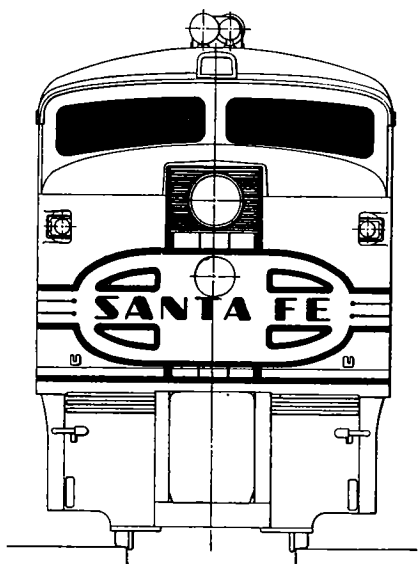


# A QUARTER CENTURY OF SANTA FE CONSISTS.

by Fred W. Frailey.



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## INTRODUCTION

There's so much being published about passenger trains these days -- picture books, car roster books, diagram books, name train history books -- that the dedicated railfan needs a lot of time and a small fortune to keep up with the output.

Relatively little has been written, though, about how the passenger train was actually operated in the years before Amtrak. And never, to my knowledge, has the entire passenger service of a major railroad been examined for a span of several decades, with attention paid to consists, equipment, schedules and connections.

This book brings it all together for the Santa Fe in that eventful quarter century between the end of World War II and the coming of Amtrak. During those 25 years, the heavyweight name trains of the past moved toward oblivion. The fleet of CHIEFS grew in number and size -- then too faded away. Here, we can see it all: the consists, the equipment assignments, the extra sections, the mail and express business, the interactions among trains. We come to understand the consist oddities. Why, for example, the sleeping car section of the CALIFORNIA LIMITED in 1946 carried a coach. And how the railroad balanced equipment for a decade while running the KANSAS CITY CHIEF in only one direction. We would-be superintendents of transportation can ponder the logistics of consolidating No. 77 into No. 75 at Brownwood, or of shuffling the FAST MAIL EXPRESS in Kansas City. Those of us who model the Santa Fe can now assemble a prototypical TEXAS CHIEF or CENTENNIAL STATE. We who saw the SUPER CHIEF/EL CAPITAN run in three sections a decade ago can recreate them in our minds.

It's all here -- from the stable of CHIEFS to the accommodation runs that roamed the far reaches of the system.

My first and principal source was the 19 passenger train consist books issued between 1946 and 1971 by the railroad for use of its officials. In addition, I read thousands of messages, memos and daily consist reports. Dispatchers' trainsheets and photographs sometimes proved helpful, as did the dozens of public timetables issued in this period. Knowledgeable Santa Fe employees answered dozens of questions about operating and consist practices.

I must, however, acknowledge the limitations of this undertaking. Consist books were sometimes incorrect in describing normal train makeups; some errors were found, but others may have been missed. The vast bulk of company records concerning its passenger service was routinely destroyed over the past few years, and with it much of the rich detail which would have benefited this book. Finally, so many consist changes took place over the years that to list them all would require six times this number of pages and bore most readers to sleep.

Throughout this book I have included floor plans, side view drawings and photographs of cars mentioned in the text. Likewise, condensed schedules and a six-page roster are included to help guide you through this maze of train makeups and connections. It is not, however, my intention for this to be an equipment book; for more detail about the cars owned from 1946 to 1971 and their distinguishing features, I invite your attention to books recently published and now in preparation which deal exclusively with equipment.

The plan of this book is to examine Santa Fe trains in numerical order. Exceptions are made when trains widely separated by number are nevertheless quite interrelated -- such as Nos. 11&12 and 111&112, and the entire GRAND CANYON network of trains.

The consist tables were designed to be easily read and understood. Here's how to make sense of them.

1. At the extreme left are notations, if any, of operating frequencies for cars which did not run daily. Thus, "exM" means that this car ran daily except Monday, and "FSS" that the car ran Friday, Saturday and Sunday only. The letter "X" designates a car which ran often, but irregularly.
2. Next is a description of the car itself. Head end cars are identified by their contents (such as storage mail or express) rather than by car-type. In general, any car not containing Railway Post Office (RPO) space and not identified as a passenger-type box or express refrigerator car can be presumed to be a baggage car. Often, however, passenger box cars would substitute for baggage cars. Passenger-carrying cars are identified by type (coach, diner, sleeper) and by room arrangement or seating capacity, wherever possible. Lightweight cars are marked by the letters "LW" to the right of the car type, or at the top of the consist listing if the entire train was normally lightweight.
3. In the center of the page are the towns between which the car operated in the train.
4. In parentheses on the right side of the page are A) specific car assignments, and B) notes of connecting trains for the car.

Let's take a few examples from the text:

No. 1 Summer 1959

coach 48-seat            LW Clovis-Winslow        (fm Dallas #75; to Los Angeles #123)  
This says that a 48-seat lightweight coach was carried by No. 1 from Clovis to Winslow; the car arrived Clovis from Dallas on No. 75, and departed Winslow for Los Angeles on No. 123.

Nos. 23&24 Summer 1968 (all lightweight)

sleeper (10-3-2)            Barstow-Los Angeles        (fm/to Chicago #1/2)  
Here, a lightweight sleeper (10 roomettes, 3 bedrooms, 2 compartments) ran on No. 23 from Barstow to Los Angeles (having come from Chicago on No. 1) and on No. 24 from Los Angeles to Barstow (headed toward Chicago on No. 2). Further, this was a Blue-series sleeper, since those were the only 10-3-2 sleeping cars owned by the railroad.

As a rule, only "specialty" cars -- diners, lounges, observations, dormitories -- are identified by assignment. After the late 1940's, coaches and sleepers seldom drew individual assignments. Rather, the railroad drew cars by type when making up trains. To the yardmaster in Chicago, any 44-seat coach would do when making up a train requiring such a car. And if he had no 44-seat coach on hand, then a 48-seat, even a 52-seat, coach would be used. The same was true of sleeping cars (although one type could seldom be substituted for another). You can usually deduce assignments of coaches and sleeping cars by series, however. All 6 section, 6 roomette, 4 bedroom sleepers carried Valley-series names. Most other sleeping car types also had their own characteristic names. The bulk of 44-seat lightweight coaches came from Pullman in two similar batches; the majority of 48-seat lightweight coaches were built at once by Budd. Since specialty cars were relatively scarcer, the railroad attempted to assign them by train.

Frank E. Woods, assistant to the Santa Fe's general superintendent of transportation, provided invaluable assistance to me in the preparation of this book. Time and again, he located hard-to-find data or found out who had it. He loaned me material to copy and vouched for me before other officials whose help I needed. I'm glad I told him of my appreciation for this help, because Frank died unexpectedly just as this manuscript was completed.

The contributions of others helped shape the book. In particular, I want to thank O. Flanders, Robert Gehrt, Ray Hodges, Jerry Curto, M. F. Manning, Charles Montgomery, F. A. Neider, John Tilsch and J. P. Warren of the Santa Fe for their help. Richard Scholz read and corrected car roster tables. Photo credits belong to the Santa Fe (ATSF), Dennis Kogan (DK) and Eugene Anderson (EA). My wife, Margaret H. Frailey, labored in the trenches with me. Her editing lends coherence to the narrative. By sharing the typing duties, she saved me from insanity. I shall repay her by swearing off book authorship for a while.

#### ABBREVIATIONS

|             |        |                        |             |                        |
|-------------|--------|------------------------|-------------|------------------------|
| Su Sunday   | X      | frequent but irregular | RPO         | Railway Post Office    |
| M Monday    | AC     | air-conditioned        |             | containing only a 60-  |
| Tu Tuesday  | non-AC | not air-conditioned    |             | foot RPO room          |
| W Wednesday | HW     | heavyweight            | RPO-baggage | A combination          |
| Th Thursday | LW     | lightweight            |             | baggage car containing |
| F Friday    | TBM    | train baggageman       |             | a 30-foot RPO room     |
| Sa Saturday | msgr   | express messenger      | RPO (15')   | -baggage A combi-      |
|             | DH     | deadhead               |             | nation RPO and baggage |
| ex except   | COFC   | container on flat car  |             | car containing a 15-   |
| fm from     |        |                        |             | foot RPO room          |

#### Sleeping car capacities -- Lightweight:

|            |                                          |
|------------|------------------------------------------|
| 4-1        | 4 drawing room/compartment, 1 bedroom    |
| 4-4-2      | 4 compartment, 4 bedroom, 2 drawing room |
| 6-2-2      | 6 section, 2 compartment, 2 drawing room |
| 6-6-4      | 6 section, 6 roomette, 4 bedroom         |
| 8-2-2      | 8 section, 2 compartment, 2 bedroom      |
| 10-5       | 10 roomette, 5 bedroom                   |
| 10-6       | 10 roomette, 6 bedroom                   |
| 10-3-2     | 10 roomette, 3 bedroom, 2 compartment    |
| 11 BR      | 11 bedroom                               |
| 14 sec     | 14 section                               |
| 17 rte     | 17 roomette                              |
| 24 dup rte | 24 duplex roomette                       |

#### Sleeping car capacities -- Heavyweight:

|        |                                           |
|--------|-------------------------------------------|
| 6-3    | 6 compartment, 3 drawing room             |
| 6-1-4  | 6 section, 1 drawing room, 4 bedroom      |
| 8-1-2  | 8 section, 1 drawing room, 2 compartment  |
| 10 sec | 10 section                                |
| 10-1-2 | 10 section, 1 drawing room, 2 compartment |
| 12-1   | 12 section, 1 drawing room                |
| 14 sec | 14 section                                |
| 16 sec | 16 section                                |



# INDEX OF CONVENTIONAL TRAINS OPERATED 1946 to 1971

Where starting dates are shown before 1945, these are dates a train began as a "name" train or, if it was not a "name" train, the date it began operating with its present number and route. Motor car trains are listed on page 194.

| <u>Train<br/>Number(s)</u> | <u>Dates<br/>Operated</u> | <u>Between<br/>Endpoint..and..Endpoint</u> | <u>Name</u>         | <u>Page</u> |
|----------------------------|---------------------------|--------------------------------------------|---------------------|-------------|
| 1&2                        | 1916-1949                 | Chicago & Los Angeles                      | SCOUT               | 7           |
| 1 North                    | 1940-1947                 | Barstow to Oakland                         | SCOUT               | 10          |
| 2 North                    | 1936-1949                 | Oakland to Barstow                         | SCOUT               | 10          |
| 1(102)&2(101)              | 1949-1950                 | Kansas City & Denver                       | CENTENNIAL STATE    | 10          |
| 1(102)&2(101)              | 1950-1954                 | La Junta & Denver                          |                     | 11          |
| 1&2                        | 1954-1971                 | Chicago & Oakland                          | SAN FRANCISCO CHIEF | 13          |
| 3&4                        | 1892-1954                 | Chicago & Los Angeles                      | CALIFORNIA LIMITED  | 22          |
| 3&4                        | 1954                      | Kansas City & Belen                        |                     | 30          |
| 3&4                        | 1954-1955                 | Kansas City & Carlsbad                     |                     | 32          |
| 3&4                        | 1955-1958                 | Kansas City & Los Angeles                  |                     | 33          |
| 3&4                        | 1958-1967                 | Kansas City & Gallup/Winslow               |                     | 34          |
| 4 North                    | 1949-1954                 | Oakland to Barstow                         | CALIFORNIA LIMITED  | 36          |
| 5&6                        | 1916-1948                 | Chicago & Galveston                        | RANGER              | 37          |
| 5&6                        | 1948-1949                 | Newton & Galveston                         | RANGER              | 38          |
| 5&6                        | 1949-1950                 | Chicago & Galveston                        |                     | 38          |
| 5&6                        | 1950-1954                 | Kansas City & Galveston                    |                     | 40          |
| 5&6                        | 1954-1955                 | Chicago & Galveston                        |                     | 41          |
| 5&6                        | 1955-1957                 | Kansas City & Galveston                    |                     | 41          |
| 5&6                        | 1957-1960                 | Kansas City & Houston                      |                     | 42          |
| 6 North                    | 1947-1958                 | Oakland to Bakersfield                     |                     | 43          |
| 7&8                        | 1915-1967                 | Chicago & Los Angeles                      | FAST MAIL EXPRESS   | 44          |
| 7 North                    | 1947-1967                 | Barstow to Oakland                         | FAST MAIL EXPRESS   | 50          |
| 8 North                    | 1954-1965                 | Bakersfield to Barstow                     |                     | 52          |
| 8 North                    | 1965-1967                 | Richmond to Barstow                        |                     | 53          |
| 9(90)&10(101)              | 1940-1947                 | Kansas City & Denver                       | CENTENNIAL STATE    | 53          |
| 9(90)&10(101)              | 1947-1949                 | Newton & Denver                            | CENTENNIAL STATE    | 54          |
| 9                          | 1950-1968                 | Chicago to Kansas City                     | KANSAS CITY CHIEF   | 55          |
| 10                         | 1950-1957                 | Kansas City to Chicago                     | KANSAS CITY CHIEF   | 55          |
| 11                         | 1938-1957                 | Chicago to Oklahoma City                   | KANSAS CITYAN       | 60          |
| 11                         | 1957-1960                 | Kansas City to Oklahoma City               | KANSAS CITYAN       | 62          |
| 11                         | 1960-1968                 | Kansas City to Dallas                      | KANSAS CITYAN       | 65          |
| 12                         | 1938-1960                 | Oklahoma Cy to Chicago                     | CHICAGOAN           | 60          |
| 12                         | 1960-1968                 | Dallas to Chicago                          | CHICAGOAN           | 66          |
| 13                         | 1955-1958                 | Chicago to Kansas City                     |                     | 67          |
| 14                         | 1955-1957                 | Kansas City to Chicago                     |                     | 67          |
| 13&14                      | 1925-1968                 | Albuquerque & El Paso                      | EXPRESS/EL PASOAN   | 70          |
| 13(130)&14(141)            | 1940-1956                 | La Junta & Denver                          |                     | 71          |
| 14&15                      | 1901-1968                 | Williams & Grand Canyon                    |                     | 74          |
| 15&16                      | 1932-1948                 | Newton & Galveston                         | FAST 15/CHG EXPRESS | 76          |
| 15&16                      | 1948-1967                 | Chicago & Galveston                        | TEXAS CHIEF         | 78          |
| 15&16                      | 1967-                     | Chicago & Houston                          | TEXAS CHIEF         | 86          |
| 17&18                      | 1935-                     | Chicago & Los Angeles                      | SUPER CHIEF(EL CAP) | 90          |
| 19&20                      | 1926-1968                 | Chicago & Los Angeles                      | CHIEF               | 102         |
| 21&22                      | 1938-1958                 | Chicago & Los Angeles                      | EL CAPITAN          | 117         |
| 23&24                      | 1929-1954                 | Chicago & Los Angeles                      | GRAND CANYON        | 120         |
| 23&24                      | 1954-1955                 | Kansas City & Los Angeles                  | GRAND CANYON        | 135         |
| 23&24                      | 1955                      | Kansas City & Belen/Albuq                  | GRAND CANYON        | 136         |
| 23&24                      | 1955-1958                 | Kansas City & Winslow                      | GRAND CANYON        | 136         |
| 23&24                      | 1963-1971                 | Chicago & Los Angeles                      | GRAND CANYON        | 145         |
| 23 North                   | 1933-1954                 | Barstow to Oakland                         | GRAND CANYON        | 120         |

|                          |           |             |                   |                    |     |
|--------------------------|-----------|-------------|-------------------|--------------------|-----|
| 23 North                 | 1954-1955 | Barstow     | to Bakersfield    | GRAND CANYON       | 133 |
| 24 North                 | 1938-1947 | Oakland     | to Barstow        | GRAND CANYON       | 120 |
| 24 North                 | 1947-1955 | Bakersfield | to Barstow        | GRAND CANYON       | 125 |
| 25&26                    | 1936-1954 | Clovis      | & Carlsbad        | CAVERN             | 148 |
| 25&26                    | 1955-1967 | Clovis      | & Carlsbad        |                    | 149 |
| 25&26                    | 1949-1950 | Belen       | & Albuquerque     | SCOUT              | 183 |
| 27&28                    | 1927-1948 | Kansas City | & Fort Worth      | ANTELOPE           | 150 |
| 27&28                    | 1948-1954 | Kansas City | & Oklahoma City   | ANTELOPE           | 152 |
| 42&47                    | 1928-1969 | Ash Fork    | & Phoenix         |                    | 153 |
| 42                       | 1942-1953 | Los Angeles | to San Bernardino |                    | 157 |
| 45                       | 1949-1953 | San B'dino  | to Los Angeles    |                    | 157 |
| 47                       | 1940-1968 | Kansas City | to Tulsa          | OIL FLYER          | 155 |
| 48                       | 1948-1968 | Tulsa       | to Kansas City    | OIL FLYER          | 155 |
| 50                       | 1940-1948 | Tulsa       | to Kansas City    | OIL FLYER          | 155 |
| 51&54                    | 1942-1955 | San B'dino  | & Los Angeles     |                    | 157 |
| 53                       | 1942-1948 | San B'dino  | to Los Angeles    |                    | 157 |
| 55                       | 1948-1949 | San B'dino  | to Los Angeles    |                    | 157 |
| 60-62-63                 | 1938-1965 | Oakland     | & Bakersfield     | GOLDEN GATE        | 158 |
| 61                       | 1938-1958 | Bakersfield | to Oakland        | GOLDEN GATE        | 158 |
| 65&66                    | 1931-1948 | Fort Worth  | & Dallas          |                    | 163 |
| 67&68                    | 1938-1956 | Dallas      | & Paris           |                    | 165 |
| 70                       | * -1964   | Los Angeles | to San Diego      | SAN DIEGAN         | 165 |
| 71-72-79                 | * -1965   | Los Angeles | & San Diego       | SAN DIEGAN         | 165 |
| 2d 71 & 2d 72            | 1957      | Los Angeles | & San Diego       | SAN DIEGAN         | 168 |
| 73-75-77                 | * -       | San Diego   | to Los Angeles    | SAN DIEGAN         | 165 |
| 74-76-78                 | * -       | Los Angeles | to San Diego      | SAN DIEGAN         | 165 |
| 80                       | 1952-1965 | Los Angeles | to San Diego      | RDC/SAN DIEGAN     | 165 |
| 81                       | 1952-1964 | San Diego   | to Los Angeles    | RDC/SAN DIEGAN     | 165 |
| 82&83                    | 1952-1956 | Los Angeles | & San Diego       | RDC                | 165 |
| 75&76                    | 1925-1948 | Temple      | & Clovis          | CAL SPECIAL/TEXAN  | 173 |
| 75(66)&76(65)            | 1948-1968 | Houston     | & Clovis          | CAL SPECIAL/TEXAN  | 173 |
| 77&78                    | 1945-1965 | Fort Worth  | & San Angelo      | ANGELO             | 179 |
| 77&78                    | 1965-1968 | Fort Worth  | & Brownwood       |                    | 181 |
| 93                       | 1928-1965 | Amarillo    | to Lubbock        | WEST TEXAS EXPRESS | 182 |
| 94                       | 1928-1955 | Lubbock     | to Amarillo       | EASTERN EXPRESS    | 182 |
| 96                       | 1955-1965 | Lubbock     | to Amarillo       | EASTERN EXPRESS    | 182 |
| 94&95                    | 1928-1949 | Sweetwater  | & Lubbock         | S PLNS/CEN TEX EXP | 182 |
| 105&106                  | 1949-1954 | Newton      | & Belen           | SCOUT              | 183 |
| 111&112                  | 1948-1960 | Oklahoma Cy | & Dallas          | TEXAS EXP/CHGO EXP | 60  |
| 113&114                  | 1953-1954 | Belen       | & Albuquerque     | SCOUT              | 184 |
| 115&116                  | 1955-1968 | Gainesville | & Dallas          | TEXAS CHIEF        | 80  |
| 117(170)&118(181)'38-'50 |           | Phoenix     | & Cadiz           |                    | 184 |
| 117&118                  | 1950-1955 | Wickenburg  | & Cadiz           |                    | 184 |
| 123&124                  | 1950-1954 | Kansas City | & Los Angeles     | GRAND CANYON       | 129 |
| 123&124                  | 1954-1963 | Chicago     | & Los Angeles     | GRAND CANYON       | 135 |
| 127&128                  | 1940-1949 | Kansas City | & La Junta        |                    | 185 |
| 127&128                  | 1949-1954 | Newton      | & Dodge City      |                    | 186 |
| 191(190)&200(201)'56-'59 |           | La Junta    | & Denver          |                    | 187 |
| 191&200                  | 1959-1967 | La Junta    | & Pueblo          |                    | 188 |
| 191(190)&200(201)'67-'71 |           | La Junta    | & Denver          |                    | 188 |
| 211&212                  | 1939-1971 | Kansas City | & Tulsa           | TULSAN             | 189 |
| 223(102)&224(101)'54-'55 |           | Kansas City | & Denver          |                    | 191 |
| 223(102)&224(101) 1955   |           | Newton      | & Denver          |                    | 192 |
| 223(102)&224(101)'55-'56 |           | La Junta    | & Denver          |                    | 192 |
| 311&312                  | 1955-1964 | Newton      | & Dodge City      |                    | 193 |
| 311&312                  | 1964-1965 | Newton      | & Kinsley         |                    | 193 |

\* -- First SAN DIEGANS, introduced in 1938, were Nos. 71-74-75-76. Second set, in 1941, were numbered 70-73-78-79. By 1946, SAN DIEGAN trains were Nos. 71-72-73-74-76-77-78-79 and conventional heavyweight trains were Nos. 70&75.

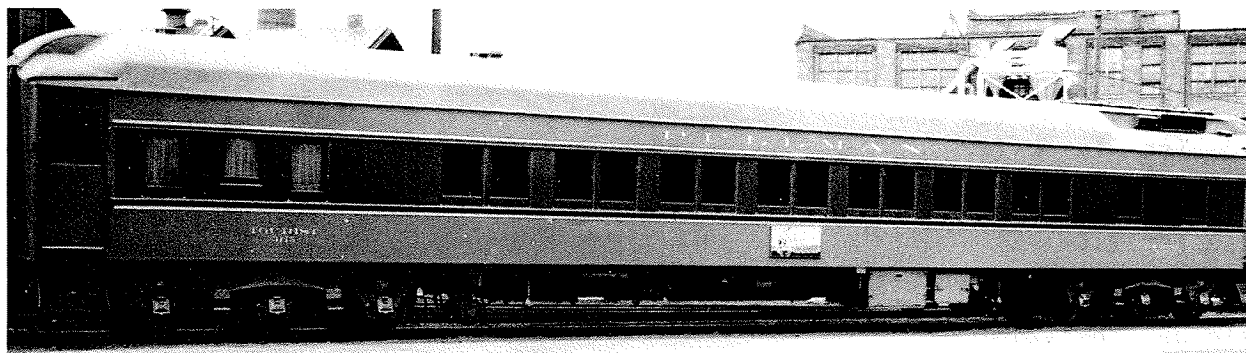
# NOS. 1&2 SCOUT Chicago and Los Angeles

Inaugurated on Jan. 16, 1916, Nos. 1&2 had served since Depression days as Chicago-Los Angeles economy trains via the Southern District. No. 1, the westbound SCOUT, also doubled as the carrier of Chicago-Kansas City sleepers on its first night out.

