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 191-4 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. 3539)

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

CHICAGO AND LOS ANGELES CHAIR CAR -- 44 Seats
(Use Diagram Form 191-A 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

CHICAGO AND LOS ANGELES CHAIR CAR - 44 Seats

(Use Diagram Form 191-A 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 Albuq. 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.

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)

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. 74, Car No. 740	Train No. 71, Car No. 710 Train No. 73, Car No. 730
Employe .... Seats 2 and 4 *Los Ang .... Bal. of space	Employe .... Seats 2 and 4 *San Diego .. Bal. of space
- - - -	- - - -
Train No. 76, Car No. 760 Train No. 78, Car No. 780	Train No. 77, Car No. 770 Train No. 79, Car No. 790
Employe .... Seats 2 and 4 San Diego .. Seats 9-11-13-15-17-19-21-23-25-27-29-31-33-35 *Los Angeles Bal. of space	Employe .... Seats 2 and 4 Los Ang .... Seats 9-11-13-15-17-19-21-23-25-27-29-31-33-35. *San Diego .. Bal. of space
- - - -	- - - -
Release arrangements: At 1:00 PM day before departure, C.T.A. San Diego will release to Mgr. Res. Bur. Los Ang. ticket numbers covering sales in Cars 760 and 780, as well as unsold space. Space for Saturdays, Sundays, and holidays to be released on preceding working day.	Release arrangements: At 1:00 PM day before departure Mgr. Res. Bur. Los Ang. will release to C.T.A. San Diego ticket numbers covering sales in Cars 770 and 790 as well as unsold space. Space for Saturdays, Sundays and holidays to be released on preceding working 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), Bakersfield 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 Circualr 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 assignments 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)

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 Gallup, 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.

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(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).

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.

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(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.

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(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 1914 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)