersfield, 24 to Clovis, 76 to Temple,  
65 to Houston

Car 709

San Francisco..Seats 2-4-6-8-10-12-14-16, Oakland to Barstow.  
San Francisco..Seats 46-48, Oakland to Belen.  
San Francisco..Seats 1-3-5-7-9-11-13-15-17-18-19-20-21-22-  
23-24-25-26-27-28-29-30-31-32-33-34-35-36-  
37-38-39-40-41-42-43-44-45-47-49-50-51-52,  
Oakland to Houston. (See NOTE TWO on Page  
251)  
Los Angeles....Seats 2-4-6-8-10-12-14-16, Barstow to Houston.  
Albuquerque....Seats 46-48, Belen to Houston.

(SEE PAGES 236-237 FOR WIRING ARRANGEMENTS)

---

(Correction No. 3634 to Santa Fe System Assignment  
Circular No. 1, cancelling Correction No. 3527)

(Also for cars from south of Clovis)

When wiring seats as provided herein, ticket agents and conductors will show car number and specific seat numbers, also between what points available. When no seats available, wire should be sent, so stating.

CHICAGO RELEASE: On departure of Train 23, Depot Psgr. Agt. Chgo will release to Gen. Agt. Psgr. Dept. Kansas City all unassigned seats in chair cars for Train 23 west of Kansas City.

CONDUCTOR INTO FORT MADISON will wire to Ticket Agent Union Station, Kansas City, all "no-shows" in chair cars for Train 23 beyond K. C.

KANSAS CITY RELEASE: On departure of Train 23, Depot Psgr. Agent Kansas City will release to train conductor 4 seats; then release 8 seats to ticket agent Newton and 8 seats to ticket agent Wichita Union Station, THEN release remaining unassigned seats to ticket agent Amarillo.

OKLAHOMA CITY RELEASE: On departure Train 28, Depot Ticket Agent, Oklahoma City will wire D. T. A. Wichita US disposition of Oklahoma City's assignments "On at Wichita" in Car 502 and Car 505, unused seats released for Wichita's use. Wichita will show complete record of Oklahoma City's assignment on the Wichita diagrams.

DEPOT PASSENGER AGENT, NEWTON will wire to Ticket Agent, Shattuck, Okla. 2 seats for use to Los Angeles; THEN release all of his remaining unassigned seats on Train 23 to Ticket Agent, Wichita Union Station.

TICKET AGENT WICHITA UNION STATION will release 10 seats to conductor for train assignments, THEN release to ticket agent Amarillo all remaining unassigned seats beyond Amarillo.

CONDUCTOR INTO WELLINGTON will release to ticket agent Canadian 4 seats for use to Amarillo; also to ticket agent at Pampa 4 seats for use to Amarillo, 2 for use to Los Angeles and 2 for use to Oakland.

(Continued on Page 236-A)

---

(Correction No. 3635 to Santa Fe System Assignment Circular No. 1 cancelling Correction No. 3565)



(10-18-53)

WIRING ARRANGEMENTS - TRAIN NO. 23 (Con.)  
(Also cars from South of Clovis)

TICKET AGENT, AMARILLO will release to ticket agent Clovis 4 seats to Belen, 2 to Los Angeles, 2 to Oakland--to Ticket Agent Belen 4 seats to Los Angeles, 4 to Oakland--to Ticket Agents Callup, Winslow, Williams, Flagstaff, Ash Fork and Needles EACH 4 seats to Los Angeles and 2 to Oakland--to Ticket Agent Barstow all remaining unassigned seats on Train 23.

TICKET AGENT ROSWELL, (upon morning of day of departure from Clovis), will release all unassigned seats to Ticket Agent Clovis, giving ticket or code number on assigned space and between what points reserved. Clovis will show complete record of Roswell's assignments on the Clovis diagrams.

TICKET AGENT, CLOVIS will release to Ticket Agent Belen 4 seats to Los Angeles; THEN release to Train Conductor all remaining unassigned seats on Train 23.

-----  
(CARS FROM SOUTH OF CLOVIS)

On departure Train 112, Depot Ticket Agent Dallas will release to Fort Worth unassigned seats in Cars 508 and 509.