No. 1 Fall 1946

|                        |             |              |                                     |
|------------------------|-------------|--------------|-------------------------------------|
| RPO (15')-baggage      | San Bern'do | -Los Angeles |                                     |
| baggage-mail-express   | Amarillo    | -Clovis      | (to Carlsbad #25)                   |
| RPO (15')-baggage      | "           | -Belen       |                                     |
| baggage-mail-express   | "           | -Los Angeles |                                     |
| RPO-baggage            | Newton      | -Amarillo    |                                     |
| baggage-mail-express   | Kansas City | - "          |                                     |
| baggage-express (msgr) | Chicago     | -Los Angeles |                                     |
| coach (women) 52-st LW | "           | - " "        |                                     |
| coach 52-seat LW       | "           | - " "        |                                     |
| coach 52-seat LW       | "           | - " "        |                                     |
| coach                  | "           | -Barstow     | (to Oakland #1 North)               |
| coach                  | Kansas City | - "          | (to Oakland #1 North)               |
| coach                  | Amarillo    | -Los Angeles |                                     |
| diner 48-seat          | Chicago     | - " "        | (1401,03,16,18,62-63,65-66,72 asgd) |
| bar lounge-dormitory   | "           | - " "        | (1365,69;1532,34-37 assigned)       |
| tourist sleep (14 sc)  | "           | - " "        |                                     |
| tourist sleep (14 sc)  | "           | - " "        |                                     |
| tourist sleep (14 sc)  | "           | - " "        |                                     |
| tourist sleep (16 sc)  | "           | -Barstow     | (to Oakland #1 North)               |
| tourist sleep (14 sc)  | Kansas City | -Los Angeles |                                     |
| tourist sleep (14 sc)  | Waynoka     | -Clovis      | (to Carlsbad #25)                   |
| tourist sleep (14 sc)  | Clovis      | -Belen       | (fm Carlsbad #26)                   |
| sleeper (14-sec) LW    | Chicago     | -Kansas City |                                     |
| sleeper (8-1-2)        | "           | - " "        |                                     |
| sleeper (10-1-2)       | "           | - " "        |                                     |
| sleeper (6-1-4)        | "           | - " "        | (to Tulsa #47)                      |

|                     |         |                            |    |
|---------------------|---------|----------------------------|----|
| Chicago-Kansas City | 15 cars | Clovis-Belen               | 17 |
| Kansas City-Newton  | 14      | Belen-Barstow              | 15 |
| Newton-Waynoka      | 15      | Barstow-San Bernardino     | 12 |
| Waynoka-Amarillo    | 16      | San Bernardino-Los Angeles | 13 |
| Amarillo-Clovis     | 18      |                            |    |



Tourist sleeping cars assigned to the SCOUT, such as 3115 above, carried train nameboards and sported two-tone gray paint. (EA)

(NOS. 1&2 SCOUT...cont'd)

No. 2 Fall 1946

|                        |             |              |                       |
|------------------------|-------------|--------------|-----------------------|
| RPO-baggage            | Amarillo    | -Newton      |                       |
| RPO (15')-baggage      | Belen       | -Amarillo    |                       |
| baggage-mail-express   | Clovis      | - "          | (fm Carlsbad #26)     |
| baggage-mail-express   | Los Angeles | -Chicago     |                       |
| coach (women) 52-st LW | "           | "            | - "                   |
| coach 52-seat          | LW          | "            | - "                   |
| coach 52-seat          | LW          | "            | - "                   |
| coach                  | Barstow     | - "          | (fm Oakland #2 North) |
| coach                  | "           | -Kansas City | (fm Oakland #2 North) |
| coach                  | Los Angeles | -Amarillo    |                       |
| diner 48-seat          | "           | "            | -Chicago              |
| bar lounge-dormitory   | "           | "            | - "                   |
| tourist sleep (14 sc)  | "           | "            | - "                   |
| tourist sleep (14 sc)  | "           | "            | - "                   |
| tourist sleep (14 sc)  | "           | "            | - "                   |
| tourist sleep (14 sc)  | "           | "            | -Kansas City          |
| tourist sleep (16 sc)  | Barstow     | -Chicago     | (fm Oakland #2 North) |
| tourist sleep (14 sc)  | Belen       | -Clovis      | (to Carlsbad #25)     |
| tourist sleep (14 sc)  | Clovis      | -Waynoka     | (fm Carlsbad #26)     |

|                     |         |                     |    |
|---------------------|---------|---------------------|----|
| Los Angeles-Barstow | 11 cars | Amarillo-Waynoka    | 15 |
| Barstow-Belen       | 14      | Waynoka-Newton      | 14 |
| Belen-Clovis        | 16      | Newton-Kansas City  | 13 |
| Clovis-Amarillo     | 17      | Kansas City-Chicago | 11 |

No. 1 Summer 1947

|                        |             |              |                                     |
|------------------------|-------------|--------------|-------------------------------------|
| RPO (15')-baggage      | San Bern'do | -Los Angeles |                                     |
| baggage-mail-express   | Amarillo    | -Clovis      | (to Carlsbad #25)                   |
| RPO (15')-baggage      | "           | -Belen       |                                     |
| RPO-baggage            | Newton      | -Amarillo    |                                     |
| baggage-mail-express   | Wichita     | - "          |                                     |
| baggage-mail           | Kansas City | - "          |                                     |
| baggage-mail-express   | "           | "            | -Los Angeles                        |
| baggage-express (msgr) | Chicago     | - "          | "                                   |
| coach (women) 52-st LW | "           | - "          | "                                   |
| coach 52-seat          | LW          | - "          | "                                   |
| coach                  | "           | -Barstow     | (to Oakland #23 North)              |
| coach                  | Clovis      | -Los Angeles | (fm Galveston #75)                  |
| diner                  | Chicago     | - "          | "                                   |
| bar lounge-dormitory   | "           | - "          | "                                   |
| tourist sleep (14 sc)  | "           | - "          | "                                   |
| tourist sleep (16 sc)  | "           | -Barstow     | (to Oakland #23 North)              |
| sleeper (8-1-2)        | "           | -Clovis      | (to Carlsbad #25)                   |
| sleeper (8-1-2)        | Clovis      | -Los Angeles | (fm Carlsbad #26)                   |
| sleeper (10-1-2)       | "           | - "          | "                                   |
| sleeper (10-2)         | "           | -Barstow     | (fm Ft Wrth #75; to Oklnd #23 Nrth) |
| sleeper (10-1-2)       | Chicago     | -Kansas City |                                     |
| sleeper (8-1-2)        | "           | - "          | "                                   |
| sleeper (14 sec)       | LW          | - "          | "                                   |
| sleeper (6-1-4)        | "           | - "          | "                                   |

(NOS. 1&2 SCOUT...cont'd)

|                     |         |                            |    |
|---------------------|---------|----------------------------|----|
| Chicago-Kansas City | 13 cars | Clovis-Belen               | 14 |
| Kansas City-Newton  | 11      | Belen-Barstow              | 13 |
| Newton-Wichita      | 12      | Barstow-San Bernardino     | 10 |
| Wichita-Amarillo    | 13      | San Bernardino-Los Angeles | 11 |
| Amarillo-Clovis     | 12      |                            |    |

As the preceding consist indicates, the 1947 edition of the SCOUT found its tourist sleeper fleet considerably diminished; after Jan. 15, 1948, this type of sleeping car would vanish from the railroad entirely. But the SCOUT got new business from Nos. 75&76 (CALIFORNIA SPECIAL/TEXAN), which had previously connected at Clovis with Nos. 23&24 (GRAND CANYON). This was the eastbound SCOUT consist that summer:

#### No. 2 Summer 1947

|                        |             |                     |                                      |
|------------------------|-------------|---------------------|--------------------------------------|
| baggage-mail-express   | Clovis      | -Amarillo           | (fm Carlsbad #26)                    |
| RPO (15')-baggage      | Belen       | - "                 |                                      |
| RPO-baggage            | Amarillo    | -Newton             |                                      |
| storage mail           | "           | -Kansas City        |                                      |
| baggage-express        | "           | - " "               |                                      |
| baggage-express (msgr) | Los Angeles | -Chicago            |                                      |
| coach (women) 52-st LW | " "         | - "                 |                                      |
| coach 52-seat LW       | " "         | - "                 |                                      |
| coach                  | " "         | -Clovis             | (to Galveston #76)                   |
| coach                  | Barstow     | -Chicago            | (fm Oakland #2 North)                |
| diner                  | Los Angeles | - "                 |                                      |
| bar lounge-dormitory   | " "         | - "                 |                                      |
| tourist sleep (14 sc)  | " "         | - "                 |                                      |
| tourist sleep (16 sc)  | Barstow     | - "                 | (fm Oakland #2 North)                |
| sleeper (8-1-2)        | Los Angeles | -Clovis             | (to Carlsbad #25)                    |
| sleeper (8-1-2)        | Clovis      | -Chicago            | (fm Carlsbad #26)                    |
| sleeper (10-1-2)       | Los Angeles | -Clovis             | (to Galveston #76)                   |
| sleeper (10-2)         | Barstow     | - "                 | (fm Oaklnd #2 North; to Ft Wrth #76) |
| tourist sleep (14 sc)  | Newton      | -Chicago            | (fm Los Angeles 2d 4)                |
| Los Angeles-Barstow    | 9 cars      | Amarillo-Newton     | 12                                   |
| Barstow-Belen          | 12          | Newton-Kansas City  | 12                                   |
| Belen-Clovis           | 13          | Kansas City-Chicago | 10                                   |
| Clovis-Amarillo        | 11          |                     |                                      |

Until mid-1948, the SCOUT handled a coach reserved for the exclusive use of women and children traveling alone.

In 1948-49, Nos. 1&2 carried the Texas cars for Nos. 5&6 (RANGER) between Chicago and Newton. Early in 1949, however, the tables were turned. The RANGER was reinstated to Chicago and carried the SCOUT's equipment between Chicago and Newton. The SCOUT thereafter operated as a Newton-Albuquerque (later Newton-Belen) local. It was discontinued entirely in early 1954 as the Santa Fe prepared to introduce a streamlined Southern District train, the SAN FRANCISCO CHIEF. A 1949 consist of Nos. 105&106 appears in the section covering those trains.

NOS. 1 NORTH & 2 NORTH SCOUT Barstow and Oakland

In 1946, these trains ran as Northern California extensions of Nos. 1&2, and also carried a Chicago-Oakland sleeper off the Pullman section of Nos. 3&4 (CALIFORNIA LIMITED). Their consists were almost identical:

Nos. 1 North & 2 North Fall 1946

|                        |                 |                             |
|------------------------|-----------------|-----------------------------|
| baggage-express (msgr) | Barstow&Oakland | (fm/to Chicago 2d 7/2d 8)   |
| baggage-mail-express   | " - "           | (on #1 North only)          |
| baggage-mail-express   | " - "           |                             |
| baggage-mail           | " - "           |                             |
| storage mail           | " - "           |                             |
| coach (smoker)         | " - "           |                             |
| coach                  | " - "           | (fm/to Chicago #1/2)        |
| coach                  | " - "           | (fm/to Kansas City #1/2)    |
| diner 30-seat          | " - "           | (1444, 51-52 assigned)      |
| sleeper (10-1-2)       | " - "           | (fm/to Chicago 1st 3/1st 4) |
| tourist sleep (16 sc)  | " - "           | (fm/to Chicago #1/2)        |

11 cars (10 on #2 North)

No. 1 North was replaced in 1947 on the Barstow-Oakland run by No. 7 North. No. 2 North continued operation until 1949, when it too was supplanted, by No. 4 North.

No. 2 North Summer 1947

|                       |                 |                    |
|-----------------------|-----------------|--------------------|
| baggage-mail-express  | Oakland-Barstow |                    |
| baggage-mail-express  | " - "           | (to Chicago #8)    |
| storage mail          | " - "           |                    |
| RPO-baggage           | " - "           |                    |
| coach                 | " - "           | (to Chicago #2)    |
| diner                 | " - "           |                    |
| tourist sleep (16 sc) | " - "           | (to Chicago #2)    |
| sleeper (10-2)        | " - "           | (to Fort Worth #2) |
| sleeper (10-1-2)      | " - "           | (to Chicago 1st 4) |

9 cars

NOS. 1 (102) & 2 (101) CENTENNIAL STATE Kansas City and Denver

Until the SCOUT was redesignated Nos. 105&106 in 1949, the CENTENNIAL STATE operated as No. 9 (90) & 10 (101). The train numbers in parentheses were used between Pueblo and Denver on Santa Fe/Rio Grande joint track. This was the first CENTENNIAL STATE consist with the new numbers:

(NOS. 1 (102) & 2 (101) CENTENNIAL STATE...cont'd)

No. 1 (102) Spring 1949

|                       |                    |          |                                   |
|-----------------------|--------------------|----------|-----------------------------------|
| mail-express          | Kansas City-Topeka |          |                                   |
| baggage-mail-express  | " "                | -Emporia |                                   |
| storage mail          | " "                | -Newton  | (to Dodge City #127)              |
| baggage-express       | " "                | - "      | (to Dodge City #127)              |
| baggage-mail-express  | " "                | - "      | (to Hutchinson #127)              |
| mail-express          | " "                | -Pueblo  |                                   |
| baggage-express       | Newton             | -Denver  |                                   |
| baggage-mail-express  | Kansas City-       | "        |                                   |
| RPO-baggage           | " "                | - "      |                                   |
| coach (smoker)        | " "                | - "      |                                   |
| coach                 | " "                | - "      |                                   |
| sleeper (10-2)        | " "                | - "      |                                   |
| sleeper (12-1)        | " "                | -Newton  | (to Dodge City #127)              |
| sleeper (12-1)        | Newton             | -Denver  | (fm Oklahoma City #28)            |
| cafe-lnge-observation | Dodge City -       | "        | (open platform; 1511, 13-14 asgd) |

|                    |         |                   |   |
|--------------------|---------|-------------------|---|
| Kansas City-Topeka | 12 cars | Newton-Dodge City | 8 |
| Topeka-Emporia     | 11      | Dodge City-Pueblo | 9 |
| Emporia-Newton     | 10      | Pueblo-Denver     | 8 |

No. 2 (101) Spring 1949

|                       |          |              |                         |
|-----------------------|----------|--------------|-------------------------|
| storage mail          | Newton   | -Kansas City | (fm Amarillo #106)      |
| baggage-mail-express  | "        | - "          | " (fm Hutchinson #128)  |
| baggage (DH)          | "        | - "          | " (fm Dodge City #128)  |
| baggage-mail-express  | "        | - "          | " (fm Dodge City #128)  |
| RPO-baggage           | La Junta | -Newton      | (to Kansas City #28)    |
| storage mail          | Denver   | - "          | (to Kansas City #28)    |
| baggage-express       | "        | - "          | (to Kansas City #28)    |
| coach (smoker)        | "        | -Kansas City |                         |
| coach                 | "        | -Newton      | (to Kansas City 1st 24) |
| sleeper (10-2)        | "        | - "          | (to Kansas City 1st 24) |
| sleeper (12-1)        | "        | - "          | (to Oklahoma City #27)  |
| cafe-lnge-observation | "        | -Dodge City  | (open platform)         |

|                     |        |                    |   |
|---------------------|--------|--------------------|---|
| Denver-La Junta     | 7 cars | Dodge City-Newton  | 7 |
| La Junta-Dodge City | 8      | Newton-Kansas City | 5 |

It might seem strange that No. 2 would turn over most of its equipment at Newton to two other trains also headed toward Kansas City. The explanation is that No. 2 laid over in Newton for two hours and 20 minutes, then made 16 regular and seven flag stops in the 200-mile trip. The CENTENNIAL arrived in Kansas City more than two and a half hours behind First 24 and No. 28.

In 1950, the CENTENNIAL STATE was shortened to a Denver-La Junta run, but kept the same numbers. Although its name was dropped from public timetables thereafter, the Colorado Division employee timetable continued calling the trains CENTENNIAL STATE for six more years, even after yet another number change. Below is a summer consist for each train:

(NOS. 1 (102) & 2 (101) CENTENNIAL STATE...cont'd)

No. 1 (102) Summer 1954

|                         |                 |                               |
|-------------------------|-----------------|-------------------------------|
| baggage-mail-express    | La Junta-Pueblo | (fm Kansas City #123)         |
| baggage-mail-express    | " " -Denver     | (fm Kansas City #123)         |
| baggage-mail-express    | " " - "         | (fm Wichita #123)             |
| exM-storage mail        | " " - "         | (fm Albuquerque #8)           |
| mail-express            | " " - "         | (fm Los Angeles #8)           |
| exM-RPO-baggage         | " " - "         |                               |
| coach                   | " " - "         |                               |
| coach                   | " " - "         | (fm Kansas City #123)         |
| coach                   | " " - "         | (fm Kansas City #123)         |
| sleeper (6-6-4)         | LW " " - "      | (fm Kansas City #123)         |
| cafe-lounge-observation | " " - "         | (open platform; 1512-14 asgd) |

La Junta-Pueblo 11 cars (9 M)

Pueblo-Denver 10 (8 M)

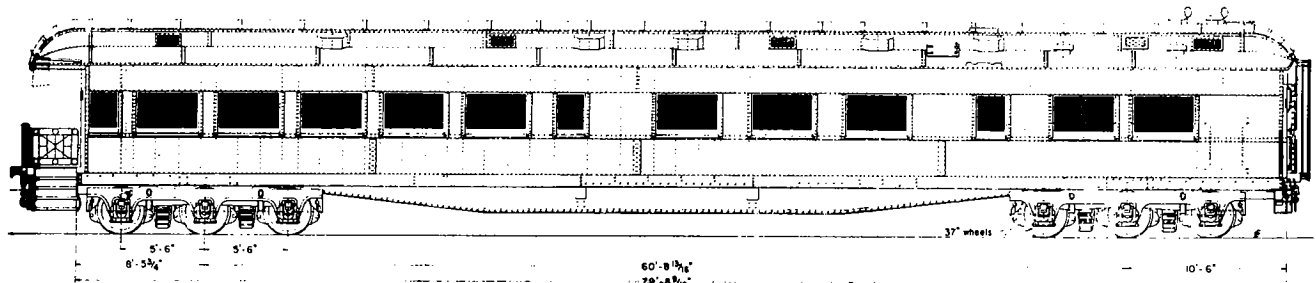
No. 2 (101) Summer 1954

|                         |                 |                               |
|-------------------------|-----------------|-------------------------------|
| storage mail            | Denver-La Junta | (to Kansas City #124)         |
| baggage-express         | " - " "         | (to Kansas City #124)         |
| coach                   | " - " "         |                               |
| coach                   | " - " "         | (to Kansas City #124)         |
| coach                   | " - " "         | (to Kansas City #124)         |
| sleeper (6-6-4)         | LW " - " "      | (to Kansas City #124)         |
| sleeper (6-6-4)         | LW " - " "      | (to Los Angeles #19)          |
| cafe-lounge-observation | " - " "         | (open platform; 1512-14 asgd) |

8 cars

The train that summer was longer in both directions than during the previous winter. In the winter of 1953-54, No. 1 (102) was minus the Los Angeles-Denver mail-express car off No. 8, the La Junta-Denver local coach and one of the Kansas City-Denver coaches off No. 123. No. 2 (101) ran without the Denver-La Junta local coach, one of the Denver-Kansas City coaches for No. 124 and the Denver-Los Angeles 6-6-4 sleeper for No. 19. The coaches exchanged by both trains with Nos. 123&124, however, were usually light-weights.

In September, 1954, this remnant of the former CENTENNIAL STATE was redesignated once again -- Nos. 223 (102) and 224 (101) -- and restored to its old Kansas City-Denver route as the Northern District local east of La Junta.



Cafe-lounge-observations 1513-14, shown in this sketch, ran on Nos. 1&2. A floor plan of sister 1509 is on page 31. (ATSF)



NOS. 1&2 SAN FRANCISCO CHIEF Chicago and Oakland

Until the mid-1950's, the Santa Fe's service to the San Francisco Bay area from eastern points was almost negligible -- not a single through train, but only bits and pieces off secondary runs such as, at various times, the SCOUT, the GRAND CANYON and the CALIFORNIA LIMITED. In the winter of 1953-54, for example, these were the only passenger cars entering and leaving Oakland from cities east of Barstow:

1. coach -- from Chicago #3, to Chicago #4.
2. sleeper (10-1-2) -- from Chicago #3, to Chicago #4.
3. coach -- from Chicago #23, to Chicago #24.
4. sleeper (6-6-4) -- from New Orleans #75 and 23, to New Orleans #24 and 76.

Except for the New Orleans sleeper, these cars were heavyweights.

In the spring of 1954, all that changed. The Santa Fe's belated answer to the CITY OF SAN FRANCISCO and CALIFORNIA ZEPHYR went into operation between Chicago and Oakland as the SAN FRANCISCO CHIEF, an all-lightweight train running via the Southern District. Here's how it first appeared:

No. 1 Summer 1954 (all lightweight)

|                          |                     |                            |
|--------------------------|---------------------|----------------------------|
| storage mail             | Kansas City-Oakland |                            |
| baggage-mail             | Chicago             | - "                        |
| coach 48-seat            | "                   | - "                        |
| coach 48-seat            | "                   | - "                        |
| coach 48-seat            | "                   | - "                        |
| coach                    | Clovis              | - " (fm Houston #75)       |
| lunch counter-diner-dorm | Chicago             | - " (1569-74 assigned)     |
| fulldome bar lng-dorm    | "                   | - " (550-55 assigned)      |
| diner 36-seat            | "                   | - " (1479-84 assigned)     |
| sleeper (4-4-2)          | "                   | - "                        |
| sleeper (24 dup rte)     | "                   | - "                        |
| sleeper (10-3-2)         | "                   | -Ash Fork (to Phoenix #47) |
| sleeper (10-6)           | Kansas City-Oakland |                            |
| sleeper (8-2-2)          | Clovis              | - " (fm New Orleans #75)   |

|                     |         |                  |    |
|---------------------|---------|------------------|----|
| Chicago-Kansas City | 10 cars | Clovis-Ash Fork  | 14 |
| Kansas City-Clovis  | 12      | Ash Fork-Oakland | 13 |

No. 2 Summer 1954 (all lightweight)

|                          |                 |                              |
|--------------------------|-----------------|------------------------------|
| baggage-mail             | Oakland-Chicago |                              |
| coach                    | "               | -Clovis (to Houston #76)     |
| coach 48-seat            | "               | -Chicago                     |
| coach 48-seat            | "               | - "                          |
| coach 48-seat            | "               | - "                          |
| lunch counter-diner-dorm | "               | - "                          |
| fulldome bar lng-dorm    | "               | - "                          |
| diner 36-seat            | "               | - "                          |
| sleeper (4-4-2)          | "               | - "                          |
| sleeper (24 dup rte)     | "               | - "                          |
| sleeper (10-6)           | "               | -Kansas City                 |
| sleeper (8-2-2)          | "               | -Clovis (to New Orleans #76) |
| baggage-mail-express     | Wichita-Newton  | (to Denver #123)             |

(NOS. 1&2 SAN FRANCISCO CHIEF...cont'd)

|                        |                       |
|------------------------|-----------------------|
| Oakland-Clovis 12 cars | Newton-Kansas City 10 |
| Clovis-Wichita 10      | Kansas City-Chicago 9 |
| Wichita-Newton 11      |                       |

The only newly built equipment on the SAN FRANCISCO CHIEF were the 48-seat coaches (2816-60, delivered the previous year) and the fully domed bar lounge-dormitory cars (550-55, delivered in early 1954). From this modest beginning, the newest of the transcontinental trains would ultimately outlast its competition (the ZEPHYR was dropped, the CITY went triweekly). By the mid-1960's, it was (with the CHIEF, Nos. 19&20), the longest of Santa Fe's streamliners -- as we shall see.

In the fall of 1955, Nos. 1&2 hauled as many as seven sleepers at once:

No. 1 Fall 1955 (all lightweight)

|                          |              |           |                       |
|--------------------------|--------------|-----------|-----------------------|
| baggage                  | Chicago      | -Oakland  |                       |
| storage mail             | Kansas City- | "         |                       |
| coach 48-seat            | Chicago      | - "       |                       |
| coach 48-seat            | "            | - "       |                       |
| coach 48-seat            | "            | - "       |                       |
| coach                    | Clovis       | - "       | (fm Houston #75)      |
| lunch counter-diner      | Chicago      | - "       |                       |
| fulldome bar lounge-dorm | "            | - "       | (550-55 assigned)     |
| diner 36-seat            | "            | - "       | (1479-84 assigned)    |
| sleeper-lounge (4-1)     | "            | - "       |                       |
| sleeper (4-4-2)          | "            | - "       |                       |
| sleeper (24 duplex rte)  | "            | - "       |                       |
| sleeper (10-6)           | Kansas City- | "         |                       |
| sleeper (8-2-2)          | Clovis       | - "       | (fm New Orleans #75)  |
| sleeper (10-3-2)         | Chicago      | -Ash Fork | (to Phoenix #47)      |
| sleeper (10-3-2)         | "            | -Amarillo | (to Lubbock #93)      |
| sleeper (8-2-2)          | "            | -Williams | (to Los Angeles #123) |

|                             |                      |
|-----------------------------|----------------------|
| Chicago-Kansas City 13 cars | Clovis-Williams 16   |
| Kansas City-Amarillo 15     | Williams-Ash Fork 15 |
| Amarillo-Clovis 14          | Ash Fork-Oakland 14  |

No. 2 was identical in makeup, except that it had no Oakland-Kansas City car of storage mail.

The sleeper-lounge cars added by then to the train were pre-World War II CHIEF observation cars (named Betahtakin, Biltabito, Chaistla, Chuska, Denehotso and Puye) whose rounded ends had been squared off for mid-train operation in 1954-55.

The sleeping car set out at Williams for No. 123 laid over an entire day, giving its occupants time to be bused to and from Grand Canyon National Park. Starting in late 1955, the Grand Canyon Branch trains, Nos. 14&15, ran only during summers.

The sleeping car emphasis was reduced in the summer of 1957, but more coaches had been added:

(NOS. 1&2 SAN FRANCISCO CHIEF...cont'd)

No. 1 Summer 1957 (all lightweight)

|                          |              |            |                        |
|--------------------------|--------------|------------|------------------------|
| baggage-mail-express     | Chicago      | -Oakland   |                        |
| storage mail             | Kansas City- | "          |                        |
| X-storage mail           | "            | "          | - "                    |
| coach 48-seat            | Chicago      | -Clovis    |                        |
| coach 48-seat            | "            | -Oakland   |                        |
| coach 48-seat            | "            | - "        |                        |
| coach 44-seat (summer)   | "            | - "        |                        |
| coach 44-seat (summer)   | "            | - "        |                        |
| coach 44-seat (summer)   | "            | - "        |                        |
| coach                    | Clovis       | - "        | (fm Houston #75)       |
| lunch counter-diner-dorm | Wellington   | - "        |                        |
| fulldome bar lng-dorm    | Chicago      | - "        | (550-55 assigned)      |
| diner 36-seat            | "            | - "        | (1479-83, 95 assigned) |
| sleeper-lounge (4-1)     | "            | - "        | (Betahtakin-series)    |
| sleeper (10-3-2)         | "            | - "        |                        |
| sleeper (10-3-2)         | "            | -Kans City | (to Tulsa #47)         |
| sleeper (10-6)           | Kansas City- | Oakland    |                        |
| sleeper (8-2-2)          | Clovis       | - "        | (fm Houston #75)       |
| sleeper (6-6-4)          | Chicago      | -Amarillo  | ( Lubbock #93)         |

|                        |         |                 |    |
|------------------------|---------|-----------------|----|
| Chicago-Kansas City    | 13 cars | Amarillo-Clovis | 14 |
| Kansas City-Wellington | 14      | Clovis-Richmond | 15 |
| Wellington-Amarillo    | 15      |                 |    |

No. 2 Summer 1957 (all lightweight)

|                          |           |              |                            |
|--------------------------|-----------|--------------|----------------------------|
| baggage                  | Oakland   | -Chicago     |                            |
| coach 48-seat            | Clovis    | - "          |                            |
| coach 48-seat            | Oakland   | - "          |                            |
| coach 48-seat            | "         | - "          |                            |
| coach 44-seat (summer)   | "         | - "          |                            |
| coach 44-seat (summer)   | "         | - "          |                            |
| coach 44-seat (summer)   | "         | - "          |                            |
| coach                    | "         | -Clovis      | (to Houston #76)           |
| lunch counter-diner-dorm | "         | -Wellington  |                            |
| fulldome bar lounge-dorm | "         | -Chicago     |                            |
| diner 36-seat            | "         | - "          |                            |
| sleeper-lounge (4-1)     | "         | - "          |                            |
| sleeper (10-3-2)         | "         | - "          |                            |
| sleeper (10-6)           | "         | -Kansas City |                            |
| sleeper (8-2-2)          | "         | -Clovis      | (to Houston #76)           |
| sleeper (6-6-4)          | Amarillo- | Chicago      | (fm Lubbock #94)           |
| sleeper (8-2-2)          | Winslow   | - "          | (fm LA 1st 124 via Gd Cyn) |
| sleeper (6-6-4)          | "         | - "          | (fm LA 1st 124 via Gd Cyn) |
| mail-express             | Wichita   | -Newton      | (to Kansas City 2d 124)    |

|                     |         |                     |    |
|---------------------|---------|---------------------|----|
| Oakland-Winslow     | 14 cars | Wellington-Wichita  | 15 |
| Winslow-Clovis      | 16      | Wichita-Newton      | 16 |
| Clovis-Amarillo     | 15      | Newton-Kansas City  | 15 |
| Amarillo-Wellington | 16      | Kansas City-Chicago | 14 |

(NOS. 1&2 SAN FRANCISCO CHIEF...cont'd)

The Southern District leg of the GRAND CANYON, Nos. 23&24, was discontinued in 1958. With that, the SAN FRANCISCO CHIEF really hit the big time. Nos. 1&2 now handled mail and express cars previously assigned to Nos. 23&24 and carried Texas-Los Angeles cars from the Clovis junction with Nos. 75&76 to a connection with the Northern District GRAND CANYON (Nos. 123&124 until 1963, then Nos. 23&24). To illustrate these changes, let's look at Nos. 1&2 in 1959, soon after Richmond had replaced Oakland as the East Bay Terminal:

# No. 1 Summer 1959

|                       |                |                        |                             |
|-----------------------|----------------|------------------------|-----------------------------|
| exSu-RPO              | LW Amarillo    | -Belen                 |                             |
| mail-express          | LW "           | -Clovis                | (to Carlsbad #25)           |
| RPO                   | LW Newton      | -Amarillo              |                             |
| storage mail          | LW Kansas City | -Richmond              |                             |
| mail-express          | LW "           | " -Amarillo            |                             |
| mail-express (msg)    | LW "           | " -Clovis              |                             |
| storage mail          | LW Chicago     | -Richmond              |                             |
| baggage-mail-express  | LW "           | - "                    |                             |
| coach 52-seat         | LW Bakersfield | - "                    | (return Bakersfield #62)    |
| coach 52-seat         | LW "           | - "                    | (return Bakersfield #62)    |
| lunch counter-diner*  | LW Belen       | -Winslow               | (1505 asgd in shuttle)      |
| coach 48-seat         | LW Clovis      | - "                    | (fm Dallas #75; to LA #123) |
| coach 48-seat*        | LW "           | - "                    | (fm Hstn #75; to LA #123)   |
| coach 48-seat*        | LW "           | - "                    | (fm Hstn #75; to LA #123)   |
| coach 48-seat         | LW "           | -Richmond              | (fm Houston #75)            |
| coach 44-seat         | LW Chicago     | -Clovis                |                             |
| coach 48-seat         | LW "           | -Richmond              |                             |
| coach 44-seat         | LW "           | - "                    |                             |
| coach 44-seat         | LW "           | - "                    |                             |
| coach 44-seat*        | LW "           | - "                    |                             |
| fulldome bar lge-dorm | LW "           | - "                    | (550-55 assigned)           |
| diner 36-seat         | LW "           | - "                    | (1479-84 assigned)          |
| sleeper-lounge (4-1)  | LW "           | - "                    |                             |
| sleeper (10-3-2)      | LW "           | - "                    |                             |
| sleeper (6-6-4)       | LW "           | -Amarillo              | (to Lubbock #93)            |
| sleeper (10-3-2)      | LW "           | -Kansas City           | (to Tulsa #47)              |
| sleeper (10-6)        | LW Kansas City | -Richmond              |                             |
| sleeper (8-2-2)       | LW Clovis      | - "                    | (fm Houston #75)            |
| sleeper (6-6-4)       | LW "           | -Winslow               | (fm Dallas #75; to LA #123) |
| box mail-express      |                | Kansas City-Wellington |                             |
| box mail-express      | "              | " -Wichita             |                             |
| box mail-express      | "              | " -Topeka              |                             |

\* -- ran summer only

|                     |         |                      |            |
|---------------------|---------|----------------------|------------|
| Chicago-Kansas City | 13 cars | Wellington-Amarillo  | 17         |
| Kansas City-Topeka  | 19      | Amarillo-Clovis      | 16 (15 Su) |
| Topeka-Newton       | 18      | Clovis-Belen         | 19 (18 Su) |
| Newton-Wichita      | 19      | Belen-Winslow        | 19         |
| Wichita-Wellington  | 18      | Winslow-Bakersfield  | 14         |
|                     |         | Bakersfield-Richmond | 16         |

The Bakersfield coaches appeared on the westbound SAN FRANCISCO CHIEF following discontinuance of a GOLDEN GATE train (No. 61) in 1958.

(NOS. 1&2 SAN FRANCISCO CHIEF...cont'd)

No. 2 Summer 1959

|                       |                         |                              |
|-----------------------|-------------------------|------------------------------|
| mail-express          | LW Amarillo-Kansas City |                              |
| RPO                   | LW " - " "              |                              |
| express (msgr)        | LW Clovis - " "         |                              |
| baggage-mail-express  | LW " -Amarillo          | (fm Carlsbad #26)            |
| exSu-RPO              | LW Belen - "            |                              |
| baggage (TBM)         | LW Richmond-Chicago     |                              |
| exTu-storage mail     | LW Winslow -Clovis      | (fm LA #124; to Ft Wrth #76) |
| baggage-mail-express  | LW " - "                | (fm LA #124; to Dallas #76)  |
| lunch counter-diner*  | LW " -Belen             |                              |
| coach 48-seat         | LW " -Clovis            | (fm LA #124; to Dallas #76)  |
| coach 48-seat*        | LW " - "                | (fm LA #124; to Hstn #76)    |
| coach 48-seat*        | LW " - "                | (fm LA #124; to Hstn #76)    |
| coach 48-seat         | LW Richmond- "          | (to Houston #76)             |
| coach 44-seat         | LW Clovis -Chicago      |                              |
| coach 48-seat         | LW Richmond- "          |                              |
| coach 44-seat         | LW " - "                |                              |
| coach 44-seat         | LW " - "                |                              |
| coach 44-seat*        | LW " - "                |                              |
| fulldome bar lge-dorm | LW " - "                |                              |
| diner 36-seat         | LW " - "                |                              |
| sleeper-lounge (4-1)  | LW " - "                |                              |
| sleeper (10-3-2)      | LW " - "                |                              |
| sleeper (10-6)        | LW " -Kansas City       |                              |
| sleeper (8-2-2)       | LW " -Clovis            | (to Houston #76)             |
| sleeper (6-6-4)       | LW Winslow - "          | (fm LA #124; to Dallas #76)  |
| sleeper (6-6-4)       | LW Amarillo-Chicago     | (fm Lubbock #94)             |
| storage mail          | Wichita -Kansas City    |                              |
| storage mail          | " -Newton               | (to Kansas City #124)        |

\* -- ran summer only

|                  |              |                     |    |
|------------------|--------------|---------------------|----|
| Richmond-Winslow | 12 cars      | Amarillo-Wichita    | 15 |
| Winslow-Belen    | 19 (18 Tu)   | Wichita-Newton      | 17 |
| Belen-Clovis     | 19 (18 TuSu) | Newton-Kansas City  | 16 |
| Clovis-Amarillo  | 14 (13 Su)   | Kansas City-Chicago | 11 |

All but two of the sleeper-lounge cars assigned to Nos. 1&2 above were from the Vista-series, which had run on the SUPER CHIEF until early 1958. Their observation ends had been squared in 1956. The Betahtakin-series sleeper-lounges assigned to the SAN FRANCISCO CHIEF since 1955 were stored upon arrival of the Vista cars, and were converted into coaches in 1960. Exceptions to this were prewar observations Denehotso and Puye; these two cars remained on Nos. 1&2 with the Vista-series equipment until 1968.

Starting in 1958 and continuing through 1967, No. 1 carried a 4-4-2 sleeper between December and April from Chicago to Ash Fork, en route to Phoenix on No. 47. Eastbound, this Phoenix-Chicago sleeper left Phoenix on No. 42, and Ash Fork on No. 20 (CHIEF).

Clearly, the SAN FRANCISCO CHIEF by the early 1960's was at its outer limit in length, especially in view of the Santa Fe's policy of keeping major trains within 18 cars whenever possible. One solution to rising mail and passenger volume would have been to run the train in sections. In 1962, the Passenger

(NOS. 1&2 SAN FRANCISCO CHIEF...cont'd)

Department unsuccessfully sought approval to run a second section of the SAN FRANCISCO CHIEF in July and August between Clovis and Gallup. The second section would have handled all Texas-Los Angeles cars and made a direct connection at Gallup with Nos. 123&124. The Houston-Clovis lunch counter-diner and lounge cars would have been extended to Gallup to serve these passengers, and the first, or Chicago, section would have carried a Los Angeles coach to give to and take from the second section at Clovis.

The problem was solved, to some extent at least, in 1964, when 24 new high-level coaches arrived from the Budd Company for use on the EL CAPITAN portion of Nos. 17&18. Some of the older EL CAP high-levels, in turn, were assigned to the S.F. CHIEF. In this manner, three high-level coaches (seating 68 or 72 passengers) were able to do the work of five conventional 44-seat cars. Here's the effect of this equipment change on Nos. 1&2 in 1966:

No. 1 Summer 1966 (all lightweight)

|                        |             |              |                             |
|------------------------|-------------|--------------|-----------------------------|
| exSu-RPO               | Amarillo    | -Belen       |                             |
| RPO                    | Newton      | -Amarillo    |                             |
| storage-mail           | Kansas City | -Richmond    |                             |
| mail-express           | " "         | -Amarillo    |                             |
| mail-express (msgr)    | " "         | -Clovis      |                             |
| exSuM-storage mail     | Chicago     | -Kansas City |                             |
| COFC storage mail      | "           | -Richmond    | (4 containers on flat car)  |
| baggage-mail-express   | "           | - "          |                             |
| coach 44-seat          | "           | -Barstow     | (to Los Angeles #23)        |
| coach 48-seat          | Clovis      | - "          | (fm Dallas #75; to LA #23)  |
| coach 48-seat          | "           | - "          | (fm Houston #75; to LA #23) |
| coach 48-seat          | "           | -Richmond    | (fm Houston #75)            |
| lunch cntr-diner-dorm  | "           | - "          | (1574-77 assigned)          |
| coach 52-seat          | Bakersfield | - "          | (returns on #8 North)       |
| X-coach 52-seat        | "           | - "          | (returns on #8 North)       |
| hi-level coach 68-seat | Chicago     | - "          | (steps down)                |
| hi-level coach 72-seat | "           | - "          |                             |
| hi-level coach 72-seat | "           | - "          |                             |
| hi-level coach 68-seat | "           | - "          | (steps down)                |
| fulldome bar lge-dorm  | "           | - "          | (550-555 assigned)          |
| diner 46-seat          | "           | - "          | (1478, 81-84, 86 assigned)  |
| sleeper-lounge (4-1)   | "           | - "          |                             |
| sleeper (10-3-2)       | "           | - "          |                             |
| sleeper (10-6)         | "           | - "          |                             |
| sleeper (6-6-4)        | "           | -Clovis      |                             |
| sleeper (10-6)         | Clovis      | -Richmond    | (fm Houston #75)            |
| sleeper (10-3-2)       | "           | -Barstow     | (fm Dallas #75; to LA #23)  |
| mail-express           | Kansas City | -Topeka      |                             |

|                     |                 |                      |       |
|---------------------|-----------------|----------------------|-------|
| Chicago-Kansas City | 14 cars (13 Su) | Clovis-Belen         | 20    |
| Kansas City-Topeka  | 17              | Belen-Barstow        | 19    |
| Topeka-Newton       | 16              | Barstow-Bakersfield  | 15    |
| Newton-Amarillo     | 17              | Bakersfield-Richmond | 16-17 |
| Amarillo-Clovis     | 16              |                      |       |

A second container flat car of storage mail ran from Kansas City to Oakland on No. 1 between 1962 and 1967, except during summer months.

(NOS. 1&2 SAN FRANCISCO CHIEF...cont'd)

No. 2 Summer 1966 (all lightweight)

|                        |                      |                             |
|------------------------|----------------------|-----------------------------|
| RPO                    | Amarillo-Kansas City |                             |
| mail-express           | " - " "              |                             |
| baggage-mail-express   | Clovis - " "         |                             |
| exSu-RPO               | Belen -Amarillo      |                             |
| baggage (TBM)          | Richmond-Chicago     |                             |
| coach 48-seat          | Winslow -Clovis      | (fm LA #24; to Dallas #76)  |
| coach 48-seat          | " - "                | (fm LA #24; to Houston #76) |
| coach 48-seat          | Richmond- "          | (to Houston #76)            |
| lunch cntr-diner-dorm  | " - "                |                             |
| coach 48-seat          | Winslow -Chicago     | (fm Los Angeles #24)        |
| hi-level coach 68-seat | Richmond- "          | (steps down)                |
| hi-level coach 72-seat | " - "                |                             |
| hi-level coach 72-seat | " - "                |                             |
| hi-level coach 68-seat | " - "                | (steps down)                |
| fulldome bar lge-dorm  | " - "                |                             |
| diner 46-seat          | " - "                |                             |
| sleeper-lounge (4-1)   | " - "                |                             |
| sleeper (10-3-2)       | " - "                |                             |
| sleeper (10-6)         | " -Kansas City       | (to Chicago next night #20) |
| sleeper (10-6)         | " -Clovis            | (to Houston #76)            |
| sleeper (10-3-2)       | Winslow - "          | (fm LA #24; to Dallas #76)  |
| sleeper (6-6-4)        | Clovis -Chicago      |                             |
| mail-express           | Wichita -Kansas City |                             |

|                  |            |                     |    |
|------------------|------------|---------------------|----|
| Richmond-Winslow | 13 cars    | Amarillo-Wichita    | 15 |
| Winslow-Belen    | 17         | Wichita-Kansas City | 16 |
| Belen-Clovis     | 18 (17 Su) | Kansas City-Chicago | 11 |
| Clovis-Amarillo  | 14 (13 Su) |                     |    |

This was the high watermark for the SAN FRANCISCO CHIEF. It was hauling the equivalent of 11 conventional coaches between Clovis and the junction with Nos. 23&24. Its consist the following summer changed little, except for the reinstatement of a Chicago-Tulsa sleeper, given to No. 47 at Kansas City. But look at Nos. 1&2 in the spring of 1968, when the mail and express business rode in freights, airplanes or trucks, and the connecting passenger car traffic had vanished:

Nos. 1&2 Spring 1968 (all lightweight)

|                           |                  |                     |
|---------------------------|------------------|---------------------|
| baggage (TBM)             | Chicago-Richmond |                     |
| hi-level coach 68-seat    | " - "            | (steps down)        |
| hi-level coach 72-seat    | " - "            |                     |
| hi-level coach 68-seat    | " - "            | (steps down)        |
| fulldome bar lounge-dorm  | " - "            |                     |
| diner 46-seat             | " - "            |                     |
| sleeper (4-4-2)           | " - "            |                     |
| sleeper (10-6)            | " - "            |                     |
| storage mail (on #1 only) | " -Kansas City   | (to Fort Worth #15) |

8 cars (9 Chicago-Kansas City on #1)

(NOS. 1&2 SAN FRANCISCO CHIEF...cont'd)

The traditional summer surge in ridership lengthened Nos. 1&2 to a degree that same year:

Nos. 1&2 Summer 1968 (all lightweight)

|                           |                  |                                |
|---------------------------|------------------|--------------------------------|
| baggage-mail (TBM)        | Chicago-Richmond |                                |
| coach                     | " - "            |                                |
| hi-level coach 68-seat    | " - "            | (steps down)                   |
| hi-level coach 72-seat    | " - "            |                                |
| hi-level coach 68-seat    | " - "            | (steps down)                   |
| fulldome bar lounge-dorm  | " - "            | (550-55 assigned)              |
| diner 46-seat             | " - "            | (1477, 79-80, 83, 86, 93 asgd) |
| coach 44-seat             | " - Barstow      | (to/from Los Angeles #23/24)   |
| sleeper (10-3-2)          | " - "            | (to/from Los Angeles #23/24)   |
| sleeper (4-4-2)           | " - Richmond     |                                |
| sleeper (10-6)            | " - "            |                                |
| sleeper (10-6)            | " - "            |                                |
| storage mail (on #1 only) | " - Winslow      |                                |

|                        |         |                         |         |
|------------------------|---------|-------------------------|---------|
| No. 1: Chicago-Winslow | 13 cars | No. 2: Richmond-Barstow | 10 cars |
| Winslow-Barstow        | 12      | Barstow-Chicago         | 12      |
| Barstow-Richmond       | 10      |                         |         |

In October 1968, the fulldome bar lounge-dormitory cars, assigned to the SAN FRANCISCO CHIEF since its inception 15 years earlier, were transferred to the TEXAS CHIEF (Nos. 15&16). In their place came cars 506-13, nearly identical fulldome bar lounges, but without dormitory space. Baggage-dormitory cars were added at the same time to accommodate the dining and lounge car crews.

Nos. 1&2 Summer 1969 (all lightweight)

|                        |                  |                              |
|------------------------|------------------|------------------------------|
| storage mail           | Chicago-Richmond | (on #1 only)                 |
| storage mail           | " - "            |                              |
| baggage-dormitory      | " - "            |                              |
| coach 44-seat          | " - "            |                              |
| coach 44-seat          | " - "            |                              |
| hi-level coach 68-seat | " - "            | (steps down)                 |
| hi-level coach 68-seat | " - "            | (steps down)                 |
| fulldome bar lounge    | " - "            | (507-12 assigned)            |
| diner 46-seat          | " - "            | (1477, 79-81, 86, 93 asgd)   |
| coach 44-seat          | " - Barstow      | (to/from Los Angeles #23/24) |
| sleeper (10-3-2)       | " - "            | (to/from Los Angeles #23/24) |
| sleeper (10-6)         | " - Richmond     |                              |
| sleeper (10-6)         | " - "            |                              |

|                        |         |                         |         |
|------------------------|---------|-------------------------|---------|
| No. 1: Chicago-Barstow | 13 cars | No. 2: Richmond-Barstow | 10 cars |
| Barstow-Richmond       | 11      | Barstow-Chicago         | 12      |

Here is the streamliner's makeup during its last summer:



(NOS. 1&2 SAN FRANCISCO CHIEF...cont'd)

Nos. 1&2 Summer 1970 (all lightweight)

|                        |                  |                               |
|------------------------|------------------|-------------------------------|
| baggage-mail           | Chicago&Richmond |                               |
| baggage-dormitory      | " - "            | (1380-85 assigned)            |
| exTWT-coach 44-seat    | " - "            |                               |
| hi-level coach 68-seat | " - "            | (steps down)                  |
| hi-level coach 72-seat | " - "            |                               |
| hi-level coach 68-seat | " - "            | (steps down)                  |
| fulldome bar lounge    | " - "            | (507-12 assigned)             |
| diner 46-seat          | " - "            | (1477, 80-81, 83, 92-93 asgd) |
| coach 44-seat          | " -Barstow       | (to/from Los Angeles #23/24)  |
| sleeper (10-3-2)       | " - "            | (to/from Los Angeles #23/24)  |
| sleeper (10-6)         | " -Richmond      |                               |
| sleeper (4-4-2)        | " - "            |                               |
| sleeper (10-6)         | " - "            |                               |

Chicago-Barstow 13 cars (12 TWT)

Barstow-Richmond 11 (10 WThF)

Steam generating equipment was installed inside 10 lightweight baggage cars of the 3715-series in 1970. This allowed the Santa Fe to assign high-speed freight diesels of the 5900-class (F-45 EMD units) to Nos. 1&2 and 17&18 in the final winter season before Amtrak:

Nos. 1&2 Winter 1970-71 (all lightweight)

|                           |                 |                              |
|---------------------------|-----------------|------------------------------|
| baggage (steam generator) | Chicago&Barstow |                              |
| storage mail              | " -Richmond     |                              |
| baggage-dormitory         | " - "           | (1380-85 assigned)           |
| hi-level coach 68-seat    | " - "           | (steps down)                 |
| hi-level coach 68-seat    | " - "           | (steps down)                 |
| fulldome bar lounge       | " - "           | (507-12 assigned)            |
| diner 46-seat             | " - "           |                              |
| sleeper (10-6)            | " - "           |                              |
| sleeper (10-3-2)          | " -Barstow      | (to/from Los Angeles #23/24) |

Chicago-Barstow 9 cars

Barstow-Richmond 7

The SAN FRANCISCO CHIEF made its farewell run April 30, 1971, a train Amtrak didn't want. At the end, though, it was every bit the streamliner, and so it left in style. The CALIFORNIA LIMITED should have been so fortunate.

NOS. 3&4 CALIFORNIA LIMITED Chicago and Los Angeles

Seldom in Santa Fe's 105 years has a train fallen so low from a place so exalted as did Nos. 3&4. For most years from its inception in 1892 until introduction of the CHIEF in 1926, the CALIFORNIA LIMITED was the railroad's flagship, an all-Pullman luxury train on the Chicago-Los Angeles route. But its unnamed, lineal descendant, when discontinued in late 1967, carried but one worn-out heavyweight coach -- and nothing else.

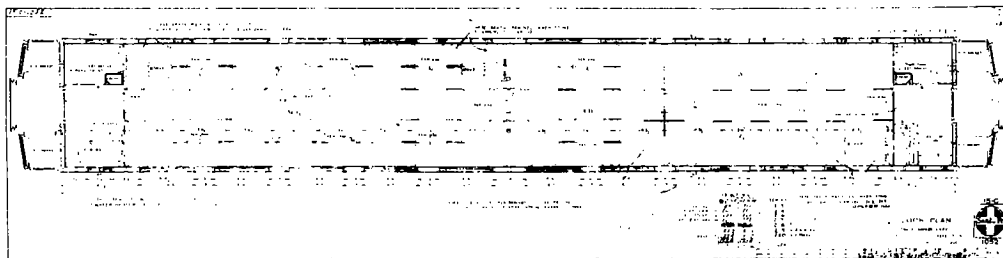
In the early postwar years, though, Nos. 3&4 operated year-around in two sections. Besides acting as the "mop-up" train over the Northern District, the second, or coach, section carried overflow mail and express unable to connect with Nos. 7&8 (FAST MAIL EXPRESS), and the sleeping car section handled most of the eastbound sleeper business from Kansas City to Chicago.

First 3 Fall 1946 (sleeping cars)

|                         |                         |                                         |
|-------------------------|-------------------------|-----------------------------------------|
| RPO                     | Chicago                 | -Kansas City                            |
| exSu-storage mail       | "                       | - " "                                   |
| coach* (non-AC)         | "                       | -Los Angeles                            |
| sleeper (8-1-2)         | "                       | - " "                                   |
| sleeper (10-1-2)        | "                       | - " "                                   |
| sleeper-lounge (10 sec) | "                       | - " "                                   |
| sleeper (6-3)           | "                       | - " "                                   |
| diner (overflow)        | Kansas City-Needles     |                                         |
| diner 36-seat           | LW Chicago              | -Los Angeles (1473-75,78-79,81-84 asgd) |
| bar lounge-dormitory    | "                       | - " " (1350-54, 66 assigned)            |
| sleeper (6-6-4)         | LW "                    | - " "                                   |
| sleeper (10-1-2)        | "                       | -Barstow (to Oakland #1 North)          |
| sleeper (8-1-2)         | Kansas City-Los Angeles | (fm Chicago #5)                         |
| sleeper (12-1)          | Newton                  | -La Junta (fm Dallas #16;to Dnvr #13)   |
| sleeper (6-6-4)         | LW La Junta             | -Los Angeles (fm Denver #14)            |
| tourist sleeper (16 sc) | " "                     | - " " (fm Denver #14)                   |
| sleeper (8-1-2)         | " "                     | -Ash Fork (fm Dnvr #14; to Phoenix #47) |
| sleeper (8-1-2)         | Cadiz                   | -Los Angeles (fm Phoenix #117)          |
| coach                   | "                       | - " " (fm Phoenix #117)                 |
| baggage-express         | "                       | -Barstow (fm Phoenix #117)              |

\* -- deadheads La Junta to Los Angeles; returns Chicago on 2d 24

|                                     |                     |    |
|-------------------------------------|---------------------|----|
| Chicago-Kansas City 11 cars (10 Su) | Ash Fork-Needles    | 13 |
| Kansas City-Newton 11               | Needles-Cadiz       | 12 |
| Newton-La Junta 12                  | Cadiz-Barstow       | 15 |
| La Junta-Ash Fork 14                | Barstow-Los Angeles | 13 |



Smokers were compartmentalized coaches. The smoking sections had "walkover" seats. Cars 1200-1221 are examples.