On departure Train 77, Depot Ticket Agent, Ft. Worth will release to Ticket Agent Brownwood, unassigned seats in Cars 508 and 509.

On departure Missouri Pacific Train 3 from New Orleans, our New Orleans Office will wire Ticket Agent Houston disposition of New Orleans' assignments in Chair Car 509, giving ticket or code number and between what points reserved. Seats not reserved to be released to Houston.

On departure Train 66, Ticket Agent Houston will release 6 seats in Car 509 to train conductor, wiring remainder of unassigned seats to the ticket agent at Temple.

On departure Train 75, Ticket Agent Temple will release unassigned seats in Car 509 to Ticket Agent Brownwood.

On departure Train 75, Ticket Agent Brownwood will release unassigned seats in Cars 508-509 to Ticket Agent Sweetwater.

On departure Train 75, Ticket Agent Sweetwater will release to Ticket Agent Clovis all unassigned seats in Cars 508-509.

On departure Train 75, Ticket Agent Lubbock will release all unassigned seats in Cars 508-509 to Ticket Agent Clovis.

---

(Correction No. 3636 to Santa Fe System Assignment Circular No. 1 cancelling Correction No. 3529)

(10-18-53)  
WIRING ARRANGEMENTS - TRAIN NO. 24  
(Also cars for south of Clovis)

When wiring seats as provided herein, ticket agents and conductors will show car number and specific seat numbers, also between what points available. When no seats available, wire should be sent, so stating.

SAN FRANCISCO RESERVATION BUREAU, on departure train 60, will make following release of unsold space in Kansas City and Chicago chair cars: 4 seats to Ticket Agent, Stockton; 10 seats to Ticket Agent, Fresno; 4 seats to Ticket Agent, Bakersfield; 8 seats to Ticket Agent, Barstow; and remaining seats to Ticket Agent, Amarillo; after releasing to G.A., P.D., Kansas City, all seats to be vacated upon arrival Kansas City. All unsold seats in Houston chair car should be released to Ticket Agent, Clovis.

TICKET AGENTS, STOCKTON, BAKERSFIELD, AND BARSTOW, will, on departure, release their unsold seats in Kansas City and Chicago chair cars to the Ticket Agent, Amarillo.

TICKET AGENT, Fresno, will, on departure, release his unassigned seats in Kansas City and Chicago chair cars to Ticket Agent, Belen.

TICKET AGENT, SAN DIEGO, upon departure Train 73, will wire CPA, Los Angeles "US", disposition of San Diego assignment, giving ticket or code number and between what points reserved. Seats not reserved should be released to Los Angeles. CPA, Los Angeles, will show complete record of San Diego assignments on Los Angeles diagrams. It will not be necessary for San Diego to forward diagrams to Los Angeles.

LOS ANGELES RESERVATION BUREAU will release to Ticket Agents, Needles, Ash Fork, Williams, Flagstaff, Winslow, Gallup, and Belen, seats as available to protect their requirements, after holding 6 seats for Train Conductors' use. IN ADDITION, will wire to Ticket Agent Lubbock all unsold space in Chair Car 708---to Ticket Agent, Clovis, 4 seats to Amarillo, 2 to Kansas City, 2 to Chicago---to Ticket Agent, Hereford, 2 seats to Kansas City---to Ticket Agent, Pampa, 4 seats to Kansas City, 2 to Chicago---to Ticket Agent, Canadian, 4 seats to Kansas City---to G.A., P.D., Kansas City, all seats to be vacated on arrival Kansas City---to Ticket Agent, Amarillo, remaining unassigned seats.

TICKET AGENT, PHOENIX "US", will deliver to conductor Train 42 Phoenix coach diagrams for train 24; latter to deliver same to Ticket Agent at Ash Fork.

CONDUCTORS ON NO. 24 INTO WINSLOW will wire to Ticket Agent, Clovis, all unassigned seats in Houston and Dallas chair cars; and wire to Ticket Agent, Amarillo, all unassigned seats in Kansas City and Chicago chair cars, showing to what destinations space is available.

TICKET AGENT, BELEN, on departure, will release his unassigned seats in Kansas City and Chicago chair cars to the Ticket Agent, Amarillo.