(NOS. 3&4 CALIFORNIA LIMITED...cont'd)

Second 3 Fall 1946 (coaches)

|                        |          |              |              |                        |
|------------------------|----------|--------------|--------------|------------------------|
| express                |          | Chicago      | -Newton      | (to Houston #15)       |
| baggage-mail-express   |          | Kansas City- | "            | (to Wichita #15)       |
| baggage-mail-express   |          | "            | " - "        | (to Oklahoma City #15) |
| baggage-mail-express   |          | "            | " - "        | (to Fort Worth #15)    |
| baggage-mail-express   |          | "            | " -La Junta  | (to Denver #13)        |
| baggage-express (msgr) |          | Chicago      | -Los Angeles |                        |
| mail-express           |          | La Junta     | - " "        | (fm Denver #14)        |
| mail-express           |          | " "          | -Albuquerque | (fm Denver #14)        |
| coach                  |          | " "          | -Los Angeles | (fm Denver #14)        |
| coach (smoker)         |          | Chicago      | -La Junta    | (to Denver #13)        |
| coach                  | (non-AC) | "            | -Los Angeles |                        |
| coach                  | (non-AC) | "            | - " "        |                        |
| coach                  | (non-AC) | "            | - " "        |                        |
| diner 40/48-seat       |          | Kansas City- | " "          |                        |
| coach-dorm 44-seat     | (non-AC) | "            | " - " "      | (1094-99 assigned)     |
| coach                  | (non-AC) | "            | " - " "      |                        |

|                     |        |                         |    |
|---------------------|--------|-------------------------|----|
| Chicago-Kansas City | 6 cars | La Junta-Albuquerque    | 10 |
| Kansas City-Newton  | 13     | Albuquerque-Los Angeles | 9  |
| Newton-La Junta     | 9      |                         |    |

First 4 Fall 1946 (sleeping cars)

|                          |          |                       |                               |
|--------------------------|----------|-----------------------|-------------------------------|
| box express              |          | Los Angeles-Chicago   |                               |
| tourist sleeper (16 sec) | " "      | -La Junta             | (to Denver #13)               |
| sleeper (6-6-4)          | LW " "   | - " "                 | (to Denver #13)               |
| coach (smoker)           |          | La Junta -Kansas City | (fm Dnvr #14; to Chgo 2d 4)   |
| coach                    | (non-AC) | Newton - " "          |                               |
| sleeper (8-1-2)          |          | Los Angeles-Chicago   |                               |
| sleeper (10-1-2)         |          | " " - "               |                               |
| sleeper-lounge (10 sec)  |          | " " - "               |                               |
| sleeper (6-3)            |          | " " - "               |                               |
| diner (overflow)         |          | Needles -Kansas City  |                               |
| diner 36-seat            | LW       | Los Angeles-Chicago   |                               |
| bar lounge-dormitory     |          | " " - "               |                               |
| sleeper (6-6-4)          | LW       | " " - "               |                               |
| sleeper (8-1-2)          |          | " " - "               |                               |
| sleeper (10-1-2)         |          | Barstow - "           | (fm Oakland #2 North)         |
| sleeper (8-1-2)          |          | Ash Fork -La Junta    | (fm Phoenix #42; to Dnvr #13) |
| sleeper (12-1)           |          | La Junta -Newton      | (fm Denver #14; to D11s #15)  |
| sleeper (8-1-2)          |          | Kansas City-Chicago   |                               |
| sleeper (10-1-2)         |          | " " - "               |                               |
| sleeper (6-1-4)          |          | " " - "               | (fm Tulsa #50)                |

|                     |         |
|---------------------|---------|
| Los Angeles-Barstow | 11 cars |
| Barstow-Needles     | 12      |
| Needles-Ash Fork    | 13      |
| Ash Fork-La Junta   | 14      |
| La Junta-Newton     | 13      |
| Newton-Kansas City  | 13      |
| Kansas City-Chicago | 13      |

(NOS. 3&4 CALIFORNIA LIMITED...cont'd)

Second 4 Fall 1946 (coaches)

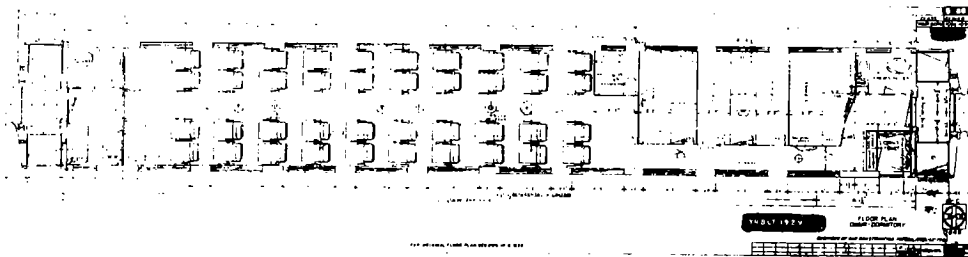
|                          |                       |                     |
|--------------------------|-----------------------|---------------------|
| baggage-mail-express     | Los Angeles-La Junta  | (to Denver #13)     |
| baggage-mail-express     | La Junta -Kansas City | (fm Denver #14)     |
| baggage-express (msgr)   | " " -Chicago          | (fm Denver #14)     |
| baggage-express          | Los Angeles-Cadiz     | (to Phoenix #118)   |
| coach                    | " " - "               | (to Phoenix #118)   |
| sleeper (8-1-2)          | " " - "               | (to Phoenix #118)   |
| coach                    | " " -La Junta         | (to Denver #13)     |
| coach (smoker)           | Kansas City-Chicago   | (fm Denver First 4) |
| coach (non-AC)           | Los Angeles- "        |                     |
| coach (non-AC)           | " " - "               |                     |
| coach (non-AC)           | " " - "               |                     |
| coach (non-AC)           | " " - "               |                     |
| diner 40/48-seat         | " " -Kansas City      |                     |
| coach-dorm44-st (non-AC) | " " - " "             |                     |

Los Angeles-Cadiz 11 cars  
Cadiz-La Junta 8

La Junta-Kansas City 8  
Kansas City-Chicago 6

Those coaches on the sleeping car section were there for an obscure but very practical reason: Officially, there was only one section of the train, and it was advertized via the Great Bend secondary main line in Western Kansas and via the longer Topeka main line in Eastern Kansas. The coach section, to save time, ran over the shorter, faster routes through St. John (instead of Great Bend) and Ottawa Jct. (instead of Topeka). Therefore, the Pullman section had to protect the advertized coach accommodations on the Great Bend and Topeka lines.

Beginning in January, 1947, the CALIFORNIA LIMITED ran combined westbound to Kansas City and split into two sections from there to Los Angeles. The coach section of No. 4, however, operated into Chicago. The same practice continued through the summer. Whereas in 1946 the train could boast a few lightweight cars, by 1947 it was back in solid heavyweight livery.



Through 1947, the coach section of the CALIFORNIA LIMITED carried these unusual coach-dormitory cars, 1094-99, which seated 44 and slept 12 dining car crew members.

First 3 Summer 1947

|                        |             |              |                            |
|------------------------|-------------|--------------|----------------------------|
| exSu-storage mail      | Chicago     | -Kansas City |                            |
| RPO                    | "           | - "          | "                          |
| express                | Kansas City | -Los Angeles | (fm St. Louis MP)          |
| mail-express           | "           | -Newton      | (to Oklahoma City #15)     |
| baggage-mail-express   | "           | - "          | (to Fort Worth #15)        |
| baggage-mail-express   | "           | -La Junta    | (to Denver #13)            |
| express (msgr)         | Chicago     | -Albuquerque | (to Los Angeles 2d 3)      |
| baggage-mail (TBM)     | "           | - "          | (to Los Angeles 2d 3)      |
| coach (smoker)         | "           | -La Junta    | (to Denver #3)             |
| coach                  | "           | -Kansas City | (to Los Angeles 2d 3)      |
| tourist sleep (14 sc)  | "           | - " "        | (to Los Angeles 2d 3)      |
| sleeper (8-1-2)        | "           | -Los Angeles |                            |
| sleeper-lounge (10 sc) | "           | - " "        |                            |
| sleeper (6-3)          | "           | - " "        |                            |
| diner                  | "           | - " "        |                            |
| bar lounge-dormitory   | "           | - " "        |                            |
| sleeper (10-1-2)       | "           | - " "        |                            |
| sleeper (10-1-2)       | "           | -Barstow     | (to Oakland #23 North)     |
| sleeper (8-1-2)        | Kansas City | -Los Angeles | (fm Chicago #5)            |
| sleeper (12-1)         | Newton      | -La Junta    | (fm Wich #16; to Dnvr #13) |
| sleeper (8-1-2)        | La Junta    | -Los Angeles | (fm Denver #14)            |
| tourist sleep (16 sc)  | " "         | - " "        | (fm Denver #14)            |
| sleeper (10-2)         | " "         | -Ash Fork    | (fm Dnvr #14; to Phnx #47) |
| sleeper (10-2)         | Cadiz       | -Los Angeles | (fm Phoenix #117)          |
| coach                  | "           | - " "        | (fm Phoenix #117)          |
| baggage-express        | "           | -Barstow     | (fm Phoenix #117)          |

|                      |                |                      |    |
|----------------------|----------------|----------------------|----|
| Chicago-Kansas City  | 14 cars (13Su) | Albuquerque-Ash Fork | 12 |
| Kansas City-Newton   | 15             | Ash Fork-Cadiz       | 11 |
| Newton-La Junta      | 14             | Cadiz-Barstow        | 14 |
| La Junta-Albuquerque | 14             | Barstow-Los Angeles  | 12 |

Second 3 (Kansas City to Los Angeles) Summer 1947

|                            |             |              |                                      |
|----------------------------|-------------|--------------|--------------------------------------|
| storage mail               | Kansas City | -Los Angeles |                                      |
| X-storage mail             | "           | - " "        |                                      |
| mail-express               | La Junta    | -Albuquerque | (fm Denver #14)                      |
| mail-express               | " "         | -Los Angeles | (fm Denver #14)                      |
| express (msgr)             | Albuquerque | - " "        | (fm Chicago 1st 3)                   |
| baggage-mail (TBM)         | "           | - " "        | (fm Chicago 1st 3)                   |
| exTu-express               | Kansas City | -Newton      | (fm Nw Yrk 2d 7; to Wich #15)        |
| Tu-box express (magazines) | "           | - " "        | (fm Chgo 2d 7; to Dallas #15)        |
| express                    | "           | - " "        | (fm Chgo 2d 7; to Houstn #15)        |
| box express                | "           | -La Junta    | (fm Chgo 2d 7; to Pueblo #13)        |
| express                    | "           | -Barstow     | (fm Chgo 2d 7; to Oakland #23 North) |
| coach-dorm (non-AC)        | "           | -Los Angeles |                                      |
| diner                      | "           | - " "        |                                      |
| coach                      | "           | - " "        |                                      |
| coach                      | "           | - " "        | (fm Chicago 1st 3)                   |
| tourist sleep (14 sc)      | "           | - " "        | (fm Chicago 1st 3)                   |
| tourist sleep (14 sc)      | "           | - " "        |                                      |
| coach                      | La Junta    | - " "        | (fm Denver #14)                      |

(NOS. 3&4 CALIFORNIA LIMITED...cont'd)

|                      |         |                     |    |
|----------------------|---------|---------------------|----|
| Kansas City-Newton   | 11 cars | Albuquerque-Barstow | 12 |
| Newton-La Junta      | 9       | Barstow-Los Angeles | 11 |
| La Junta-Albuquerque | 11      |                     |    |

First 4 Summer 1947

|                         |                       |                               |
|-------------------------|-----------------------|-------------------------------|
| box express             | Los Angeles-Chicago   |                               |
| baggage-express         | La Junta -Kansas City | (fm Denver #14)               |
| coach (smoker)          | " " - " "             | (fm Dnvr #14; to Chgo 2d 4)   |
| coach                   | Newton - " "          |                               |
| coach                   | Los Angeles-La Junta  | (to Denver #13)               |
| tourist sleeper (16 sc) | " " - " "             | (to Denver #13)               |
| sleeper (8-1-2)         | " " - " "             | (to Denver #13)               |
| sleeper (10-1-2)        | Kansas City-Chicago   |                               |
| sleeper (8-1-2)         | " " - " "             |                               |
| sleeper (8-1-2)         | Los Angeles-          | "                             |
| sleeper-lounge (10 sec) | " " - " "             |                               |
| sleeper (6-3)           | " " - " "             |                               |
| diner                   | " " - " "             |                               |
| bar lounge-dormitory    | " " - " "             |                               |
| sleeper (10-1-2)        | " " - " "             |                               |
| sleeper (8-1-2)         | " " - " "             |                               |
| sleeper (10-1-2)        | Barstow - "           | (fm Oakland #2 North)         |
| sleeper (10-2)          | Los Angeles-Cadiz     | (to Phoenix #118)             |
| sleeper (10-2)          | Ash Fork -La Junta    | (fm Phoenix #42; to Dnvr #13) |
| sleeper (12-1)          | La Junta -Newton      | (fm Denver #14; to Wchta #15) |
| sleeper (6-1-4)         | Kansas City-Chicago   | (fm Tulsa #50)                |

|                     |         |                     |    |
|---------------------|---------|---------------------|----|
| Los Angeles-Barstow | 12 cars | La Junta-Newton     | 12 |
| Barstow-Cadiz       | 13      | Newton-Kansas City  | 12 |
| Cadiz-Ash Fork      | 12      | Kansas City-Chicago | 12 |
| Ash Fork-La Junta   | 13      |                     |    |

Second 4 Summer 1947

|                          |                 |              |                   |
|--------------------------|-----------------|--------------|-------------------|
| baggage express          | Kansas City     | -Chicago     |                   |
| available DH bagg cars   | various points- | "            |                   |
| exSuM-baggage express    | Newton          | -Kansas City | (fm Dallas #16)   |
| baggage-mail-express     | "               | - " "        | (fm Dallas #16)   |
| baggage-mail-express     | "               | - " "        | (fm Houston #16)  |
| baggage-mail-express     | Los Angeles     | -La Junta    | (to Denver #13)   |
| baggage-mail-express     | " "             | -Cadiz       | (to Phoenix #118) |
| coach                    | " "             | - "          | (to Phoenix #118) |
| coach-dorm (non-AC)      | " "             | -Kansas City |                   |
| diner                    | " "             | - " "        |                   |
| coach                    | " "             | - " "        |                   |
| coach                    | " "             | -Chicago     |                   |
| coach (smoker)           | Kansas City     | - "          | (fm Denver 1st 4) |
| tourist sleeper (14 sec) | Los Angeles     | -Kansas City |                   |
| tourist sleeper (14 sec) | " "             | -Newton      | (to Chicago #2)   |

|                   |                |                     |           |
|-------------------|----------------|---------------------|-----------|
| Los Angeles-Cadiz | 9 cars or more | Newton-Kansas City  | 8 or more |
| Cadiz-La Junta    | 7 or more      | Kansas City-Chicago | 3 or more |
| La Junta-Newton   | 6 or more      |                     |           |

(NOS. 3&4 CALIFORNIA LIMITED...cont'd)

As was the case in 1946, the two sections of Nos. 3&4 took different routes through Western and Eastern Kansas, so the coaches stayed on the sleeping car section to protect the schedule. The coach-dormitory cars run in both 1946 and 1947 on the second sections were cars 1094-99, built in 1929 and containing 44 reclining seats and four three-tier sets of bunks in a dorm section at one end. They were rebuilt in 1956 for mixed train service on branch lines.

Two developments in early 1948 ended the practice of running the CALIFORNIA LIMITED in sections. First, heavy mail and express traffic for the West Coast couldn't be handled entirely by the FAST MAIL EXPRESS (Nos. 7&8), whose schedule in both directions paralleled that of the CALIFORNIA LIMITED. Second, placing the SUPER CHIEF and EL CAPITAN into daily instead of every-other-day service greatly increased transcontinental coach and sleeping car capacity. The result was a decision in January, 1948, to cut Nos. 3&4 back to one section and to split the FAST MAIL EXPRESS into two.

This is how the train appeared in early 1949:

No. 3 Spring 1949

|                         |             |              |                                 |
|-------------------------|-------------|--------------|---------------------------------|
| storage mail            | Chicago     | -Kansas City |                                 |
| RPO                     | "           | - " "        |                                 |
| baggage-mail-express    | Kansas City | -La Junta    | (to Denver #13)                 |
| mail-express            | La Junta    | -Albuquerque | (fm Denver #14)                 |
| mail-express (msgr)     | " "         | -Los Angeles | (fm Denver #14)                 |
| baggage (TBM)           | Chicago     | - " "        |                                 |
| coach                   | La Junta    | - " "        | (fm Denver #14)                 |
| coach (smoker)          | Chicago     | -La Junta    | (to Denver #13)                 |
| coach                   | "           | -Los Angeles |                                 |
| coach                   | "           | - " "        |                                 |
| coach                   | "           | -Barstow     | (to Oakland #23 North)          |
| coach                   | Cadiz       | -Los Angeles | (fm Phoenix #117)               |
| diner                   | Chicago     | - " "        |                                 |
| bar lounge-dormitory    | "           | - " "        | (1354-55, 63; 1530, 33, 35-36   |
| sleeper (10-1-2)        | "           | - " "        | asgd)                           |
| sleeper-lounge (10 sec) | "           | - " "        |                                 |
| sleeper (8-1-2)         | "           | - " "        |                                 |
| sleeper (10-1-2)        | "           | -Barstow     | (to Oakland #23 North)          |
| sleeper (14 sec)        | "           | -Kansas City |                                 |
| sleeper (12-1)          | Dodge City  | -La Junta    | (to Denver #13)                 |
| sleeper (8-1-2)         | La Junta    | -Los Angeles | (fm Denver #14)                 |
| sleeper (10-2)          | " "         | -Ash Fork    | (fm Denver #14; to Phoenix #47) |
| sleeper (10-1-2)        | Albuquerque | -Los Angeles | (fm Carlsbad #105)              |
| sleeper (10-2)          | Cadiz       | - " "        | (fm Phoenix #117)               |
| Chicago-Kansas City     | 14 cars     |              |                                 |
| Kansas City-Dodge City  | 12          |              |                                 |
| Dodge City-La Junta     | 13          |              |                                 |
| La Junta-Albuquerque    | 15          |              |                                 |
| Albuquerque-Ash Fork    | 15          |              |                                 |
| Ash Fork-Cadiz          | 14          |              |                                 |
| Cadiz-Barstow           | 16          |              |                                 |
| Barstow-Los Angeles     | 14          |              |                                 |

(NOS. 3&4 CALIFORNIA LIMITED...cont'd)

No. 4 Spring 1949

|                        |    |                         |                            |
|------------------------|----|-------------------------|----------------------------|
| baggage                |    | Kansas City-Chicago     |                            |
| baggage-mail-express   |    | Los Angeles-Kansas City |                            |
| baggage-express        |    | La Junta - " "          | (fm Denver #14)            |
| exM-storage mail       |    | " " - " "               | (fm Denver #14)            |
| coach (smoker)         |    | " " -Chicago            | (fm Denver #14)            |
| coach                  |    | Los Angeles-La Junta    | (to Denver #13)            |
| coach                  |    | " " -Chicago            |                            |
| coach                  |    | " " - "                 |                            |
| coach                  |    | Barstow - "             | (fm Oakland #4 North)      |
| coach                  |    | Los Angeles-Cadiz       | (to Phoenix #118)          |
| sleeper (10-2)         |    | " " - "                 | (to Phoenix #118)          |
| sleeper (8-1-2)        |    | Kansas City-Chicago     |                            |
| sleeper (24 dup rte)   | LW | " " - "                 |                            |
| sleeper (8-2-2)        | LW | " " - "                 | (fm Tulsa #50)             |
| diner                  |    | Los Angeles- "          |                            |
| bar lounge-dormitory   |    | " " - "                 |                            |
| sleeper (10-1-2)       |    | " " - "                 |                            |
| sleeper-lounge (10 sc) |    | " " - "                 |                            |
| sleeper (8-1-2)        |    | " " - "                 |                            |
| sleeper (10-1-2)       |    | Barstow - "             | (fm Oakland #4 North)      |
| sleeper (8-1-2)        |    | Los Angeles-La Junta    | (to Denver #13)            |
| sleeper (10-2)         |    | Ash Fork - " "          | (fm Phnx #42; to Dnvr #13) |
| sleeper (10-1-2)       |    | Los Angeles-Albuquerque | (to Carlsbad #106)         |
| sleeper (12-1)         |    | La Junta -Dodge City    | (fm Denver #14)            |

|                      |         |                        |           |
|----------------------|---------|------------------------|-----------|
| Los Angeles-Barstow  | 13 cars | Albuquerque-La Junta   | 13        |
| Barstow-Cadiz        | 15      | La Junta-Dodge City    | 14 (13 M) |
| Cadiz-Ash Fork       | 13      | Dodge City-Kansas City | 13 (12 M) |
| Ash Fork-Albuquerque | 14      | Kansas City-Chicago    | 14        |

Time and the streamlined era slowly took their toll on the CALIFORNIA LIMITED. The KANSAS CITY CHIEF, begun in 1950, robbed No. 4 of its Kansas City sleepers. Also in 1950, Nos. 123&124 were added as a Northern District section of the GRAND CANYON between Kansas City and Los Angeles and competed with Nos. 3&4 for the economy-class trade.

In January, 1954, the Santa Fe made a major realignment of its transcontinental service:

1. The CHIEF (Nos. 19&20), until then an all-Pullman train over the Northern District to Los Angeles, got coaches and surrendered its four coast-to-coast sleepers to the SUPER CHIEF (Nos. 17&18).
2. Plans were made to introduce the lightweight SAN FRANCISCO CHIEF (Nos. 1&2) on the Southern District.
3. In anticipation of the newest Chief's inauguration in the spring of 1954, the CALIFORNIA LIMITED was switched to the Southern District as the local train. The SCOUT (Nos. 105&106), by then a Newton-to-Albuquerque plug run, was dropped entirely.



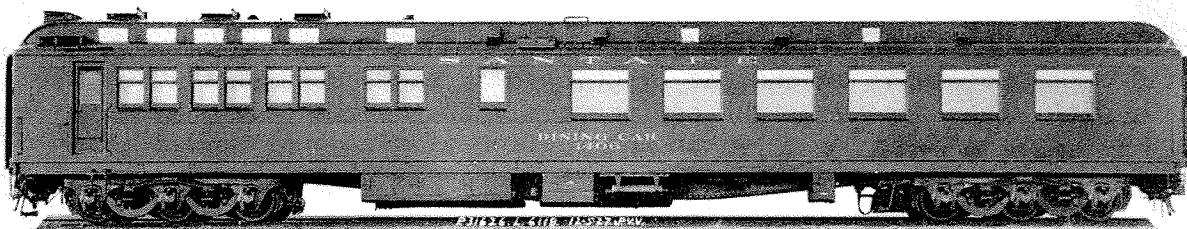
(NOS. 3&4 CALIFORNIA LIMITED...cont'd)

The schedules for Nos. 3&4 over its new route were similar to those of the SCOUT, but several hours faster. Here's how the trains looked in early 1954, just before the SAN FRANCISCO CHIEF's startup:

No. 3 Winter 1953-54

|                           |                    |              |                          |
|---------------------------|--------------------|--------------|--------------------------|
| exMTu-box express         | Kansas City-Topeka |              |                          |
| RPO-baggage               | " "                | -Newton      |                          |
| mail-express              | Newton             | -Wichita     | (fm Kansas City #5)      |
| exTu-express refrigerator | "                  | -Amarillo    | (fm New York #5)         |
| RPO-baggage               | "                  | - "          |                          |
| baggage-mail-exp          | Amarillo           | -Clovis      | (to Carlsbad #25)        |
| RPO-baggage               | "                  | -Belen       |                          |
| storage mail              | Newton             | -Clovis      | (fm KC #5; to Clsbd #25) |
| exSuMTu-storage mail      | "                  | -Amarillo    | (fm Chicago #5)          |
| mail-express              | "                  | -Belen       | (fm Chicago #5)          |
| storage mail              | LW Chicago         | -Kansas City |                          |
| express                   | "                  | - " "        |                          |
| baggage-express           | "                  | - " "        | (to Houston #5)          |
| baggage-express           | Kansas City        | -Los Angeles | (msgr)                   |
| baggage-mail (TBM)        | Chicago            | - " "        |                          |
| coach                     | Cadiz              | - " "        | (fm Phoenix #117)        |
| coach                     | Chicago            | - " "        |                          |
| coach                     | "                  | - " "        |                          |
| coach                     | "                  | -Barstow     | (to Oakland #23 North)   |
| diner                     | Wellington         | -Gallup      |                          |
| bar lounge-dorm           | Chicago            | -Los Angeles |                          |
| sleeper (8-1-2)           | "                  | -Clovis      | (to Carlsbad #25)        |
| sleeper (14 sec)          | "                  | -Los Angeles |                          |
| sleeper (8-1-2)           | "                  | - " "        |                          |
| sleeper (10-1-2)          | "                  | -Barstow     | (to Oakland #23 North)   |
| sleeper (10-1-2)          | "                  | -Kansas City | (to Galveston #5)        |
| sleeper (6-1-4)           | Cadiz              | -Los Angeles | (fm Phoenix #117)        |

|                     |                    |                     |    |
|---------------------|--------------------|---------------------|----|
| Chicago-Kansas City | 13 cars            | Amarillo-Clovis     | 15 |
| Kansas City-Topeka  | 12 (11 MTu)        | Clovis-Belen        | 12 |
| Topeka-Newton       | 11                 | Belen-Gallup        | 10 |
| Newton-Wichita      | 16 (14 Tu, 15 SuM) | Gallup-Cadiz        | 9  |
| Wichita-Wellington  | 15 (13 Tu, 14 SuM) | Cadiz-Barstow       | 11 |
| Wellington-Amarillo | 16 (14 Tu, 15 SuM) | Barstow-Los Angeles | 9  |



Diner 1406 was among the newest heavyweight cars on the Santa Fe. Built in 1927, it would be found after the war on such trains as the CALIFORNIA LIMITED. (ATSF)