(Continued on Page 237-A)

---

(Correction No. 3637 to Santa Fe System Assignment Circular No. 1 cancelling Correction No. 3566).

(10-18-53)

WIRING ARRANGEMENTS - TRAIN NO. 24 (Cont.)

(Also cars for south of Clovis)

Upon morning of day of departure from Clovis, Ticket Agent, Roswell, will release all unassigned seats to Ticket Agent, Clovis, giving ticket or code number on assigned space and between what points reserved. Clovis will show complete record of Roswell's assignments on the Clovis diagrams.

On departure Train 24, Ticket Agent, Clovis will release to Ticket Agent, Amarillo, all unassigned seats.

On departure Train 96, Ticket Agent, Lubbock, will wire Ticket Agent, Amarillo, disposition of his assignments in Car 702, giving ticket or code number and between what points reserved; releasing unassigned seats to Ticket Agent, Amarillo. Amarillo to show complete record of Lubbock's assignments on Amarillo diagrams.

On departure Train 24, Ticket Agent, Amarillo, will release to Train Conductor 10 seats; then release to Ticket Agent, Wichita Union Station, and Ticket Agent Newton six seats EACH; and to Ticket Agent, Union Station, Kansas City, all remaining unassigned seats beyond Kansas City.

On departure Train 24, Ticket Agent, Wichita Union Station, and Ticket Agent Newton will release to Ticket Agent, Union Station Kansas City, all their unassigned seats available for use from Kansas City.

-----  
(Cars for south of Clovis)

On departure Train 76, Ticket Agent, Clovis, will release to Ticket Agent, Lubbock, all unsold space in Cars 708 - 709.  
-----

---

(Correction No. 3651 to Santa Fe System Assignment Circular No. 1 cancelling Correction No. 3638).

CHICAGO AND LOS ANGELES HW CHAIR CAR - 48 Seats

(Use Diagram Form 191-T Standard)

(Change in assignments effective with car from Chicago,  
Aug. 16, 1953, and car from Los Angeles Aug. 16, 1953)

WESTBOUND

Trains 23 to Kansas City. 123 to Los Angeles

Car 400

News Agent.....Seats 1-3-5-7 to Kansas City

Train Conductor...Seats 37-39-41-43 to Kansas City

Train Conductor...Seats 2-4-6-8 La Junta to Los Angeles

Chicago.....Seats 2-4-6-8 to La Junta

Chicago.....Seats 9-10-11-12-13-14-15-16-17-18-19-20-  
21-22-23-24-25-26-27-28-29-30-31-32-  
33-34-35-36-38-40-42-44-46-48-50-52,  
to Los Angeles (See NOTE ONE on Page  
251)

Kansas City.....Seats 37-39-41-43 to Topeka

Kansas City.....Seats 1-3-5-7. to Los Angeles

Topeka.....Seats 37-39-41-43 to Los Angeles.

EASTBOUND

Trains 124 to Kansas City, 24 to Chicago

Car 800

News Agent.....Seats 2-4-6-8, to Kansas City

Los Angeles.....Seats 1-3-5-7-9-10-11-12-13-14-15-16-17-18-  
19-20-21-22-23-24-25-26-27-28-29-30-  
31-32-33-34-35-36-37-38-39-40-41-42-  
43-44-46-48-50-52, to Chicago (See  
NOTE ONE on Page 251)

Kansas City.....Seats 2-4-6-8 to Chicago

(SEE PAGES 249-250 FOR WIRING ARRANGEMENTS)

---

(Correction No. 3561 to Santa Fe System assignment  
Circular No. 1 cancelling Correction No. 3532)

CHICAGO AND LOS ANGELES HW CHAIR CAR - 48 SEATS  
(Use Diagram Form 191-T Standard)

(Change in eastbound assignments effective  
with car from Los Angeles January 1, 1954)

WESTBOUND

Trains 23 to Kansas City, 123 to Los Angeles

Car 401

Chicago.....Seats 21-23-25-27-29-30-31-32-33-34-35-36-37-  
38-39-40-42-44-46-48, to Kansas City.  
Chicago.....Seats 9-11-13-15-17-19-22-24-26-28, to  
Albuquerque.  
Chicago.....Seats 1-2-3-4-5-6-7-8-10-12-14-16-18-20-41-  
43-50-52, to Los Angeles. (See NOTE ONE on  
Page 251).  
Kansas City.....Seats 21-23-25-27-29-30-31-32-33-34-35-36-  
37-38-39-40-42-44-46-48, to Los Angeles.  
Albuquerque.....Seats 9-11-13-15-17-19-22-24-26-28, to  
Los Angeles.