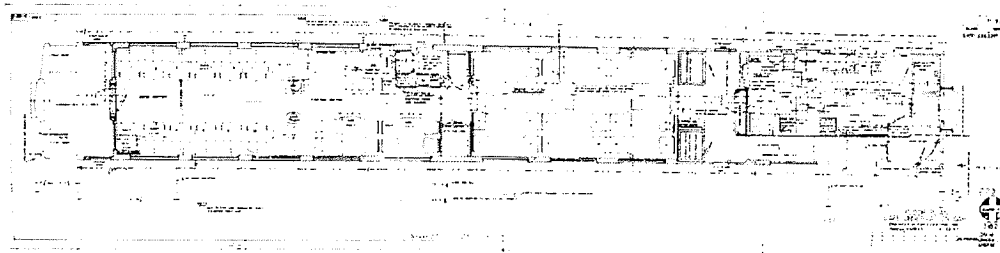
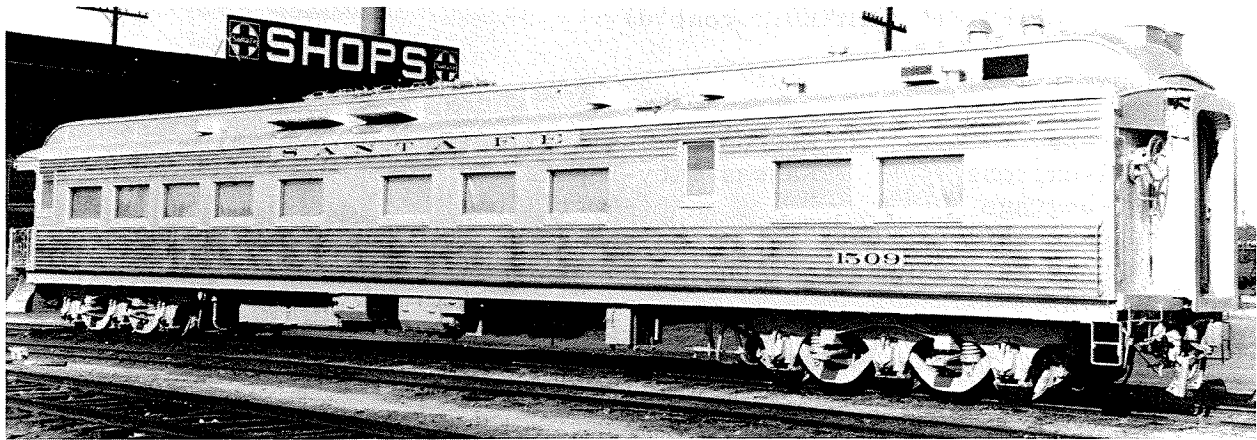
No. 4 Winter 1953-54

|                       |              |              |                      |
|-----------------------|--------------|--------------|----------------------|
| RPO-baggage           | Amarillo     | -Newton      |                      |
| RPO-baggage           | Belen        | -Amarillo    |                      |
| baggage-mail-express  | Clovis       | - "          | (fm Carlsbad #26)    |
| baggage-mail-express  | "            | -Kansas City | (fm Carlsbad #26)    |
| baggage-mail-express  | Los Angeles- | " "          |                      |
| baggage-express (TBM) | " "          | -Chicago     |                      |
| coach                 | " "          | -Cadiz       | (to Phoenix #118)    |
| coach                 | " "          | -Chicago     |                      |
| coach                 | " "          | - "          |                      |
| coach                 | Barstow      | - "          | (fm Oakland #4North) |
| diner                 | Gallup       | -Wellington  |                      |
| bar lounge-dormitory  | Los Angeles- | Chicago      |                      |
| sleeper (14 sec)      | " "          | - "          |                      |
| sleeper (8-1-2)       | " "          | - "          |                      |
| sleeper (10-1-2)      | Barstow      | - "          | (fm Oakland #4North) |
| sleeper (8-1-2)       | Clovis       | - "          | (fm Carlsbad #26)    |
| sleeper (10-1-2)      | Kansas City- | "            | (fm Galveston #6)    |
| sleeper (6-1-4)       | Los Angeles- | Cadiz        | (to Phoenix #118)    |

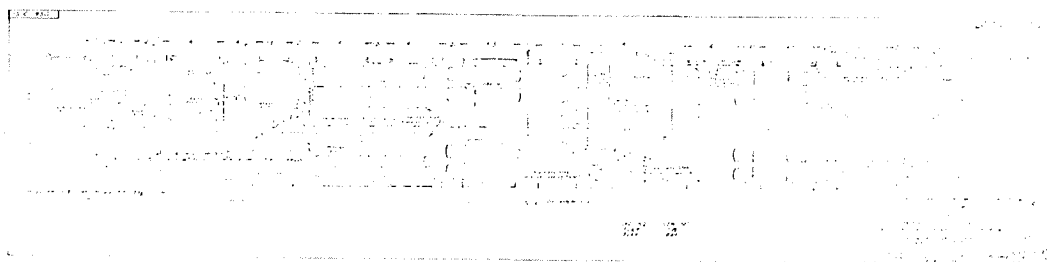
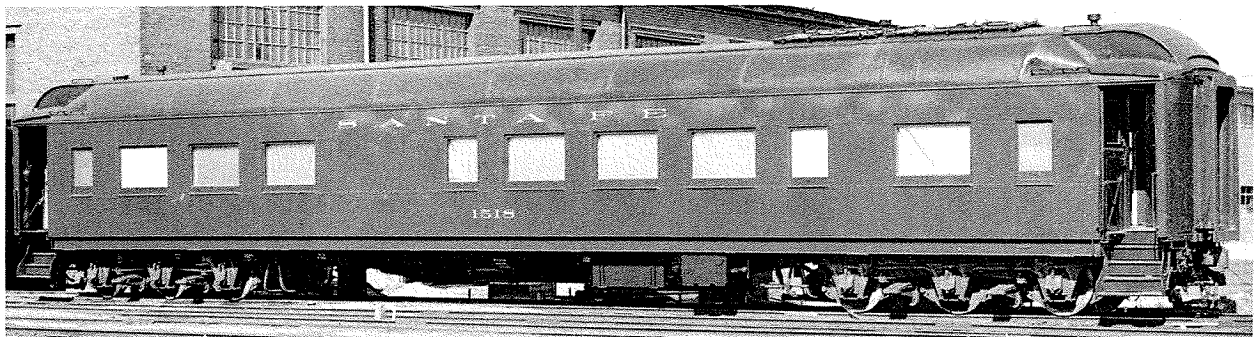
|                     |        |                     |    |
|---------------------|--------|---------------------|----|
| Los Angeles-Barstow | 9 cars | Clovis-Amarillo     | 14 |
| Barstow-Cadiz       | 11     | Amarillo-Wellington | 13 |
| Cadiz-Gallup        | 9      | Wellington-Newton   | 12 |
| Gallup-Belen        | 10     | Newton-Kansas City  | 11 |
| Belen-Clovis        | 11     | Kansas City-Chicago | 10 |

In late March, the Chicago-Oakland coach was abolished on both trains, and a Chicago-Newton coach substituted, running Friday, Saturday and Sunday only. That was the last of the CALIFORNIA LIMITED as a name train. Beginning June 6, 1954, when the new SAN FRANCISCO CHIEF got started on the Southern District, the Santa Fe spent a year figuring out what to do with Nos. 3&4. To start off, they were shortened to Kansas City-Belen runs. For a short period that summer, the westbound train would leave Kansas City with the two lightweight coaches, lunch counter-diner, lounge and 6-6-4 sleeper that arrived soon before its departure on No. 9 (KANSAS CITY CHIEF) from Chicago. These cars would terminate at Wichita (providing through Chicago-Wichita service), and No. 3 would leave that city with a fresh set of equipment (all heavyweight): a coach (smoker), a coach-snack diner, a Belen sleeper and an 8-1-2 sleeper for Carlsbad, plus three to five head end cars. Eastbound, No. 4 and No. 10 would perform the same equipment ballet in reverse.

This weird scheme was discarded after only 10 days. Nos. 3&4 then operated until Sept. 26, 1954, in and out of Chicago as the second section of Nos. 9&10, with through heavyweight equipment all the way to Belen. The Chicago-Kansas City consists are shown in the section of this book dealing with Nos. 9&10. Here is how the train looked west of Kansas City, operating as Nos. 3&4:



The Santa Fe had a small fleet of cars serving light meals. Two are shown on this page. At the top is cafe-lounge-observation 1509 in Topeka just after receiving a shadow-stripe paint job in 1947. Coach-snack diner 1518, nearly identical to 1519-20, ran on the CALIFORNIA LIMITED and RANGER. The floor plan below the picture is of 1519-20. (EA and ATSF)



(NOS. 3&4 CALIFORNIA LIMITED...cont'd)

No. 3 Summer 1954

|                      |             |           |                                           |
|----------------------|-------------|-----------|-------------------------------------------|
| exMTu-express        | Newton      | -Amarillo | (fm New York #5)                          |
| mail-express         | Kansas City | Topeka    |                                           |
| RPO-baggage          | "           | "         | -Amarillo                                 |
| baggage-mail-express | "           | "         | -Newton (to Oklahoma City #5)             |
| baggage-mail-express | Newton      | -Amarillo | (fm Kansas City #5)                       |
| W-storage mail       | "           | - "       | (fm Chicago #5)                           |
| mail-express         | "           | -Clovis   | (fm KC #5; to Carlsbad #25)               |
| baggage-mail-express | Amarillo    | - "       |                                           |
| RPO-baggage          | "           | -Belen    |                                           |
| baggage-mail-express | Newton      | - "       | (fm Chicago #5)                           |
| baggage-mail         | Kansas City | - "       | (fm Chicago 1st 9)                        |
| coach                | "           | "         | - " (fm Chicago 2d 9)                     |
| coach                | "           | "         | - " (fm Chicago 2d 9)                     |
| coach-snack diner    | "           | "         | -Amarillo (fm Chg 2d 9; 1518, 22-23 asgd) |
| sleeper (8-1-2)      | "           | "         | -Clovis (fm Chgo 2d 9; to Carlsbad #25)   |
| sleeper (8-1-2)      | Amarillo    | -Belen    |                                           |

|                    |                  |                 |   |
|--------------------|------------------|-----------------|---|
| Kansas City-Topeka | 8 cars           | Amarillo-Clovis | 9 |
| Topeka-Newton      | 7                | Clovis-Belen    | 6 |
| Newton-Amarillo    | 10 (9 MTu, 11 W) |                 |   |

No. 4 gave the same passenger cars eastbound to Second 10 at Kansas City. No. 4 got three head end cars from No. 6 at Newton, because No. 6 tied up more than 10 hours at that Kansas division point before leaving for Kansas City in the dead of night. This was No. 4's head end makeup:

|                      |          |              |                                |
|----------------------|----------|--------------|--------------------------------|
| RPO-baggage          | Belen    | -Amarillo    |                                |
| baggage-mail-express | Clovis   | - "          |                                |
| mail-express         | Topeka   | -Kansas City |                                |
| RPO-baggage          | Amarillo | - "          | "                              |
| baggage-mail-express | "        | - "          | "                              |
| baggage-mail-express | Clovis   | - "          | " (fm Carlsbad #26)            |
| baggage-express      | Belen    | - "          | " (to Chicago 2d 10)           |
| storage mail         | "        | - "          | "                              |
| mail-express         | Newton   | - "          | " (fm Oklahoma City #6)        |
| baggage-express      | "        | - "          | " (fm Ft Worth #6)             |
| baggage-mail-express | "        | - "          | " (fm Houston #6; to Chgo #24) |

passenger cars in this position

|                 |        |                    |    |
|-----------------|--------|--------------------|----|
| Belen-Clovis    | 6 cars | Newton-Topeka      | 12 |
| Clovis-Amarillo | 9      | Topeka-Kansas City | 13 |
| Amarillo-Newton | 9      |                    |    |

With summer over, it was time for yet another major route change for these hapless trains. Replacing Nos. 25&26 on the Carlsbad branch, Nos. 3&4 now ran Kansas City-Clovis-Carlsbad. At the same time, Nos. 5&6 were extended north to Chicago (they had operated Kansas City-Galveston since 1949) to act as the connection for Nos. 3&4. This was the westbound consist when the route change took effect Sept. 26, 1954:

(NOS. 3&4 CALIFORNIA LIMITED...cont'd)

### No. 3 Fall 1954

|                   |             |           |                                             |
|-------------------|-------------|-----------|---------------------------------------------|
| RPO-baggage       | Newton      | -Amarillo |                                             |
| RPO-baggage       | Amarillo    | -Clovis   |                                             |
| TTF-storage mail  | Kansas City | -Amarillo | (fm Chicago #7)                             |
| baggage           | "           | "         | -Clovis (fm Chicago #5)                     |
| mail-express      | "           | "         | -Carlsbad (fm Chicago #7)                   |
| mail-express      | "           | "         | - "                                         |
| mail-express      | "           | "         | -Amarillo                                   |
| coach-snack diner | "           | "         | - " (1519-20 assigned)                      |
| coach 64/66-seat  | "           | "         | -Carlsbad (1101/3000-series; fm Chicago #5) |
| sleeper (8-1-2)   | "           | "         | - " (fm Chicago #5)                         |

|                    |                |                 |   |
|--------------------|----------------|-----------------|---|
| Kansas City-Newton | 7 cars (8 TTF) | Amarillo-Clovis | 6 |
| Newton-Amarillo    | 8 (9 TTF)      | Clovis-Carlsbad | 4 |

The snack car line was shortened that November, with Newton becoming the eastern terminal for its operation.

A measure of stability finally returned to Nos. 3&4 effective April 24, 1955. Nos. 25&26 reappeared on the Clovis-Carlsbad branch, and Nos. 3&4 began running between Kansas City and Los Angeles, complete with a sleeper. All five of the heavyweight snack diner-type cars (1518-23) were assigned to these trains (two of the cars were taken off Nos. 5&6 for this purpose).

A second section of No. 4 ran that summer from Newton to Kansas City to handle cars arriving Newton from Colorado on No. 224. See the chapter on Nos. 223&224 for details.

With the route change of 1955 came a new job for the trains -- as a vehicle for transcontinental mail and express unable to be placed on Nos. 7&8. This the old CALIFORNIA LIMITED had done in the late 1940's. Now, with their names gone and glory days behind them, Nos. 3&4 became known increasingly as the Southern District "section" of the FAST MAIL EXPRESS; in fact, the 1959 consist book calls No. 3 simply "Overflow 7."

### No. 3 Fall 1955

|                       |                     |                                               |
|-----------------------|---------------------|-----------------------------------------------|
| mail-express          | Kansas City-Wichita |                                               |
| exTu-express          | "                   | " - " (fm New York #7)                        |
| F-box express         | "                   | " - " (fm Chicago #13; newspapers)            |
| exMTu-mail-express    | "                   | " - " (fm Chicago #7)                         |
| X-extra stor mail     | "                   | " - Los Angeles (1 or more cars as available) |
| X-extra express       | "                   | " - " " (1 or more cars as available)         |
| X-extra express       | "                   | " - " " (1 or more cars fm New York #7)       |
| ThSu-express refrigtr | "                   | " - " " (Fred Harvey; fm Chicago #13)         |
| X-express             | "                   | " - " " (fm Jersey City #13)                  |
| mail-express          | "                   | " -Amarillo (fm Chicago #7)                   |
| baggage-mail          | "                   | " -Los Angeles (fm Chicago #9)                |
| RPO-baggage           | "                   | " -Clovis                                     |
| coach-snack dinr      | "                   | " -Los Angeles (1518-23 assigned)             |
| coach                 | "                   | " - " "                                       |
| coach                 | "                   | " -Barstow (to Bakersfield #7 North)          |
| sleeper (8-1-2)       | "                   | " -Los Angeles                                |

(NOS. 3&4 CALIFORNIA LIMITED...cont'd)

10 to 22 cars en route, depending upon extra cars

No. 4 Fall 1955

| X-DH baggage cars    | Los Angeles-Kansas City (as available)   |
|----------------------|------------------------------------------|
| exSS-mail-express LW | " " - " " (fm San Diego #79; to Chgo #8) |
| exSu-storage mail    | " " - " " (to Pittsburgh MP)             |
| exSu-storage mail    | " " - " " (to Pittsburgh MP)             |
| storage mail         | " " - " " (to St. Louis MP)              |
| exSu-express         | " " - " " (to St. Louis MP)              |
| exSS-box express     | " " - " "                                |
| RPO                  | Amarillo -Newton                         |
| storage mail         | Los Angeles-Kansas City                  |
| storage mail         | " " - " "                                |
| baggage-mail (TBM)   | " " - " "                                |
| coach-snack diner    | " " - " "                                |
| coach                | " " - " "                                |
| coach                | Barstow - " " (fm Bakersfield #8 North)  |
| sleeper (8-1-2)      | Los Angeles- " "                         |

14 or more cars en route, depending upon deadhead baggage car movements

In 1957, the trains lost all passenger-carrying cars except for one heavy-weight coach. No. 3 was unchanged in other respects, but No. 4 underwent additional consist changes:

No. 4 Summer 1957

| X-DH baggage cars  | Los Angeles-Kansas City (as available) |
|--------------------|----------------------------------------|
| exSu-storage mail  | " " - " " (to Detroit #8)              |
| X-storage mail     | " " - " " (to Philadelphia MP)         |
| X-storage mail     | " " - " " (to Pittsburgh MP)           |
| exSu-storage mail  | " " - " " (to St. Louis MP)            |
| exSu-box express   | " " - " " (to St. Louis MP)            |
| exSS-box express   | " " - " "                              |
| baggage-mail (TBM) | " " - " "                              |
| exSu-storage mail  | " " - " "                              |
| storage mail       | " " - " "                              |
| bagg-mail-express  | Amarillo - " "                         |
| RPO                | " -Newton                              |
| RPO                | Los Angeles-Belen                      |
| coach              | " " -Kansas City                       |

10 or more cars, depending upon deadhead baggage car movements

Still another route change started April 27, 1958, this time consolidating Nos. 3&4 into Nos. 7&8 between Winslow and Los Angeles. In public timetables, Nos. 3&4 didn't run west of Gallup, but the actual point of consolidating for at least several years was Winslow. Westbound, No. 3's cars, including the coach, were tacked onto the back of No. 7. Eastbound, No. 4's equipment rode just behind the locomotives out of Los Angeles, and No. 8's own cars brought up the rear. When the size of the combined train exceeded about 17 cars, No. 3 or 4's equipment would run separately between Winslow and Los Angeles.

(NOS. 3&4 CALIFORNIA LIMITED...cont'd)

This arrangement continued for nine years, except that by 1963 the two trains were being consolidated at Gallup.

### No. 3 Summer 1963

|                          |                                                      |
|--------------------------|------------------------------------------------------|
| X-extra mail/express     | Kansas City-California points (carloads as received) |
| express                  | " " -Gallup (fm Buffalo CRIP; to LA #7)              |
| exTuW-express            | " " - " (fm Cincinnati MP; to LA #7)                 |
| exTuW-express            | " " - " (fm Philadelphia MP; to LA #7)               |
| express                  | " " - " (fm St. Louis MP; to LA #7)                  |
| exTuW-express            | " " - " (fm New York #7; to LA #7)                   |
| exTu-express             | " " - " (fm New York #7; to LA #7)                   |
| storage mail             | " " -Wichita                                         |
| exMTu-box or bagg-exprss | " " - " (fm Chgo #7; to Oklahma Cty #11)             |
| exMTu-box storage mail   | " " - " (fm Chgo #9; to Oklahma Cty #11)             |
| M-baggage-mail-expss     | " " - " (fm Chicago #9)                              |
| baggage-mail             | " " -Gallup (fm Chicago #9; to LA #7)                |
| storage mail             | " " -Clovis                                          |
| baggage-mail-expss       | Clovis -Gallup (fm Dallas #75; to LA #7)             |
| RPO-baggage              | Kansas City-Amarillo                                 |
| storage mail             | " " -Gallup (fm Chgo #23; to San Berdno #7)          |
| coach                    | " " - " (to Los Angeles #7)                          |

10 or more cars en route

### No. 4 Summer 1963

|                    |                                                    |
|--------------------|----------------------------------------------------|
| X-storage mail     | Gallup -Kansas City (fm LA #8; to Philadelphia MP) |
| X-storage mail     | " - " " (fm LA #8; to Pittsburgh #8)               |
| X-storage mail     | " - " " (fm LA #8; to New York City #8)            |
| exM-storage mail   | " - " " (fm LA #8; to Buffalo #24)                 |
| exM-storage mail   | " - " " (fm LA #8; to Springfield #24)             |
| exM-storage mail   | " - " " (fm LA #8; to Detroit #8)                  |
| exM-storage mail   | " - " " (fm LA #8; to Milwaukee #8)                |
| exM-storage mail   | " - " " (fm LA #8; to Cincinnati MP)               |
| exM-box express    | " - " " (fm LA #8; to Cincinnati MP)               |
| baggage-mail (TBM) | " - " " (fm LA #8)                                 |
| exM-storage mail   | " - " " (fm LA #8)                                 |
| storage mail       | " - " " (fm LA #8)                                 |
| storage mail       | Amarillo- " "                                      |
| RPO                | LW " -Newton                                       |
| coach              | Gallup -Kansas City (fm LA #8)                     |

12 or more cars en route

The Post Office Department cancelled its RPO and storage mail contracts for Santa Fe passenger trains in the fall of 1967. The Santa Fe, quite naturally, petitioned regulatory bodies for the discontinuance of Nos. 3&4, as well as the FAST MAIL EXPRESS. Approval was quick to come. For several days, Nos. 3&4 sped across the Great Plains with only the coach behind the locomotive. Then, on Oct. 18, 1967, these remnants of what had once been the Santa Fe's pride were quietly discontinued.

#### NO. 4 NORTH CALIFORNIA LIMITED Oakland to Barstow

Whoever devised postwar schedules for the Santa Fe always had it in for the traveler when he got around to the Northern California line. One needs aspirin in hand while trying to keep up with the renumberings. The only things to stay the same from 1946 to the late 1950's were the GOLDEN GATE streamliners -- two each way Oakland to Bakersfield. Let's review briefly the rest of the Valley Division passenger trains:

- 1946 -- No. 1 North and No. 2 North (SCOUT) comprised one Barstow-Oakland couplet, No. 23 North and No. 24 North the other.  
1947 -- No. 1 North was replaced by No. 7 North. No. 24 North was cut to a Bakersfield-Barstow route, and its place from Oakland to Bakersfield taken by No. 6 North. No. 2 North and No. 23 North remained as in 1946.  
1949 -- No. 2 North was replaced by No. 4 North (CALIFORNIA LIMITED).  
1954 -- Effective June 6, as the new SAN FRANCISCO CHIEF began operation, No. 4 North was abolished, and No. 23 North joined No. 24 North as a Barstow-Bakersfield stub train. No. 8 North was added between Bakersfield and Barstow.  
1955 -- In January, No. 23 North and No. 24 North were discontinued.

During its seven-year existence, No. 4 North carried Chicago cars for insertion into regular No. 4's train out of Los Angeles at Barstow. Westbound, regular No. 3's Oakland cars went to No. 23 North.

#### No. 4 North Spring 1949

|                  |                 |                     |
|------------------|-----------------|---------------------|
| baggage (DH)     | Oakland-Barstow | (to Chicago 2d 8)   |
| baggage          | " - "           | (to Chicago 2d 8)   |
| RPO-baggage      | " - "           |                     |
| coach (smoker)   | " - "           |                     |
| coach            | " - "           | (to Chicago #4)     |
| diner 30/36-seat | " - "           | (1450, 52, 55 asgd) |
| sleeper (10-1-2) | " - "           | (to Chicago #4)     |

7 cars

#### No. 4 North Winter 1953-54

|                  |                 |                    |
|------------------|-----------------|--------------------|
| storage mail     | Oakland-Barstow |                    |
| baggage-express  | " - "           |                    |
| RPO-baggage      | " - "           |                    |
| coach (smoker)   | " - "           |                    |
| diner 30-seat    | " - "           | (1444, 49-50 asgd) |
| coach            | " - "           | (to Chicago #4)    |
| sleeper (10-1-2) | " - "           | (to Chicago #4)    |

7 cars



# NOS. 5&6 RANGER Chicago and Galveston

Dating to March 1, 1916, the RANGER was the premier train between Chicago and the Gulf Coast until arrival of the TEXAS CHIEF saddled it with instant obscurity in 1948. It was an overnight train in both directions east of Kansas City and south of Fort Worth, and provided day service between those two cities. In 1946, it also handled equipment of Nos. 75&76 (CALIFORNIA SPECIAL/TEXAN) between Houston and Temple.