EASTBOUND

Trains 124 to Kansas City, 24 to Chicago

Car 801

Train Condr.....Seats 2-4-6-8, to La Junta.  
\*San Francisco...Seats 9-11-13-15, Los Angeles to Dodge City.  
\*San Francisco...Seats 14-16, Los Angeles to Chicago.  
Los Angeles.....Seats 10-12, to Ash Fork.  
Los Angeles.....Seats 25-27-29-31-33-34-35-36-37-38-39-40-42-  
44-46-48, to Albuquerque.  
Los Angeles.....Seats 17-19-21-23, to Dodge City.  
Los Angeles.....Seats 1-3-5-7-18-20-22-24-26-28-30-32-41-43-  
50-52, to Chicago. (See NOTE ONE on Page 251).  
Phoenix.....Seats 10-12, Ash Fork to Chicago.  
Albuquerque.....Seats 25-27-29-31-33-35, to Kansas City.  
Albuquerque.....Seats 34-36-37-38-39-40-42-44-46-48, to  
Chicago.  
La Junta.....Seats 2-4-6-8, to Chicago.  
Dodge City.....Seats 17-19-21-23, to Kansas City.  
Dodge City.....Seats 9-11-13-15, to Chicago.  
Kansas City.....Seats 17-19-21-23-25-27-29-31-33-35, to Chicago.  
  
\*Unsold space to be released back to Los Angeles Reservation  
Bureau on day before departure.

(See Pages 249-250 FOR WIRING ARRANGEMENTS)

---

(Correction No. 3687 to Santa Fe System Assignment  
Circular No. 1 cancelling Correction No. 3652)

KANSAS CITY AND DENVER HW CHAIR CAR - 48 SEATS

(Use Diagram Form 191-1 Standard)

(Change in eastbound assignments effective with car from Denver August 16, 1953).

WESTBOUND

Trains 123 to La Junta, 1 to Pueblo, 102 to Denver

Car 404

Chicago.....Seats 37-39-46-48, Kansas City to Denver.

Kansas City.....Seats 10-12-14-16, to Topeka.

Kansas City.....Seats 29-31-33-35-38-40-42-44, to Newton.

Kansas City.....Seats 1-2-3-4-5-6-7-8-9-11-13-15-17-18-19-20-21-22-23-24-25-26-27-28-30-32-34-36-41-43-50-52, to Denver.  
(See NOTE ONE on Page 251)

Topeka.....Seats 10-12-14-16, to Denver.

Oklahoma City....Seats 33-35-42-44, Newton to Denver.

Newton.....Seats 29-31-38-40, to Denver.

EASTBOUND

Trains 101 to Pueblo, 2 to La Junta, 124 to Kansas City

Car 804

Denver.....Seats 26-28-30-32-46-48 to Colorado Springs

Denver.....Seats 22-24, to Pueblo

Denver.....Seats 33-35-37-39-42-44 to Dodge City

Denver.....Seats 1-2-3-4-5-6-7-8-9-10-11-12-13-14-15-16-17-18-19-20-21-23-25-27-29-31-34-36-38-40-41-43-50-52, to Kansas City.  
(See NOTE ONE on Page 251)

Colorado Springs.Seats 46-48 to Dodge City

Colorado Springs.Seats 26-28-30-32, to Kansas City

Pueblo.....Seats 22-24 to Kansas City

Dodge City.....Seats 33-35-37-39-42-44-46-48, to Kansas City

(SEE PAGES 249-250 FOR WIRING ARRANGEMENTS)

---

(Correction No. 3563 to Santa Fe System assignment  
Circular No. 1 cancelling Correction No. 3494)

DENVER AND LOS ANGELES LW CHAIR CAR - 52 SEATS

(Use Diagram Form 191-S Standard)

(Correction in eastbound assignments effective  
with car from Denver August 26, 1953)