## No. 5 Fall 1946

|                         |             |              |                            |
|-------------------------|-------------|--------------|----------------------------|
| WTh-storage mail        | Chicago     | -Kansas City |                            |
| exSu-RPO                | "           | - "          | "                          |
| M-box express           | "           | -Fort Worth  | (to Dallas #66)            |
| baggage-express         | Fort Worth  | -Temple      | (fm Dallas #65; to Killeen |
| baggage-express         | " "         | -Galveston   | (fm Dallas #65) #75)       |
| baggage-express         | Temple      | -Houston     | (fm Clovis #76)            |
| RPO-baggage             | Kansas City | -Fort Worth  |                            |
| baggage-express         | Fort Worth  | -Houston     |                            |
| baggage-express         | Chicago     | - "          |                            |
| RPO-baggage             | Fort Worth  | -Galveston   |                            |
| coach (partition)       | Chicago     | - "          | (805-series assigned)      |
| coach (non-AC)          | "           | -Fort Worth  |                            |
| coach                   | "           | -Galveston   |                            |
| coach                   | "           | - "          |                            |
| diner 36-seat           | "           | -Fort Worth  | (1405,07,12,14 assigned)   |
| parlor-bar lounge-dorm  | "           | - " "        | (3230-33 assigned)         |
| sleeper (6-1-4)         | "           | -Galveston   |                            |
| sleeper-lounge (10 sec) | "           | - "          |                            |
| sleeper (10-1-2)        | "           | - "          |                            |
| sleeper (8-1-2)         | "           | -Wichita     |                            |
| sleeper (8-1-2)         | "           | -Kansas City | (to Los Angeles 1st 3)     |
| coach                   | Temple      | -Houston     | (fm Oakland #76)           |
| coach (non-AC)          | "           | - "          | (fm Los Angeles #76)       |
| coach (partition)       | "           | - "          | (fm Clovis #76)            |
| sleeper (10-1-2)        | "           | - "          | (fm Oakland #76)           |
| sleeper (10-2)          | "           | - "          | (fm San Angelo #76)        |

|                             |                      |
|-----------------------------|----------------------|
| Chicago-Kansas City 13 cars | Fort Worth-Temple 11 |
| Kansas City-Wichita 12      | Temple-Houston 16    |
| Wichita-Fort Worth 11       | Houston-Galveston 8  |

## First 6 (CALIFORNIA SPECIAL Houston to Temple) Fall 1946

|                   |                |                                     |
|-------------------|----------------|-------------------------------------|
| baggage-express   | Houston-Temple | (to Clovis #75)                     |
| RPO-baggage       | " - "          | (fm Galveston #6; to Fort Worth #6) |
| coach (partition) | " - "          | (to Clovis #75)                     |
| coach             | " - "          | (to Los Angeles #75)                |
| coach             | " - "          | (to Oakland #75)                    |
| sleeper (10-1-2)  | " - "          | (to Oakland #75)                    |
| sleeper (10-2)    | " - "          | (to San Angelo #75)                 |

7 cars

(NOS. 5&6 RANGER...cont'd)

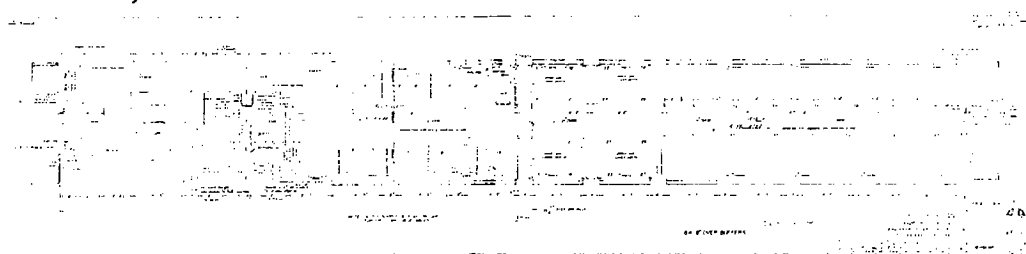
No. 6 (2d 6 Houston to Temple) Fall 1946

|                         |                                             |
|-------------------------|---------------------------------------------|
| exSu-RPO                | Kansas City-Chicago                         |
| storage mail            | " " - "                                     |
| RPO-baggage             | Fort Worth -Kansas City                     |
| Su-baggage-mail         | Oklahma Cty- " "                            |
| baggage-express         | Houston -Chicago                            |
| baggage-express         | Galveston -Fort Worth (to Dallas #66)       |
| baggage-express         | Temple - " " (fm Killeen #76; to Dallas     |
| RPO-baggage             | Galveston -Houston (to Ft Worth 1st 6) #66) |
| RPO-baggage             | Temple -Fort Worth (fm Galveston 1st 6)     |
| coach (partition)       | Galveston -Chicago                          |
| coach                   | " - "                                       |
| coach                   | " - "                                       |
| coach (non-AC)          | Fort Worth -Kansas City                     |
| diner 36-seat           | " " -Chicago                                |
| parlor-bar lounge-dorm  | " " - "                                     |
| sleeper (6-1-4)         | Galveston - "                               |
| sleeper-lounge (10 sec) | " - "                                       |
| sleeper (10-1-2)        | " - "                                       |
| sleeper (8-1-2)         | Wichita - "                                 |
| sleeper (14 sec)        | LW Kansas City- "                           |

|                          |        |                       |            |
|--------------------------|--------|-----------------------|------------|
| Galveston-Houston        | 8 cars | Oklahoma City-Wichita | 11 (12 Su) |
| Houston-Temple           | 8      | Wichita-Kansas City   | 12 (13 Su) |
| Temple-Fort Worth        | 10     | Kansas City-Chicago   | 13 (12 Su) |
| Fort Worth-Oklahoma City | 11     |                       |            |

Cars 3230-33 were the last heavyweights with parlor seats to operate on the Santa Fe, although the parlor seats were regarded as non-revenue lounge space when used on other trains. These cars last ran in the early 1960's as summer lounges on the CALIFORNIA SPECIAL between Houston and Clovis.

The CALIFORNIA SPECIAL/TEXAN cars were assigned in 1947 to Nos. 15&16, the pre-TEXAS CHIEF local train on the Texas route. In 1948, the RANGER was combined with Nos. 1&2 (SCOUT) between Chicago and Newton, under the SCOUT's numbers. In 1949, when Nos. 5&6 ran into Chicago once more, the name RANGER was dropped. The SCOUT was renumbered 105&106; Nos. 5&6 carried several cars to connect with it. No. 5 also inherited the Chicago-Kansas City sleepers formerly hauled on No. 1, the old SCOUT.



Parlor-lounge-dorms 3230-33 ran on the RANGER from 1935 until 1948, then handled specials and worked the CALIFORNIA SPECIAL until the early 1960's.

(NOS. 5&6 RANGER...cont'd)

No. 5 Spring 1949

|                           |             |               |                       |
|---------------------------|-------------|---------------|-----------------------|
| baggage-express           | Chicago     | -Newton       | (to Albuquerque #105) |
| RPO-baggage               | Kansas City | -Fort Worth   |                       |
| baggage-mail-express      | "           | " - " "       |                       |
| baggage-express           | Chicago     | -Houston      |                       |
| baggage-mail-express      | Fort Worth  | - "           |                       |
| exSu-baggage-mail-express | "           | " - Temple    | (fm Dallas #112)      |
| baggage-mail-express      | "           | " - Galveston | (fm Dallas #112)      |
| RPO-baggage               | "           | " - "         |                       |
| baggage-express           | Newton      | -Fort Worth   | (to Dallas #111)      |
| coach                     | Chicago     | -Galveston    |                       |
| coach                     | Kansas City | -Fort Worth   |                       |
| coach                     | Chicago     | -Newton       | (to Albuquerque #105) |
| diner                     | "           | - "           | (to Amarillo #105)    |
| bar lounge-dormitory      | "           | - "           | (to Amarillo #105)    |
| sleeper (10-1-2)          | "           | - "           | (to Carlsbad #105)    |
| coach (partition)         | Newton      | -Galveston    |                       |
| sleeper (10-1-2)          | Chicago     | - "           |                       |
| diner                     | Guthrie     | -Fort Worth   |                       |
| sleeper (12-1)            | Fort Worth  | -Galveston    |                       |
| sleeper (8-2-2)           | LW Chicago  | -Topeka       |                       |
| sleeper (24 dup rte)      | LW "        | -Kansas City  |                       |
| sleeper (8-1-2)           | "           | - " "         |                       |

|                     |         |                    |          |
|---------------------|---------|--------------------|----------|
| Chicago-Kansas City | 11 cars | Guthrie-Fort Worth | 9        |
| Kansas City-Topeka  | 12      | Fort Worth-Temple  | 9 (8 Su) |
| Topeka-Newton       | 11      | Temple-Houston     | 8        |
| Newton-Guthrie      | 8       | Houston-Galveston  | 6        |

No. 6 Spring 1949

|                          |             |              |                       |
|--------------------------|-------------|--------------|-----------------------|
| RPO-baggage              | Fort Worth  | -Kansas City |                       |
| baggage-express          | "           | " - " "      |                       |
| exM-baggage-mail-express | Temple      | -Fort Worth  | (to Dallas #111)      |
| baggage-mail-express     | Houston     | - " "        |                       |
| baggage-mail-express     | Newton      | -Kansas City | (fm Amarillo #106)    |
| express                  | Kansas City | -Chicago     |                       |
| storage mail             | "           | " - "        |                       |
| baggage-express          | Houston     | - "          |                       |
| baggage-express          | Newton      | - "          | (fm Albuquerque #106) |
| baggage-express          | Galveston   | -Fort Worth  | (to Dallas #111)      |
| RPO-baggage              | "           | " - " "      |                       |
| coach (partition)        | "           | -Newton      |                       |
| coach                    | "           | -Chicago     |                       |
| coach                    | Fort Worth  | -Kansas City |                       |
| coach                    | Newton      | -Chicago     | (fm Albuquerque #106) |
| diner                    | "           | - "          | (fm Amarillo #106)    |
| bar lounge-dormitory     | "           | - "          | (fm Amarillo #106)    |
| sleeper (10-1-2)         | "           | - "          | (fm Albuquerque #106) |
| sleeper (10-1-2)         | Galveston   | - "          |                       |
| sleeper (12-1)           | "           | -Fort Worth  |                       |
| diner                    | Fort Worth  | -Guthrie     |                       |
| sleeper (8-2-2)          | LW Topeka   | -Chicago     |                       |
| sleeper (14 sec)         | Kansas City | - "          |                       |

(NOS. 5&6 RANGER...cont'd)

|                    |         |                     |    |
|--------------------|---------|---------------------|----|
| Galveston-Houston  | 6 cars  | Guthrie-Newton      | 7  |
| Houston-Temple     | 7       | Newton-Topeka       | 12 |
| Temple-Fort Worth  | 9 (8 M) | Topeka-Kansas City  | 13 |
| Fort Worth-Guthrie | 8       | Kansas City-Chicago | 12 |

By summer, the dining and lounge cars stopped at Newton instead of continuing to Amarillo on No. 105.

The TEXAS CHIEF had robbed Nos. 5&6 of their prestige and their name. In 1950, the startup of the KANSAS CITY CHIEF brought with it discontinuance of Nos. 5&6 between Chicago and Kansas City. Here's how our nameless trains appeared five years after the preceding consists:

No. 5 Winter 1953-54

|                           |                        |                                 |
|---------------------------|------------------------|---------------------------------|
| exTu-express refrigerator | Kansas City-Newton     | (fm Nw Yrk #7; to Amarillo #3)  |
| exSuMTu-storage mail      | " " - "                | (fm Chicago #7; to Amarillo #3) |
| mail-express              | " " - "                | (fm Chicago #7; to Belen #3)    |
| RPO-baggage               | Newton                 | -Fort Worth                     |
| baggage-mail-express      | Houston                | -Galveston                      |
| exSuM-express             | Kansas City-Fort Worth | (fm Chicago #7)                 |
| exSuM-storage mail        | " " - " "              | (fm Chicago #7)                 |
| Su-mail-express           | " " - " "              | (fm Chicago #7)                 |
| mail-express              | " " - Newton           | (to Wichita #3)                 |
| storage mail              | " " - "                | (to Carlsbad #3)                |
| mail-express              | " " - Fort Worth       |                                 |
| baggage-express           | " " - Houston          | (fm Chicago #3)                 |
| baggage-mail-express      | Fort Worth - Temple    | (fm Dallas #112)                |
| baggage-mail-express      | " " - Houston          |                                 |
| storage mail              | " " - Galveston        | (fm Dallas #112)                |
| RPO-baggage               | " " - "                |                                 |
| coach (smoker)            | Kansas City-           | "                               |
| coach                     | " " - "                |                                 |
| diner                     | " " - Fort Worth       |                                 |
| sleeper (10-1-2)          | " " - Galveston        | (fm Chicago #3)                 |

|                    |                         |                   |   |
|--------------------|-------------------------|-------------------|---|
| Kansas City-Newton | 13 cars (10 M, 11 SuTu) | Temple-Houston    | 7 |
| Newton-Fort Worth  | 9 (7 M, 8 Su)           | Houston-Galveston | 6 |
| Fort Worth-Temple  | 8                       |                   |   |

No. 6 Winter 1953-54

|                      |                           |                  |                  |
|----------------------|---------------------------|------------------|------------------|
| baggage-mail-express | Galveston                 | -Houston         |                  |
| exM-storage mail     | Oklahoma City-Kansas City | (fm Dallas #112) |                  |
| baggage-express      | Houston                   | - " "            |                  |
| storage mail         | "                         | -Fort Worth      |                  |
| baggage-express      | Galveston                 | - " "            | (to Dallas #111) |
| RPO-baggage          | "                         | - " "            |                  |
| baggage-express      | Fort Worth                | -Kansas City     |                  |
| RPO-baggage          | " "                       | - " "            |                  |
| coach (smoker)       | Galveston                 | - " "            |                  |
| coach                | "                         | - " "            |                  |
| diner                | Fort Worth                | - " "            |                  |
| sleeper (10-1-2)     | Galveston                 | - " "            | (to Chicago #4)  |

(NOS. 5&6 RANGER...cont'd)

|                    |        |                           |         |
|--------------------|--------|---------------------------|---------|
| Galveston-Houston  | 6 cars | Fort Worth-Oklahoma City  | 7       |
| Houston-Fort Worth | 7      | Oklahoma City-Kansas City | 8 (7 M) |

Because No. 3 left Kansas City then just five minutes after the scheduled arrival of the westbound FAST MAIL EXPRESS (No. 7), No. 5 took connecting mail and express from No. 7 to No. 3 at Newton. No. 5 left Kansas City 50 minutes behind No. 3, but beat it to Newton by taking the faster, shorter Ottawa Jct. route while the CALIFORNIA LIMITED meandered via Topeka.

That summer, the only sleeping cars carried were 6-1-4 heavyweights between Fort Worth and Galveston. Food service was cut back from full heavyweight diners to coach-snack diners (cars 1519-20 assigned) between Newton and Fort Worth. Mysteriously, No. 6 tied up upon arrival in Newton at 4:20 p.m. each day and didn't depart until 3 a.m. Through passengers had to change to No. 4.

September 26, 1954, found this nameless train restored to its old Chicago-Galveston route (and without the long Newton layover). The overnight schedules between Chicago and Kansas City so closely paralleled those of the KANSAS CITY CHIEF that the Texas trains functioned as overflow sections of Nos. 9&10. Here is the westbound/southbound consist:

No. 5 Fall 1954

|                      |              |              |                        |
|----------------------|--------------|--------------|------------------------|
| exSuM-express        | Chicago      | -Kansas City | (to Dallas MKT #25)    |
| baggage              | "            | - "          | " (to Clovis #3)       |
| express (msgr)       | "            | - "          | "                      |
| storage mail         | "            | - "          | "                      |
| exSu-storage mail    | "            | -Fort Worth  | (mail-express car SaM) |
| exSSM-express        | "            | - "          | "                      |
| mail-express         | Kansas City- | "            | "                      |
| mail-express         | Chicago      | -Houston     |                        |
| baggage-mail-express | Fort Worth   | -Temple      | (fm Dallas #112)       |
| baggage-mail-express | " "          | -Houston     |                        |
| storage mail         | " "          | -Galveston   | (fm Dallas #112)       |
| RPO-baggage          | " "          | - "          |                        |
| coach (smoker)       | Chicago      | - "          |                        |
| coach                | "            | - "          |                        |
| coach                | "            | -Kansas City | (to Carlsbad #3)       |
| coach-snack diner    | "            | -Fort Worth  | (1518, 22-23 assigned) |
| sleeper (6-6-4) LW   | "            | -Galveston   |                        |
| sleeper (8-1-2)      | "            | -Kansas City | (to Carlsbad #3)       |

|                        |                              |
|------------------------|------------------------------|
| Chicago-Kansas City    | 13 cars (10 Su, 11 M, 12 Sa) |
| Kansas City-Fort Worth | 8 (6 Su, 7 SaM)              |
| Fort Worth-Temple      | 8                            |
| Temple-Houston         | 7                            |
| Houston-Galveston      | 5                            |

On April 24, 1955, Nos. 5&6 reverted to their previous Kansas City-Galveston routing. The lightweight 6-6-4 sleeper stayed on, going into and out of Chicago on Nos. 9&10. All five heavyweight snack diners were needed on Nos. 3&4, lengthened that spring to Kansas City-Los Angeles operation. Therefore, conventional heavyweight diners 1468-69 were assigned to Nos. 5&6 between Kansas City and Fort Worth for snack-type service.

(NOS. 5&6 RANGER...cont'd)

We see another instance in 1957 of the complexities of making westbound mail connections in Kansas City. In early 1954, No. 5 got its head end traffic out of Chicago from No. 7 and picked up No. 3's cars as well. Later that year, No. 5 ran out of Chicago as its own connection. Now No. 9, the westbound KANSAS CITY CHIEF, carried No. 5's mail and express to Kansas City because the connection with No. 7 was too close to be relied upon.

#### No. 5 Summer 1957

|                        |                        |                      |
|------------------------|------------------------|----------------------|
| Sa-box express (paprs) | Kansas City-Houston    | (fm Chicago #9)      |
| box mail-express       | " " -Topeka            |                      |
| exSuMTu-storage mail   | " " -Oklahoma City     |                      |
| express                | " " - " "              | (mail-express SuMTu) |
| baggage-mail-exprs     | " " -Houston           | (fm Chicago #9)      |
| baggage-mail-exprs     | Fort Worth - "         | (fm Dallas #112)     |
| mail-express           | " " - "                |                      |
| RPO-baggage            | " " - "                |                      |
| exM-storage mail       | Kansas City-Fort Worth | (fm Chicago #9)      |
| express                | " " - " "              | (fm Chicago #9)      |
| RPO-baggage            | " " - " "              |                      |
| coach                  | " " -Houston           |                      |
| coach                  | " " - "                |                      |
| sleeper (6-6-4) LW     | " " -Topeka            | (fm Chicago #9)      |
| sleeper (10-1-2)       | Fort Worth -Houston    |                      |

|                          |                              |
|--------------------------|------------------------------|
| Kansas City-Topeka       | 10 cars (8 M, 9 SuTu, 11 Sa) |
| Topeka-Oklahoma City     | 8 (6 M, 7 SuTu, 9 Sa)        |
| Oklahoma City-Fort Worth | 6 (5 M, 7 Sa)                |
| Fort Worth-Houston       | 7 (8 Sa)                     |

#### No. 6 Summer 1957

|                      |                |              |                  |
|----------------------|----------------|--------------|------------------|
| box mail-express     | Topeka         | -Kansas City |                  |
| X-DH baggage cars    | Various        | - " "        | (as available)   |
| FSa-baggage (DH)     | LW Houston     | - " "        |                  |
| storage mail         | Oklahoma City- | " "          | (fm Dallas #112) |
| baggage-express      | Houston        | - " "        | (to Chicago #10) |
| mail-express         | Fort Worth     | - " "        |                  |
| RPO-baggage          | " "            | - " "        |                  |
| storage mail         | Houston        | -Fort Worth  |                  |
| baggage-mail-express | " "            | - " "        | (to Dallas #111) |
| RPO-baggage          | " "            | - " "        |                  |
| coach                | " "            | -Kansas City |                  |
| coach                | " "            | - " "        |                  |
| sleeper (10-1-2)     | " "            | -Fort Worth  |                  |
| sleeper (6-6-4)      | LW Topeka      | -Kansas City | (to Chicago #10) |

|                          |                |
|--------------------------|----------------|
| Houston-Fort Worth       | 7 cars (8 FSa) |
| Fort Worth-Oklahoma City | 5 (6 SS)       |
| Oklahoma City-Topeka     | 6 (7 SS)       |
| Topeka-Kansas City       | 8 (9 SS)       |

Earlier in 1957, the Houston-Galveston leg had been discontinued. On May 29, 1960, the trains were dropped entirely.

## NO. 6 NORTH FAST MAIL EXPRESS Oakland to Bakersfield

No. 6 North ran as an overnight train between Oakland and Bakersfield from its inception in 1947 until its demise 11 years later. At first, it carried mail and express traffic to give to No. 24 North at Bakersfield. After that connection was severed in 1955, No. 6 North stayed on as a local train. Its only cars for cities east of Bakersfield were two mail and express cars for No. 8 North the following day, plus deadheading baggage cars. Consists from two representative periods are shown below.

### No. 6 North Spring 1949

|                      |                     |                        |
|----------------------|---------------------|------------------------|
| baggage-mail-express | Oakland-Bakersfield | (to Houston #24 North) |
| baggage-express      | " - "               | (to Barstow #24 North) |
| storage mail         | " - "               | (to Barstow #24 North) |
| RPO                  | " - "               | (to Barstow #24 North) |
| coach                | " - "               | (to Barstow #24 North) |

5 cars

The remainder of No. 24 North's cars were forwarded to Barstow on one of the GOLDEN GATE trains, No. 60, because No. 6 North arrived about six hours before departure of No. 24 North.

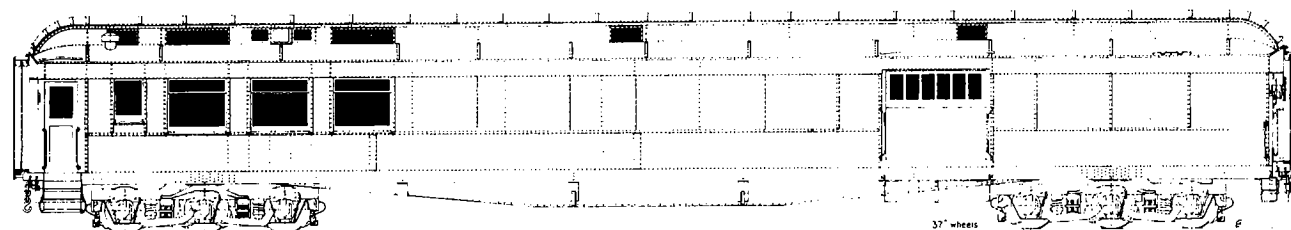
When the SAN FRANCISCO CHIEF's arrival in 1954 made an Oakland connection of the GRAND CANYON unnecessary, the Santa Fe replaced No. 24 North with No. 8 North, also a Bakersfield-to-Barstow train. But instead of a six-hour layover in Bakersfield between arrival of No. 6 North and departure of No. 8 North, there was an 18-hour wait!

### No. 6 North Summer 1957

|                 |                     |                                   |
|-----------------|---------------------|-----------------------------------|
| DH baggage      | Oakland-Bakersfield | (to Chicago/Kansas City #8 North) |
| DH baggage      | " - "               | (to Chicago/Kansas City #8 North) |
| X-DH baggage    | " - "               | (to Chicago/Kansas City #8 North) |
| X-DH baggage    | " - "               | (to Chicago/Kansas City #8 North) |
| X-DH baggage    | " - "               | (to Chicago/Kansas City #8 North) |
| baggage-express | " - "               | (to Barstow #8 North)             |
| storage mail    | " - "               | (to Barstow #8 North)             |
| RPO             | LW " - "            |                                   |
| coach           | " - "               | (to Barstow #8 North)             |

6-9 cars, depending upon number of deadheading baggage cars

No. 8 North was discontinued Sept. 28, 1958. No. 62, the early evening GOLDEN GATE out of Oakland, took over the head end business once handled by No. 6 North. No. 62 made a close midnight connection in Bakersfield with No. 8 North.



Other views of these riders, 2602-08, are on page 50.

# NOS. 7&8 FAST MAIL EXPRESS Chicago and Los Angeles

These Northern District trains date back to 1915, when they were called FARGO FAST (No. 7) and SANTA FE EIGHT. In 1946, the FAST MAIL EXPRESS had already made its exit from passenger timetables. The only passenger-carrying equipment during its last 21 years was for the use of the crew -- a combination baggage-coach, usually from the 28-seat 2602-8 series of heavyweight cars built in 1923. From the end of World War II until at least 1949, the train ran in two sections part or all of the way from Chicago to the West Coast and back.

## First 7 (Mail Section) Fall 1946

|                             |             |              |                                   |
|-----------------------------|-------------|--------------|-----------------------------------|
| baggage-express             | Chicago     | -Kansas City |                                   |
| exSu-storage mail           | "           | - "          | "                                 |
| RPO-baggage                 | "           | - "          | "                                 |
| RPO                         | "           | - "          | "                                 |
| storage mail                | Kansas City | -Barstow     | (to Oakland #23 North)            |
| storage mail                | "           | "            | -Los Angeles                      |
| storage mail                | "           | "            | - " "                             |
| storage mail                | "           | "            | - " "                             |
| mail-express                | "           | "            | -La Junta (to Denver #35 Freight) |
| RPO                         | "           | "            | -Los Angeles                      |
| storage mail                | Chicago     | - "          | "                                 |
| storage mail                | "           | - "          | "                                 |
| exMTuW-storage mail-baggage | "           | -Barstow     | (to Oakland #23 North)            |
| exM-express                 | "           | -Los Angeles | (fm New York NYC)                 |
| Su-express                  | "           | - "          | "                                 |
| bagg-express (msgr)         | "           | - "          | "                                 |
| express-coach (rider)       | "           | - "          | "                                 |

|                      |         |                     |    |
|----------------------|---------|---------------------|----|
| Chicago-Kansas City  | 10 cars | La Junta-Barstow    | 11 |
| Kansas City-La Junta | 12      | Barstow-Los Angeles | 9  |

## Second 7 (Express Section) Fall 1946

|                       |             |              |                             |
|-----------------------|-------------|--------------|-----------------------------|
| express               | Chicago     | -Newton      | (to Oklahoma City #15)      |
| express               | "           | -Albuquerque |                             |
| express               | "           | -Barstow     | (to Oakland #1 North)       |
| express               | "           | -Los Angeles | (to San Diego)              |
| express               | "           | -Kansas City |                             |
| exM-express           | "           | - "          | " (fm New York NYC)         |
| express               | Kansas City | -Los Angeles | (fm New York MoPac)         |
| storage mail          | "           | "            | - " "                       |
| X-storage mail        | "           | "            | - " "                       |
| exM-express           | Chicago     | -Newton      | (fm NY NYC; to Wichita #15) |
| exM-express           | "           | -Los Angeles | (fm New York NYC)           |
| express               | "           | - "          | "                           |
| baggage               | "           | - "          | "                           |
| baggage-coach (rider) | "           | -Albuquerque | (non-AC)                    |
| coach (rider)         | Albuquerque | -Los Angeles | (non-AC)                    |

|                     |         |                     |     |
|---------------------|---------|---------------------|-----|
| Chicago-Kansas City | 11 cars | Albuquerque-Barstow | 8-9 |
| Kansas City-Newton  | 11-12   | Barstow-Los Angeles | 7-8 |
| Newton-Albuquerque  | 9-10    |                     |     |



(NOS. 7&8 FAST MAIL EXPRESS...cont'd)

Second 7 ran on an unpublished, 54½ hour schedule. It left Chicago 70 minutes behind the first section, at 11:45 p.m., paused in Kansas City from 10:10 until 11:15 a.m. the next morning, left Albuquerque at 6:35 a.m. the second morning and arrived Los Angeles at 4 a.m. the third day.