WESTBOUND

Trains 141 to Pueblo, 14 to La Junta, 123 to Los Angeles

Car 405

News Agent.....Seats 46-48-50-52, to Los Angeles.  
Denver.....Seats 33-35-37-39-41-43, to Colorado Springs.  
Denver.....Seats 29-31 to Pueblo.  
Denver.....Seats 26-28-38-40-42-44-45-47, to Albuquerque.  
Denver.....Seats 1-2-3-4-5-6-7-8-9-10-11-12-13-14-15-16-  
17-18-19-20-21-22-23-24-25-27-30-32-34-36-  
49-51, to Los Angeles (See NOTE TWO on  
Page 251).  
Colorado Springs..Seats 41-43, to Albuquerque.  
Colorado Springs..Seats 33-35-37-39, to Los Angeles.  
Pueblo.....Seats 29-31, to Los Angeles.  
Albuquerque.....Seats 26-~~28~~-38-40-41-42-43-44-45-47, to Los  
Angeles.

EASTBOUND

Trains 124 to La Junta, 13 to Pueblo, 130 to Denver

Car 805

Los Angeles.....Seats 17-19, to Ash Fork.  
Los Angeles.....Seats 21-23-25-27-29-31-33-35-37-39, to  
Albuquerque.  
Los Angeles.....Seats 1-2-3-4-5-6-7-8-9-10-11-12-13-14-15-16-  
18-20-22-24-26-28-30-32-34-36-38-40-41-42-  
43-44-45-46-47-48-49-50-51-52, to Denver  
(See NOTE TWO on Page 251).  
Phoenix.....Seats 17-19, Ash Fork to Denver.  
Albuquerque.....Seats 21-23-25-27-29-31-33-35-37-39, to Denver.

(SEE PAGES 249-250 FOR WIRING ARRANGEMENTS)

---

(Correction No. 3568 to Santa Fe System Assignment  
Circular No. 1 cancelling Correction No. 3564)

When wiring seats as provided herein, ticket agents and conductors will show car number and specific seat numbers, also between what points available. When no seats available, wire should be sent, so stating.

CHICAGO RELEASE: On departure of No. 23, Depot Psgr. Agt., Chgo. will release to Gen. Agt., Psgr. Dept., Kansas City, unassigned seats in chair cars for Train 123 west of Kansas City. ALSO wire GAPD, K.C. disposition Chicago's space in K.C.-Denver Chair Car 404; unused seats released for K.C.'s use, latter to show complete record of Chicago's assignments on K.C. diagram; not necessary for Chicago to forward diagram.

CONDUCTOR INTO FT. MADISON will wire to Ticket Agent, Union Station, Kansas City, all "no-shows" in the chair cars for Train 123 beyond Kansas City.

KANSAS CITY RELEASE: On departure No. 123, Depot Psgr. Agt. Kansas City, will release to train conductor 4 seats in Denver chair car also 4 seats in Los Angeles chair cars; THEN release to ticket agent Newton all remaining unassigned seats in Los Angeles and Denver chair cars.

C.P.A. TOPEKA, on departure No. 123 will release to ticket agent Newton all of his unassigned seats in Car 400.

OKLAHOMA CITY RELEASE: on departure No. 28, DTA, Okla. City, will wire Ticket Agent, Newton, disposition of Oklahoma City's assignment "on at Newton" in Car 404; unused seats released for Newton's use. Newton show complete record Oklahoma City's assignment on Newton diagram.

TICKET AGENT NEWTON, upon departure No. 123, will release to ticket agent La Junta all unassigned seats in Los Angeles chair cars; giving unassigned seats in Denver chair car to the train conductor.

CONDUCTOR INTO DODGE CITY: will wire to Tkt. Agt. La Junta all "no-shows" and unassigned seats in Los Angeles chair cars on No. 123--after retaining 6 seats for train assignments.

DENVER RELEASE: On departure No. 141 Depot Passenger Agt. Denver will release to ticket agent La Junta all unassigned seats in Denver-Los Angeles chair car; after retaining 4 seats for train conductors' assignment on train.

COLORADO SPRINGS AND PUEBLO will, on departure, release to tkt. agt. La Junta, all of their unassigned seats in Denver-Los Angeles chair car.