First 8 Fall 1946

|                           |              |              |                        |
|---------------------------|--------------|--------------|------------------------|
| exSuM-baggage-express     | Newton       | -Kansas City | (fm Dallas #16)        |
| baggage-mail-express      | "            | - "          | " (fm Dallas #16)      |
| baggage-mail-express      | "            | - "          | " (fm Houston #16)     |
| express                   | Los Angeles- | "            | " (to St. Louis MoPac) |
| storage mail              | "            | "            | -Chicago               |
| storage mail              | "            | "            | -Kansas City           |
| RPO                       | "            | "            | - " "                  |
| storage mail              | "            | "            | - " "                  |
| storage mail              | Kansas City- | Chicago      |                        |
| RPO                       | "            | "            | - "                    |
| RPO-baggage               | "            | "            | - "                    |
| storage mail              | Los Angeles- | "            |                        |
| baggage                   | "            | "            | - "                    |
| express (msgr)            | "            | "            | - "                    |
| exSu-express              | "            | "            | - " (to New York City) |
| exSu-box express          | "            | "            | - "                    |
| exSu-express refrigerator | "            | "            | - "                    |
| express-coach (rider)     | "            | "            | - "                    |

Los Angeles-Newton 12 cars  
Newton-Kansas City 15  
Kansas City-Chicago 11

Second 8's run consumed 62 hours. Departure was at 11:55 p.m. from Los Angeles, arrival Albuquerque at 1:35 a.m. the second morning, and Kansas City at 4 a.m. the third.

Second 8 (Los Angeles to Kansas City) Fall 1946

|                       |                     |                                         |
|-----------------------|---------------------|-----------------------------------------|
| baggage-express       | Los Angeles-Barstow |                                         |
| baggage               | Barstow             | -Kansas City (fm Okld 2N; to Chg 2d 24) |
| express (msgr)        | Los Angeles-        | " " (to Chicago 2d 24)                  |
| exSu-storage mail     | "                   | " - " "                                 |
| storage mail          | "                   | " - " " (to Chicago 2d 24)              |
| storage mail          | "                   | " - " " (to Chicago 2d 24)              |
| coach (non-AC)        | "                   | " -Albuquerque                          |
| baggage-mail          | "                   | " -San Bernardino                       |
| baggage-coach (rider) | Albuquerque-        | Kansas City (to Chicago DH)             |

Los Angeles-San Bernardino 7 cars (6 Su)  
San Bernardino-Kansas City 6 (5 M)

The second section of No. 8 consolidated with the coach, or second, section of No. 24 (GRAND CANYON) from Kansas City to Chicago. In 1947, the FAST MAIL EXPRESS was held to one section west of Kansas City. By 1949, however, it was again being split the entire distance westbound, with the second section of No. 24 continuing to handle Second 8's Chicago cars east of Kansas City.

(NOS. 7&8 FAST MAIL EXPRESS...cont'd)

Let's examine the train in the winter of 1953-54. Notice that No. 7 had three 60-foot Railway Post Office cars from Chicago to Kansas City; only a handful of other trains around the country could claim 180 feet of RPO space at once.

No. 7 Winter 1953-54

|                            |             |                      |                           |
|----------------------------|-------------|----------------------|---------------------------|
| exSuM-express              | Chicago     | -Los Angeles         | (fm Philadelphia PRR)     |
| X-storage mail             | "           | - "                  | "                         |
| exM-express (transfer)     | "           | - "                  | " (fm New York City NYC)  |
| X-express (overflow)       | "           | - "                  | " (fm New York City NYC)  |
| exM-express (specials)     | "           | - "                  | " (fm New York City NYC)  |
| X-express (sealed)         | "           | - "                  | " (fm Jersey City Erie)   |
| FSS-express (magazines)    | "           | - "                  | "                         |
| X-FSS-express (magazines)  | "           | - "                  | "                         |
| X-FSS-express (magazines)  | "           | - "                  | "                         |
| exM-express refrigerator   | "           | -Kansas City         | (fm NY; to Amarillo #5)   |
| exSSM-storage mail         | "           | - "                  | " (to Amarillo #5)        |
| express/express mail       | "           | - "                  | " (to Belen #5)           |
| exSS-express               | "           | - "                  | " (to Fort Worth #5)      |
| exSS-storage mail          | "           | - "                  | " (to Fort Worth #5)      |
| Sa-express-mail            | "           | - "                  | " (to Fort Worth #5)      |
| X-express                  | "           | - "                  | "                         |
| X-storage mail             | "           | - "                  | "                         |
| X-storage mail             | "           | - "                  | "                         |
| storage mail               | LW "        | - "                  | " (to San Diego #19)      |
| exSu-RPO                   | "           | - "                  | "                         |
| RPO                        | "           | - "                  | "                         |
| RPO                        | "           | - "                  | "                         |
| express (sealed)           | Kansas City | -Los Angeles         | (fm St. Louis MoPac #9)   |
| X-storage mail             | "           | - "                  | " (fm New York MoPac #9)  |
| X-storage mail             | "           | - "                  | " (fm St. Louis MoPac #9) |
| storage mail (sealed)      | "           | -Barstow             | (to Oakland #7 North)     |
| storage mail               | "           | -Los Angeles         |                           |
| storage mail               | "           | -Albuquerque         |                           |
| storage mail (open)        | "           | -Los Angeles         |                           |
| baggage-mail-express       | "           | -La Junta            | (to Denver #13)           |
| RPO                        | "           | -Los Angeles         |                           |
| storage mail (pouch)       | Chicago     | - "                  | "                         |
| exMTu-storage mail (r'try) | "           | - "                  | "                         |
| box storage mail           | "           | -Barstow             | (to Oakland #7 North)     |
| storage mail               | "           | - "                  | (to Oakland #7 North)     |
| express                    | "           | - "                  | (to Oakland #7 North)     |
| express                    | "           | -Los Angeles         |                           |
| ThFSa-box express          | "           | - "                  | "                         |
| Sa-express (magazines)     | "           | - "                  | "                         |
| express-coach              | "           | - "                  | " (2602-08 assigned)      |
| baggage-exp/exp ref'r      | "           | -Streator            |                           |
| Chicago-Streator           | 20-26 cars  | La Junta-Albuquerque | 16-21                     |
| Streator-Kansas City       | 19-25       | Albuquerque-Barstow  | 15-20                     |
| Kansas City-La Junta       | 17-22       | Barstow-Los Angeles  | 11-16                     |

(NOS. 7&8 FAST MAIL EXPRESS...cont'd)

No. 8 Winter 1953-54

|                            |                            |                       |
|----------------------------|----------------------------|-----------------------|
| exSu-box express           | Los Angeles-San Bernardino |                       |
| exSu-storage mail          | " " -Chicago               | (to Buffalo NYC)      |
| exSu-storage mail          | " " - "                    |                       |
| exSu-storage mail          | " " -Kansas City           | (to Pittsburgh MoPac) |
| exSu-box express           | " " - " "                  | (to St. Louis MoPac)  |
| exSa-box express           | " " - " "                  |                       |
| RPO                        | " " - " "                  |                       |
| storage mail               | " " - " "                  |                       |
| mail-express               | " " -La Junta              | (to Denver #1)        |
| mail-express               | La Junta -Kansas City      | (fm Denver #14)       |
| storage mail               | Kansas City-Chicago        |                       |
| RPO                        | " " - "                    |                       |
| RPO                        | " " - "                    |                       |
| storage mail (local)       | " " - "                    |                       |
| storage mail               | Los Angeles- "             |                       |
| baggage (TBM)              | " " - "                    |                       |
| exTu-express               | " " - "                    | (to New York NYC)     |
| express (msgr)             | " " - "                    |                       |
| exM-express                | " " -Kansas City           |                       |
| exM-box express            | " " - " "                  | (to St. Louis MoPac)  |
| exSu-express               | Kansas City-Chicago        |                       |
| X-deadhead cars            | " " - "                    | (as available)        |
| exM-express refrigerator   | Los Angeles- "             |                       |
| exSu-storage mail          | Albuquerque-La Junta       | (to Denver #1)        |
| express-coach              | Los Angeles-Chicago        | (2602-08 assigned)    |
| Los Angeles-San Bernardino | 17 or more cars weekdays   |                       |
| San Bernardino-Albuquerque | 16                         |                       |
| Albuquerque-La Junta       | 17                         |                       |
| La Junta-Kansas City       | 16                         |                       |
| Kansas City-Chicago        | 13                         |                       |

There was another FAST MAIL EXPRESS operating during the early 1950's -- via the Southern District. Called Advance 7, it would originate at Kansas City most Wednesday-through-Saturday mornings about an hour behind No. 7's schedule. It skipped Newton, using the Ellinor Cutoff (the transcontinental freight mainline connecting Emporia and Wellington) and following the schedule of No. 105 (or No. 3 after 1953). It ran separately at least to Barstow, more likely Los Angeles, with a consist of mail and express carloads for West Coast points. With its mixture of baggage, box express and express refrigerator cars, it was hard to distinguish from No. 7; the only noticeable difference was that No. 7 had an RPO car and Advance 7 did not. An excellent photograph of this seldom-remarked train appears on page 327 of Iron Horses of the Santa Fe Trail. (The caption erroneously states that the train was No. 3, which in 1953 still ran via the Northern District.) There was no eastbound counterpart to Advance 7; cars and locomotives doubled back on other passenger trains or in freight service. In 1955, when No. 3 was transformed into a Southern District mail and express train, Advance 7 was discontinued.

Beginning in 1958, Nos. 3&4 merged into Nos. 7&8 between Winslow and Los Angeles. In the early 1960's, the merger point became Gallup. Nevertheless,

(NOS. 7&8 FAST MAIL EXPRESS...cont'd)

heavy traffic often necessitated running the trains separately to Needles, Barstow or Los Angeles as late as 1967.

For a last look at the FAST MAIL EXPRESS, let's examine Nos. 7&8 in 1963:

No. 7 Summer 1963

|                       |             |              |                         |
|-----------------------|-------------|--------------|-------------------------|
| X-extra mail/exp cars | various     | -California  |                         |
| exM-express           | Chicago     | -Kansas City | (fm New York NYC)       |
| exMTu-express         | "           | - " "        | (fm New York; to LA #3) |
| X-express             | "           | - " "        | (fm New York; to LA #3) |
| X-express             | "           | -Los Angeles | (fm New York NYC)       |
| exM-express           | "           | - " "        | (fm New York NYC)       |
| X-express             | "           | - " "        | (fm New York NYC)       |
| X-express             | "           | - " "        | (fm New York NYC)       |
| exSuMTu-express       | "           | -Barstow     | (fm New York NYC)       |
| X-storage mail        | "           | -Kansas City | (fm New York NYC)       |
| X-storage mail        | "           | -Los Angeles |                         |
| X-storage mail        | "           | - " "        |                         |
| X-storage mail        | "           | -Kansas City |                         |
| X-storage mail        | "           | - " "        |                         |
| storage mail          | "           | - " "        | (to San Diego #123)     |
| storage mail          | Kansas City | -Albuquerque |                         |
| storage mail (open)   | "           | -Los Angeles |                         |
| RPO                   | "           | - " "        |                         |
| exSu-RPO              | Chicago     | -Kansas City |                         |
| RPO                   | "           | - " "        |                         |
| RPO                   | "           | - " "        |                         |
| storage mail (pouch)  | "           | -Los Angeles |                         |
| storage mail (rotary) | "           | - " "        |                         |
| X-COFC storage mail   | "           | -Barstow     | (to Richmond #7 North)  |
| X-COFC storage mail   | Kansas City | - " "        | (to Richmond #7 North)  |
| storage mail (local)  | Chicago     | - " "        | (to Richmond #7 North)  |
| storage mail (local)  | Kansas City | - " "        | (to Richmond #7 North)  |
| express (local)       | "           | - " "        | (to Richmond #7 North)  |
| express (local)       | Chicago     | - " "        | (to Richmond #7 North)  |
| express (msgr)        | "           | -Los Angeles |                         |
| exMTu-box express     | "           | - " "        |                         |
| express-coach (rider) | "           | - " "        | (2602-series assigned)  |
| Su-box express        | "           | -Streator    |                         |
| X-extra mail/exp cars | Gallup      | -California  | (fm various pts #3)     |
| 4 to 8 mail/exp cars  | "           | -Los Angeles | (fm various pts #3)     |
| storage mail          | "           | -San Bern'do | (fm Chicago #3)         |
| coach (rider)         | "           | -Los Angeles | (fm Kansas City #3)     |

8 to 26 cars en route

Only two box express cars are specifically listed above. On any given day, at least a couple of the cars listed as carrying express or storage mail would be box cars specially equipped for passenger train service, and several others would be express refrigerator cars. Whether a particular mail or express line was filled by a baggage, box or refrigerator car often hinged on what cars were available, as well as the amount of space needed by postal authorities and express forwarders.

(NOS. 7&8 FAST MAIL EXPRESS...cont'd)

No. 8 Summer 1963

|                            |             |              |                               |
|----------------------------|-------------|--------------|-------------------------------|
| X-DH baggage & COFC cars   | various     | -KC/Chicago  |                               |
| X-storage mail             | Kansas City | -Chicago     |                               |
| exSu-RPO                   | "           | "            | - "                           |
| RPO                        | "           | "            | - "                           |
| storage mail (open)        | "           | "            | - "                           |
| exSu-box express           | "           | "            | - "                           |
| 2 to 12 mail/exp cars      | Los Angeles | -Gallup      | (to various pts #4)           |
| coach (DH)                 | "           | "            | - " (to Kansas City #4)       |
| exSu-storage mail          | Albuquerque | -Kansas City |                               |
| RPO                        | Los Angeles | - "          | "                             |
| storage mail               | "           | "            | - " "                         |
| baggage-mail-express       | "           | "            | -La Junta (to Denver #190)    |
| exSuM-mail-express         | La Junta    | -Kansas City | (fm Pueblo #201)              |
| baggage-mail-express       | "           | "            | - " " (fm Denver #201)        |
| baggage-mail (TBM)         | Los Angeles | -Chicago     |                               |
| baggage-express (msgr)     | "           | "            | - "                           |
| exSuM-box or ref'r express | "           | "            | - "                           |
| exSuM-express              | "           | "            | - " (to New York NYC)         |
| X-storage mail             | Kansas City | - "          | (fm LA #4; to NY NYC)         |
| exTu-storage mail          | "           | "            | - " (fm LA #4; to Bfflo NYC)  |
| exTu-storage mail          | "           | "            | - " (fm LA #4; to Spgfld NYC) |
| exTu-storage mail          | "           | "            | - " (fm LA #4; to Detrt NYC)  |
| storage mail               | "           | "            | - " (to Detroit NYC)          |
| exTu-storage mail          | "           | "            | - " (fm LA #4; to Milw MILW)  |
| Tu-storage mail            | "           | "            | - " (to Milwaukee MILW)       |
| X-extra mail/exp cars      | "           | "            | - " (to eastern connections)  |
| X-baggage (DH)             | Dodge City  | -Kansas City |                               |
| express-coach (rider)      | Los Angeles | -Chicago     |                               |
| box express                | "           | "            | -San Bernardino               |

8 to 22 cars en route

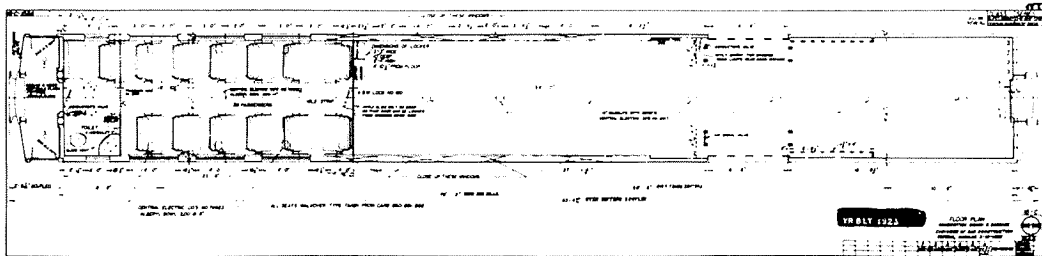
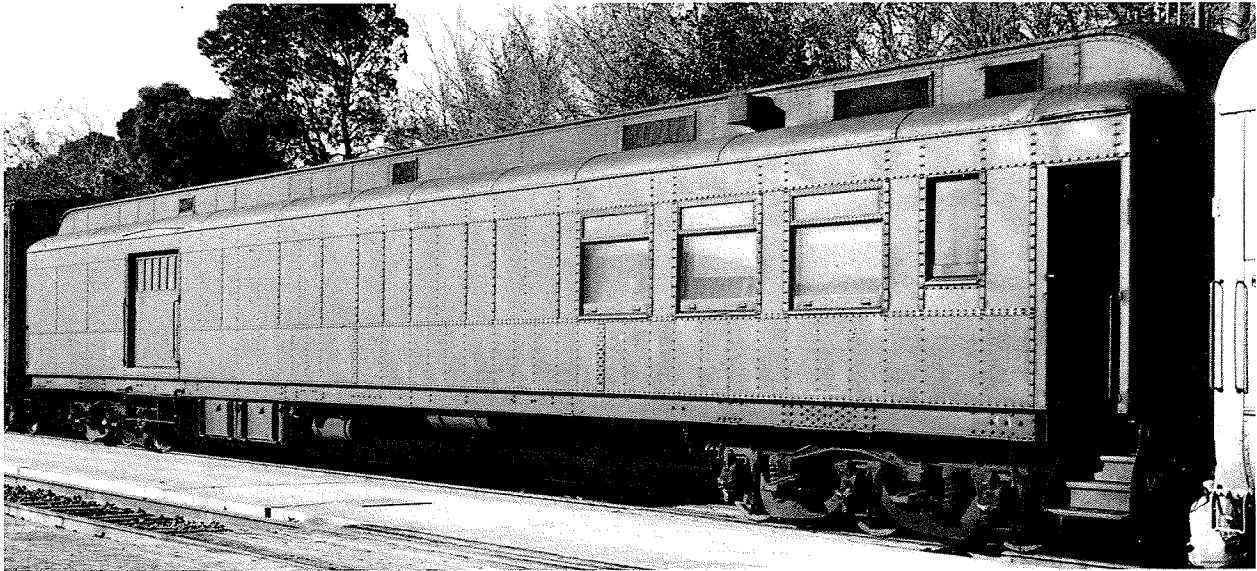
The 2602-series rider cars were withdrawn from service in late 1965 after repeated complaints from employees that the cars had become drafty. A year later, they were overhauled and returned to service to replace the full heavyweight coaches used in the interim.

In late September, 1967, postal officials announced they were cancelling all but one RPO contract with the Santa Fe and would henceforth ship only bulk mail by rail. That spelled finis for the FAST MAIL EXPRESS. All cars but the rider were removed on Oct. 15; four days later the one-car remnant of a famous Santa Fe train was gone.

The mail business never completely left the Santa Fe. Much of it was carried on the railroad's transcontinental freight trains. A version of the FAST MAIL EXPRESS was eventually reestablished, although in a vastly different form. The railroad in 1968 inaugurated a 40-hour, Chicago-Los Angeles piggy-back and container freight train, the SUPER C, and charged a premium rate of \$1,400 per trailer for the extra-fast schedule. Unfortunately, few customers could be sold on this unusual service. The SUPER C often was scrubbed, or dispatched with one car and a caboose behind a single F-unit. Just when the SUPER C seemed doomed, the Santa Fe agreed to give the Post Office Department

(NOS. 7&8 FAST MAIL EXPRESS...Cont'd)

a special rate reduction in return for a dozen or more flatcars of mail each day in both directions. Since then, the all-mail SUPER C has been a money-maker for the railroad.



Rider cars 2602-08 were rebuilt in 1937 from buffet-library cars for use on the FAST MAIL EXPRESS. Three similar cars (2609-11) were rebuilt in 1949 for extra sections of Nos. 7&8. (ATSF)

#### NO. 7 NORTH Barstow to Oakland

Appearing on timetables in 1947, No. 7 North replaced No. 1 North (SCOUT) and acted as a connection for Oakland mail and express off of Chicago-Los Angeles No. 7. Unlike the FAST MAIL EXPRESS, this train carried no name but did accept passengers.

(NO. 7 NORTH...cont'd)

No. 7 North Summer 1947

|                      |                  |                         |
|----------------------|------------------|-------------------------|
| baggage-mail-express | Stockton-Oakland |                         |
| baggage-mail-express | Fresno           | - "                     |
| storage mail         | Barstow          | - " (fm Kansas City #7) |
| exTWT-storage mail   | "                | - " (fm Chicago #7)     |
| baggage-express      | "                | - "                     |
| storage mail         | "                | - "                     |
| RPO-baggage          | "                | - "                     |
| coach (smoker)       | "                | - "                     |

Barstow-Fresno 6 cars (5 TWT)  
Fresno-Stockton 7 (6 TWT)

Stockton-Oakland 8 (7 TWT)

Almost seven years later, No. 7 North's appearance had changed only slightly:

No. 7 North Winter 1953-54

|                  |                 |                     |
|------------------|-----------------|---------------------|
| box storage mail | Barstow-Oakland | (fm Chicago #7)     |
| storage mail     | " - "           | (fm Kansas City #7) |
| storage mail     | " - "           | (fm Chicago #7)     |
| express          | " - "           | (fm Chicago #7)     |
| baggage-express  | " - "           |                     |
| storage mail     | " - "           |                     |
| RPO-baggage      | " - "           |                     |
| coach            | " - "           |                     |

8 cars

The RPO-baggage car became a lightweight type in 1955. In 1957, extra storage mail cars from Chicago and Kansas City operated most days. These extra cars were gone by the early 1960's. In their place came one or more daily container-on-flat-car loads from Chicago or Kansas City off of Chicago-Los Angeles No. 7.

As first one and then all of the GOLDEN GATE (Nos. 60 to 63) streamliners faded away in the early 1960's, the passenger car count increased on No. 7 North. Few passengers actually rode it, because it arrived in the Bay area in the middle of night. Its role, therefore, was to deadhead back to the Bay cars which left the previous afternoon. Here's the train in the summer of 1960, after Richmond had replaced Oakland as the Bay terminal:

No. 7 North Summer 1960

|                     |                  |                                |
|---------------------|------------------|--------------------------------|
| storage mail        | Barstow-Richmond | (fm Chicago #7)                |
| storage mail        | " - "            | (fm Kansas City #7)            |
| express             | " - "            | (fm Chicago #7)                |
| express             | " - "            | (fm Kansas City #7)            |
| baggage-express     | " - "            |                                |
| storage mail        | " - "            |                                |
| RPO-baggage         | LW " - "         |                                |
| coach               | " - "            |                                |
| coach 52-seat       | LW Fresno - "    |                                |
| bar lounge          | LW " - "         | (return on #62; 1349 assigned) |
| lunch counter-diner | LW " - "         | (return on #62; 1504 assigned) |

(NO. 7 NORTH...cont'd)

Barstow-Fresno 8 cars

Fresno-Richmond 11

No. 62 arrived in Fresno eastbound an hour before No. 7's departure westbound, so this became a convenient point to turn some of No. 62's equipment back toward Richmond in time to be used on No. 62 the next afternoon.

In 1967, the GOLDEN GATES had been gone two years. No. 7 North and No. 8 North shuttled one to three extra lightweight coaches between Richmond and Bakersfield:

No. 7 North Summer 1967

|                     |                 |           |                          |
|---------------------|-----------------|-----------|--------------------------|
| X-COFC storage mail | Barstow         | -Richmond | (1 or more cars from #7) |
| storage mail        | "               | - "       | (fm Chicago #7)          |
| storage mail        | "               | - "       | (fm Kansas City #7)      |
| express             | "               | - "       | (fm Kansas City #7)      |
| express             | "               | - "       | (fm Chicago #7)          |
| baggage-express     | "               | - "       |                          |
| storage mail        | "               | - "       |                          |
| RPO-baggage         | "               | - "       |                          |
| coach               | "               | - "       |                          |
| coach 52-seat       | LW Bakersfield- | "         | (returns on #8 North)    |
| X-coach 52-seat     | LW "            | - "       | (returns on #8 North)    |
| X-coach 52-seat     | LW "            | - "       | (returns on #8 North)    |

9 to 12 cars

The last run of No. 7 North was Nov. 11, 1967.

#### NO. 8 NORTH Richmond to Barstow

This train was introduced between Bakersfield and Barstow in 1954, primarily to replace No. 24 North (which wasn't discontinued until January, 1955). Until 1958, No. 8 North got most of its equipment from No. 6 North, which arrived 18 hours earlier in Bakersfield. Passengers from Oakland could make a 10-minute connection at Bakersfield from No. 62 (GOLDEN GATE). But since No. 8 North had no Barstow connecting train except the FAST MAIL EXPRESS (No. 8), few passengers made the trip; a single coach sufficed.