TICKET AGENT LA JUNTA will release to ticket agent Albuquerque all unassigned seats in the chair cars on Train 123.

ALBUQUERQUE RELEASE: Ticket agent Albuq. will release to ticket agents Gallup, Winslow, Flagstaff, Williams, Ash Fork Needles, and Barstow four seats to Los Angeles, AFTER retaining six seats for conductor's use. In event train heavily loaded, first release to be made to Gallup thence west as supply of seats lasts. No release required west of Barstow.

(Correction No. 3639 to Santa Fe System Assignment Circular No. 1, cancelling Correction No. 3569)



WIRING ARRANGEMENTS - TRAIN 124

When wiring seats as provided herein, ticket agents and conductors will show car number and specific seat numbers, also between what points available. When no seats available, wire should be sent, so stating.

LOS ANGELES RESERVATION BUREAU will release to Ticket Agents, Barstow, Needles, Ash Fork, Williams, Flagstaff, Winslow, and Gallup seats as available to protect their requirements, after holding 6 seats to protect Train Conductor. Balance of unsold space will be released to Ticket Agent, Albuquerque.

TICKET AGENT, PHOENIX "US", will deliver to Conductor Train 42 Phoenix's coach diagrams for Train 124, latter to deliver same to Ticket Agent, Ash Fork.

CONDUCTORS INTO WINSLOW will wire Ticket Agent, Albuquerque, all unreserved seats, showing to what destinations space is available.

TICKET AGENT, ALBUQUERQUE, will release to Train Conductor 4 seats in Chicago chair cars, plus 6 seats in Denver chair car; THEN release remaining unassigned seats in Chicago and Denver chair cars to the Ticket Agent at La Junta.

DENVER RELEASE: On departure of Train 101, Depot Passenger Agent, Denver, will release to Train Conductor 4 seats in Denver-Kansas City chair car, THEN release 4 seats to the Ticket Agent at Garden City, and remaining unassigned seats to Ticket Agent at La Junta.

COLORADO SPRINGS AND PUEBLO will, on departure, release to Ticket Agent, La Junta, all of their unassigned seats in Denver-Kansas City chair car.

TICKET AGENT, LA JUNTA, will release 8 seats to the Train Conductor, THEN release to Ticket Agent, Union Station Kansas City, all remaining unassigned seats in the Chicago chair cars on Train 124-24.

TICKET AGENT, DODGE CITY, will, on departure of Train 124, release to Ticket Agent, Union Station Kansas City, all of his unassigned seats available for use from Kansas City, marking diagrams accordingly.

(8-16-53)

---

(Correction No. 3570 to Santa Fe System Assignment Circular No. 1 cancelling Correction No. 3536)

NOTE ONE  
48-SEAT HEAVYWEIGHT CHAIR CAR

Seats 1-3, also Seats 2-4, face backward and will not recline. These seats should not be assigned except in case of adults traveling with small children, who may desire them. Seats 1-3 in connection with Seats 5-7, also Seats 2-4 in connection with Seats 6-8, make very convenient combinations for such parties. Seats 41-43 and Seats 50-52 do not recline and should not be assigned for night trips; however, may be assigned for day trips.

NOTE TWO  
52-SEAT LIGHTWEIGHT CHAIR CAR

Seats 1-3 face backward and will not recline. These seats should not be assigned except in case of adults traveling with small children who may desire them. Seats 1-3 in connection with Seats 5-7 make very convenient combinations for such parties. Seats 50-52 do not recline and should not be assigned for night trips; however, may be assigned for day trips.

The assignments for 52-seat LW chair cars are on basis operating cars in Series 3072-3101 and 3103-3116, which have odd-numbered-seats 1-51 incl., and even-numbered-seats 2-52 incl. However, occasionally cars will be provided from Series 3137-3166, which have odd-numbered seats 1-55 incl., and even-numbered seats 2-48 incl. In other words, the two end seats, at ladies end of car, will be numbered either 50-52 or 53-55, depending on type of car provided. Every effort will be made by Reservation Bureaus to furnish proper diagram to cover the exact type of car operated.

(New Material)

(Correction No. 3483 to Santa Fe System  
Assignment Circular No. 1)