From 1954 until No. 24 North's removal in 1955, No. 8 North was limited to an RPO-baggage, a coach and whatever carloads of express or deadhead baggage cars were handy. After No. 24 North's demise, and for the next four years, No. 8 North's consist was identical to that of No. 6 North. The only switching in Bakersfield was to insert a lightweight RPO-baggage arriving just before its departure on No. 62 in place of the heavyweight RPO that had arrived on No. 6 North.

In 1958, No. 6 North was discontinued (along with an eastbound GOLDEN GATE, No. 61). Bay area head end cars for No. 8 North began arriving Bakersfield on No. 62, as shown on the next page:



(NO. 8 NORTH...Cont'd)

No. 8 North Summer 1959

|                   |      |                     |                   |
|-------------------|------|---------------------|-------------------|
| X-DH baggage cars |      | Bakersfield-Barstow | (as available)    |
| X-express         |      | " - "               | (as available)    |
| RPO-baggage       | LW " | - "                 | (fm Richmond #62) |
| storage mail      | LW " | - "                 | (fm Richmond #62) |
| express (msg)     | LW " | - "                 | (fm Richmond #62) |
| coach 52-seat     | LW " | - "                 | (fm Richmond #62) |

4 or more cars

The last GOLDEN GATE trains were scratched in 1965. No. 8 North then was extended north to Richmond to form an equipment couplet with No. 7 North. It operated on much the same schedule as its former GOLDEN GATE connection, No. 62.

No. 8 North Summer 1967

|                       |      |                  |                       |
|-----------------------|------|------------------|-----------------------|
| X-DH baggage cars     |      | Richmond-Barstow | (as available)        |
| X-DH COFC flat cars   |      | " - "            | (as available)        |
| RPO-baggage           |      | " - "            |                       |
| storage mail          |      | " - "            |                       |
| baggage-express (TBM) |      | " - "            |                       |
| coach                 |      | " - "            |                       |
| coach 52-seat         | LW " | -Bakersfield     | (returns on #7 North) |
| X-coach 52-seat       | LW " | - "              | (returns on #7 North) |
| X-coach 52-seat       | LW " | - "              | (returns on #7 North) |

5 or more cars en route

The previous summer, the Bakersfield coaches had returned to Richmond aboard No. 1 (SAN FRANCISCO CHIEF).

No. 8 North made its last run in November, 1967. It fell victim to the Santa Fe's passenger retrenchment policy.

(NOS. 9 (90) & 10 (101) CENTENNIAL STATE Kansas City and Denver

In the first pages of this book, we saw the CENTENNIAL STATE running as Nos. 1&2 from Kansas City -- and later La Junta -- to Denver. Before its renumbering in 1949, however, the train looked like this:

(NOS. 9 (90) & 10 (101) CENTENNIAL STATE...cont'd)

No. 9 (90) Fall 1946

|                         |             |              |                               |
|-------------------------|-------------|--------------|-------------------------------|
| DH baggage              | La Junta    | -Denver      |                               |
| storage mail            | Kansas City | -Newton      | (to Dodge City #127)          |
| baggage-express         | "           | " - "        | (to Dodge City #127)          |
| baggage-mail-express    | "           | " - Pueblo   |                               |
| baggage-mail-express    | "           | " - La Junta | (to Denver #13)               |
| RPO-baggage             | La Junta    | -Denver      |                               |
| coach (smoker)          | Kansas City | - "          |                               |
| coach (non-AC)          | "           | " - "        |                               |
| sleeper (12-1)          | "           | " - "        |                               |
| cafe-lounge-observation | Dodge City  | - "          | (open platform; 1513-14 asgd) |

|                     |        |                 |   |
|---------------------|--------|-----------------|---|
| Kansas City-Newton  | 7 cars | La Junta-Pueblo | 7 |
| Newton-Dodge City   | 5      | Pueblo-Denver   | 6 |
| Dodge City-La Junta | 6      |                 |   |

No. 10 (101) Fall 1946

|                         |                 |                 |
|-------------------------|-----------------|-----------------|
| RPO-baggage             | Denver-La Junta |                 |
| storage mail            | " - Kansas City |                 |
| baggage-mail-express    | " - " "         |                 |
| coach (smoker)          | " - " "         |                 |
| coach (non-AC)          | " - " "         |                 |
| sleeper (12-1)          | " - " "         |                 |
| cafe-lounge-observation | " - Dodge City  | (open platform) |

|                     |        |                        |   |
|---------------------|--------|------------------------|---|
| Denver-La Junta     | 7 cars | Dodge City-Kansas City | 5 |
| La Junta-Dodge City | 6      |                        |   |

Both the CENTENNIAL STATE and Nos. 27&28 (ANTELOPE) connected in Kansas City with the GRAND CANYON (Nos. 23&24), though neither train traded cars with this connection. In 1947, the CENTENNIAL STATE and ANTELOPE were combined as Nos. 27&28 as far west as Newton, after which the ANTELOPE went south to Fort Worth and the CENTENNIAL west to Denver under its own numbers:

No. 9 (90) Summer 1947

|                         |            |           |                                |
|-------------------------|------------|-----------|--------------------------------|
| DH baggage              | La Junta   | -Denver   |                                |
| baggage-mail-express    | Newton     | -La Junta | (fm KC #27; to Pueblo freight) |
| baggage-mail-express    | "          | -Denver   | (fm Kansas City #27)           |
| RPO-baggage             | La Junta   | - "       |                                |
| coach (smoker)          | Newton     | - "       | (fm Kansas City #27)           |
| coach                   | "          | - "       | (fm Kansas City #27)           |
| sleeper (10-2)          | "          | - "       | (fm Kansas City #27)           |
| sleeper (12-1)          | "          | - "       | (fm Oklahoma City #28)         |
| cafe-lounge-observation | Dodge City | - "       | (open platform)                |

|                     |        |
|---------------------|--------|
| Newton-Dodge City   | 6 cars |
| Dodge City-La Junta | 7      |
| La Junta-Denver     | 8      |

(NOS. 9 (90) & 10 (101) CENTENNIAL STATE...cont'd)

No. 10 (101) Summer 1947

|                         |               |                        |
|-------------------------|---------------|------------------------|
| storage mail            | Denver-Newton | (to Kansas City #28)   |
| storage mail            | " - "         | (to Kansas City #28)   |
| baggage-mail-express    | " - "         | (to Kansas City #28)   |
| coach (smoker)          | " - "         | (to Kansas City #28)   |
| coach                   | " - "         | (to Kansas City #28)   |
| sleeper (10-2)          | " - "         | (to Kansas City #28)   |
| sleeper (12-1)          | " - "         | (to Oklahoma City #27) |
| cafe-lounge-observation | " -Dodge City | (open platform)        |

Denver-Dodge City 8 cars      Dodge City-Newton 7

Still another train consolidation scheme was begun in 1949. This time, the CENTENNIAL STATE was restored as a Kansas City-to-Denver train -- Nos. 1 (90) & 2 (101) -- separate from Nos. 27&28.

#### NOS. 9&10 KANSAS CITY CHIEF Chicago and Kansas City

The renumbering of the CENTENNIAL STATE was necessary to make room for the railroad's new semi-lightweight overnight train, the KANSAS CITY CHIEF, inaugurated April 2, 1950. At first it carried heavyweight snack diner-lounge cars 1522-23. These were rebuilt from coaches, decorated in plush Victorian splendor and named "Centennial Club" cars in honor of Kansas City's 100th anniversary. They were assigned elsewhere by 1953, and their place taken by separate lunch counter-diner and bar lounge-dormitory cars.

No. 9 Summer 1953

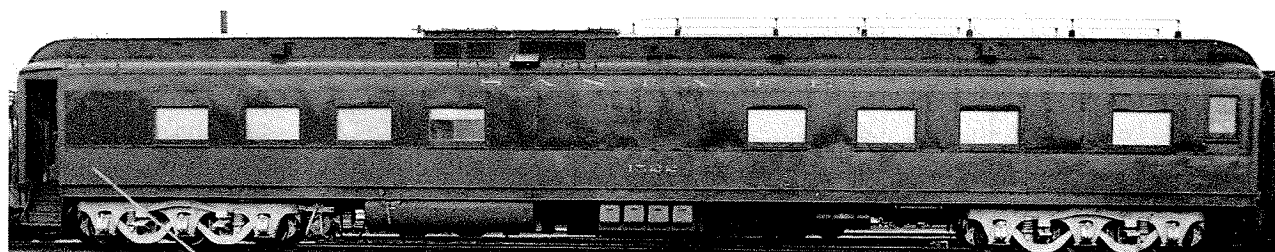
|                        |                   |                                   |
|------------------------|-------------------|-----------------------------------|
| exSuM-box express      | Chicago-Kans City | (to Dallas MKT #25)               |
| storage mail           | " - "             | "                                 |
| baggage-express        | " - "             | "                                 |
| M-box express (LIFE)   | " - "             | " (to Houston KCS #9)             |
| coach 44-seat LW       | " - "             | " 2914 2913                       |
| coach 44-seat LW       | " - "             | " 2912 2916                       |
| lunch cntr-diner LW    | " - "             | " 1561 1562                       |
| bar lounge-dorm LW     | " - "             | " 1392 1395                       |
| sleeper (10-6) LW      | " - "             | " Palm Leaf Palm Stream           |
| sleeper (24dup rte) LW | " - "             | " Indian Lake Indian Canoe        |
| sleeper (6-6-4) LW     | " - "             | " Cimarron Valley Sunshine Valley |
| sleeper (10-5) LW      | " - "             | " Cascade Mills Cascade Shoals    |
| sleeper (17 rte) LW    | " - "             | " Maito Chimayo                   |

12 cars (11 Su)

No. 10 differed from the above makeup of No. 9 by carrying only two head end



The Centennial Club lounge section as viewed from the vestibule. Below it are a floor plan (match it to the interior picture) and a side view photo taken in Topeka. Note the silver trucks. (ATSF)



(NOS. 9&10 KANSAS CITY CHIEF...cont'd)

cars -- heavyweight storage mail and baggage-express loads.

Two sections of Nos. 9&10 appeared the next summer. Second 9&10 actually were continuations to and from Chicago of Nos. 3&4, the old CALIFORNIA LIMITED. Starting June 6, 1954, Nos. 3&4 lost their historic names and were cut back to originate in Kansas City and Belen. For the first 10 days thereafter, the Santa Fe tried running most of No. 9's lightweight passenger equipment through to Wichita on No. 3, returning it that afternoon on No. 4. This provided deluxe overnight service between Chicago and the largest city in Kansas. But the experiment soon ended. For the next three months, Nos. 3&4 ran in and out of Chicago as heavyweight overflow sections of the KANSAS CITY CHIEF.

#### First 9 Summer 1954

|                         |                     |                     |
|-------------------------|---------------------|---------------------|
| M-box express (LIFE)    | Chicago-Kansas City | (to Houston KCS #9) |
| exSuM-box express       | " - " "             | (to Dallas MKT #25) |
| express (sealed)        | " - " "             |                     |
| storage mail            | " - " "             |                     |
| baggage-express (local) | " - " "             |                     |
| storage mail (local)    | " - " "             |                     |
| baggage-mail-express    | " - " "             | (to Houston #5)     |
| baggage-mail-express    | " - " "             | (to Belen #3)       |
| coach 44/48-seat LW     | " - " "             |                     |
| coach 44/48-seat LW     | " - " "             |                     |
| lunch counter-diner LW  | " - " "             |                     |
| bar lounge-dormitory LW | " - " "             |                     |
| sleeper (6-6-4) LW      | " - " "             |                     |
| sleeper (10-6) LW       | " - " "             |                     |
| sleeper (10-5) LW       | " - " "             |                     |
| sleeper (17 rte) LW     | " - " "             |                     |

15 cars (14 Su)

First 10 carried the same passenger cars as First 9, as well as a 10-3-2 sleeper from Tulsa off No. 48. But with only one daily express car up front, it was a 10-car train.

#### Second 9 Summer 1954

|                   |                     |                                    |
|-------------------|---------------------|------------------------------------|
| storage mail      | Chicago-Kansas City |                                    |
| express           | " - " "             |                                    |
| coach             | " - " "             | (to Belen #3)                      |
| coach             | " - " "             | (to Belen #3)                      |
| coach-snack diner | " - " "             | (to Amarillo #3; 1518, 22-23 asgd) |
| sleeper (8-1-2)   | " - " "             | (to Carlsbad #3)                   |

6 cars

Second 10 eastbound also had six cars, but one of the two head end cars originated in Belen on No. 4 rather than in Kansas City.

In the spring of 1957, the KANSAS CITY CHIEFS occasionally used two of the high-level coaches normally assigned to the EL CAPITAN in place of the conventional lightweight models. That summer saw No. 9 handling mail and express traffic for No. 5, the Kansas City-to-Galveston local, because No. 5 left

(NOS. 9&10 KANSAS CITY CHIEF...cont'd)

Kansas City too soon after the arrival of the FAST MAIL EXPRESS to assure a connection.

No. 9 Summer 1957

| X-extra mail/express cars |      | Chicago-Kansas City (when available) |                          |
|---------------------------|------|--------------------------------------|--------------------------|
| box express               | "    | -                                    | " (to Dallas MKT #25)    |
| baggage-express           | "    | -                                    | " (to Houston #5)        |
| exSu-storage mail         | "    | -                                    | " (to Fort Worth #5)     |
| baggage-express           | "    | -                                    | " (to Fort Worth #5)     |
| baggage (TBM)             | "    | -                                    | " (to Los Angeles #3)    |
| storage mail              | LW " | -                                    | "                        |
| F-box express (papers)    | "    | -                                    | " (to Houston #5)        |
| X-storage mail            | "    | -                                    | " (fm Buffalo NYC)       |
| coach 48-seat             | LW " | -                                    | "                        |
| coach 44-seat             | LW " | -                                    | "                        |
| coach 44-seat             | LW " | -                                    | "                        |
| bar lounge-dormitory      | LW " | -                                    | " (1394-95 assigned)     |
| sleeper (4-4-2)           | LW " | -                                    | " (pre-war car assigned) |
| sleeper (6-6-4)           | LW " | -                                    | "                        |
| sleeper (10-5)            | LW " | -                                    | "                        |
| sleeper (24 dup rte)      | LW " | -                                    | "                        |
| sleeper (6-6-4)           | LW " | -                                    | " (to Topeka #5)         |

13 or more cars

No. 10 Summer 1957

| baggage-express      |      | Kansas City-Chicago (fm Houston #6) |                          |
|----------------------|------|-------------------------------------|--------------------------|
| baggage-mail (TBM)   | "    | -                                   | "                        |
| X-storage mail       | "    | -                                   | "                        |
| X-express            | "    | -                                   | "                        |
| coach 48-seat        | LW " | -                                   | "                        |
| coach 44-seat        | LW " | -                                   | "                        |
| coach 44-seat        | LW " | -                                   | "                        |
| bar lounge-dormitory | LW " | -                                   | " (1394-95 assigned)     |
| sleeper (4-4-2)      | LW " | -                                   | " (pre-war car assigned) |
| sleeper (6-6-4)      | LW " | -                                   | "                        |
| sleeper (10-5)       | LW " | -                                   | "                        |
| sleeper (24 dup rte) | LW " | -                                   | "                        |
| sleeper (10-3-2)     | LW " | -                                   | " (fm Tulsa #48)         |
| sleeper (6-6-4)      | LW " | -                                   | " (fm Topeka #6)         |

12 to 14 cars

The lunch counter-diners left the consists of these trains in October, 1956.

The following spring, the Santa Fe pared its Chicago-Kansas City timetable by a train in each direction. The eastbound KANSAS CITY CHIEF (No. 10) and a westbound Chicago-to-Kansas City local, No. 13, were dropped. This set into motion a peculiar equipment circuitry that lasted nine years and usually went like this:

Along with its usual Kansas City-bound sleepers, No. 9 carried a full dome lounge

(NOS. 9&10 KANSAS CITY CHIEF...cont'd)

and coaches which continued west late the following afternoon as part of the KANSAS CITYAN to Dallas, Oklahoma City or Wichita. The eastbound counterpart to the KANSAS CITYAN, the CHICAGOAN (No. 12), did not terminate at Kansas City, but went into Chicago with the dome and coaches. No. 9's sleepers, meanwhile, returned to Chicago on No. 20 (CHIEF). Often a conventional lounge car substituted for the full dome lounge car. The Santa Fe owned only the bare minimum (eight) of these 506-series cars to protect assignments on Nos. 19&20, No. 9 and Nos. 11&12; for more than routine maintenance work, the car had to be pulled out of its cycle.

These schedule and equipment changes are reflected in No. 9's consist in 1960:

#### No. 9 Summer 1960

|                       |      |                     |                                |
|-----------------------|------|---------------------|--------------------------------|
| box express           |      | Chicago-Kansas City | (to Dallas MKT #5)             |
| X-box express         | "    | - "                 | " (to Albuquerque #7)          |
| X-extra mail/exp cars | "    | - "                 | " (as available)               |
| express               | "    | - "                 | " (to Fort Worth #3)           |
| exSuM-storage mail    | LW " | - "                 | " (to Oklahoma City #3)        |
| baggage (TBM)         | "    | - "                 | " (to Los Angeles #3)          |
| storage mail          | LW " | - "                 | "                              |
| exSuM-storage mail    | LW " | - "                 | " (fm Milwaukee CMSP&P)        |
| X-express             | "    | - "                 | " (fm Philadelphia PRR)        |
| coach                 | LW " | - "                 | " (return fm Kans City on #12) |
| coach                 | LW " | - "                 | " (return fm Kans City on #12) |
| coach                 | LW " | - "                 | " (return fm Okla City on #12) |
| coach                 | LW " | - "                 | " (return fm Okla City on #12) |
| fulldome bar lng      | LW " | - "                 | " (return fm Okla City on #12) |
| sleeper (10-5)        | LW " | - "                 | " (return fm Kans City on #20) |
| sleeper (10-6)        | LW " | - "                 | " (return fm Kans City on #20) |
| sleeper (6-6-4)       | LW " | - "                 | " (return fm Kans City on #20) |

12 or more cars

The 1967 consist below was in effect just before mail business was removed. No. 9 carried but a single sleeper after the 10-5 Cascade-series cars were dropped May 16, 1966.

#### No. 9 Summer 1967

|                          |         |                     |                                     |
|--------------------------|---------|---------------------|-------------------------------------|
| exSuM-box exp/exp refgr  |         | Chicago-Kansas City | (to Oklahoma City #3)               |
| exSuM-bagg-mail/box mail | "       | - "                 | " (to Oklahoma City #11)            |
| Su-mail-express          | HW/LW " | - "                 | " (to Oklahoma City #3)             |
| baggage (TBM)            | "       | - "                 | " (to Los Angeles #3)               |
| storage mail             | LW "    | - "                 | "                                   |
| X-extra mail/exp cars    | "       | - "                 | " (as available)                    |
| exMTuW-express           | "       | - "                 | " (fm Philadelphia PRR)             |
| storage mail             | "       | - "                 | " (fm Hoboken EL)                   |
| X-storage mail           | "       | - "                 | " (fm Hoboken EL)                   |
| coach 48-seat            | LW "    | - "                 | " (return fm Dallas #12)            |
| coach 44-seat            | LW "    | - "                 | " (return fm Okla City/Wichita #12) |
| coach 44-seat            | LW "    | - "                 | " (return fm Wichita #12)           |
| *fulldome bar lge        | LW "    | - "                 | " (return fm Wichita #12)           |
| sleeper (10-6)           | LW "    | - "                 | " (return fm Kansas City #20)       |
| lunch cntr-diner         | LW "    | - "                 | " (deadhead;return fm Wichita #12)  |

(NOS. 9&10 KANSAS CITY CHIEF...cont'd)

\* -- fulldome bar lounge 509-10, bar lounge-dormitory 1394 assigned

10 or more cars

Those mail and express cars for Oklahoma City or Fort Worth that No. 9 gave No. 3 in Kansas City during both 1960 and 1967 were set out at Wichita for partial unloading and picked up by No. 11 that evening. Formerly these cars had been given by No. 9 to No. 5, which was discontinued in the spring of 1960.

No. 9's final run came on April 18, 1968. This was its last regular consist:

No. 9 Winter 1967 to Spring 1968 (all lightweight)

|                                |                     |                            |
|--------------------------------|---------------------|----------------------------|
| baggage                        | Chicago-Kansas City | (return fm Fort Worth #12) |
| coach (deadhead) 48-seat       | " - " "             | (return fm Fort Worth #12) |
| coach 44-seat                  | " - " "             | (return fm Wichita #12)    |
| coach 44-seat                  | " - " "             | (return fm Wichita #12)    |
| fulldome bar lounge/bar lounge | " - " "             | (return fm Wichita #12)    |
| sleeper (10-3-2)               | " - " "             | (return fm Kans City #20)  |
| lunch counter-diner (deadhead) | " - " "             | (return fm Wichita #12)    |

7 cars

#### NOS. 11 (111) & 12 (112) KANSAS CITYAN and CHICAGOAN Chicago and Dallas

These trains provided lightweight day service north of Oklahoma City, and overnight service south to Dallas. Until 1948, an Oklahoma City connection was made with Nos. 15&16, then the Newton-Galveston locals, for points south of Oklahoma City. In 1948, Nos. 111 (TEXAS EXPRESS) and 112 (CHICAGO EXPRESS) were established as the Oklahoma City-Dallas connections. In reality, they were extensions of Nos. 11&12; we will discuss their consists in this section. In 1960, Nos. 11&12 officially assumed the schedules of Nos. 111&112.

These were the equipment assignments for the KANSAS CITYAN and CHICAGOAN in 1946, when they still terminated at Oklahoma City:

Nos. 11&12 Fall 1946 (all lightweight)

|                   |                   |                      |                      |
|-------------------|-------------------|----------------------|----------------------|
| RPO               | Chicago&Kans City | 80                   | 81                   |
| bagg-dorm-coach   | " -Okla City      | 3492                 | 3493                 |
| coach 52-seat     | " - " "           | 3106                 | 3142                 |
| coach 52-seat     | " - " "           | 3143                 | 3109                 |
| FSS-coach 52-seat | " - " "           | 3110                 | 3104                 |
| coach-bar lng     | " - " "           | 1398                 | 1399                 |
| diner 48-seat     | " - " "           | 1486                 | 1487                 |
| coach 52-seat     | " - " "           | (to/fm D11s 15/16)   | Chicago-Dallas Pool: |
| coach 52-seat     | " - " "           | (to/fm D11s 15/16)   | 3082,3103,38-40,46   |
| sleeper (14 sc)   | Kans Cy- " "      | (to/fm D11s 15/16)   | Ganado Hoskinnini    |
| coach 52-seat     | Chicago-Kans City | (to/fm T1sa 211/212) |                      |
| parlor-obs 32-st  | " - " "           | (to/fm T1sa 211/212) | 3242 3241            |



(NOS. 11 (111) & 12 (112) KANSAS CITYAN and CHICAGOAN...cont'd)

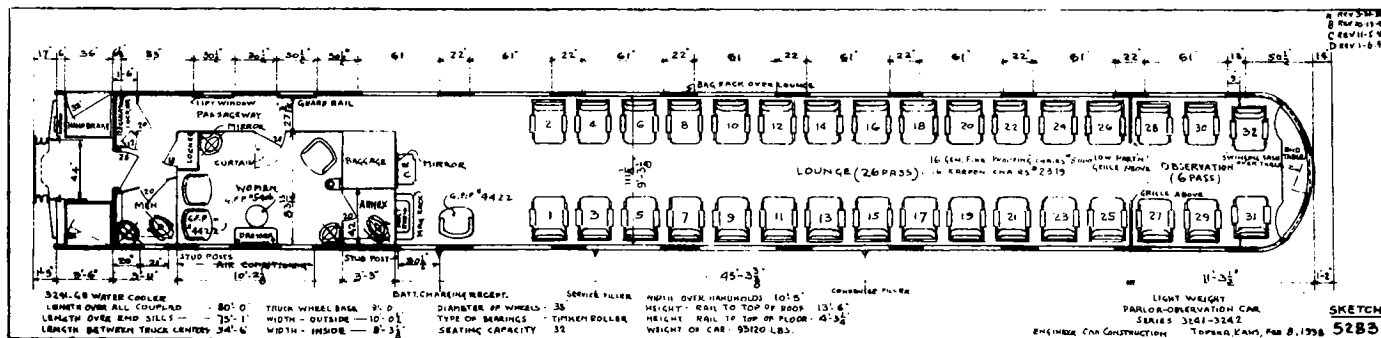
Chicago-Kansas City 10 cars (11 FSS)  
 Kansas City-Oklahoma City 8 (9 FSS)

In 1948, the new Nos. 15&16 (TEXAS CHIEF) supplanted the locals that had used those numbers. As noted above, Nos. 111&112 were inaugurated to handle KANSAS CITYAN/CHICAGOAN cars south of Oklahoma City; they also replaced Nos. 65&66 between Fort Worth and Dallas. Considering Nos. 11/111 and 12/112 as integral trains, let's examine their 1949 consists:

No. 11 (111) Spring 1949

|                         |                |                |                       |
|-------------------------|----------------|----------------|-----------------------|
| RPO                     | LW Chicago     | -Kansas City   |                       |
| exM-baggage-express     | Fort Worth     | -Dallas        | (fm Temple #6)        |
| baggage-express         | " "            | - "            | (fm Galveston #6)     |
| exM-baggage-mail-exprss | " "            | - "            | (fm Brownwood #78)    |
| baggage-mail-exprss     | " "            | - "            | (fm San Angelo #78)   |
| baggage-express         | " "            | - "            | (fm Newton #5)        |
| storage mail            | LW Kansas City | -Fort Worth    |                       |
| baggage-mail-exprss     | Oklahoma City  | -Dallas        |                       |
| RPO-baggage             | " "            | -Fort Worth    |                       |
| Tu-express (magazines)  | LW Chicago     | -Dallas        |                       |
| coach (partition)       | Oklahoma City  | - "            |                       |
| baggage-dorm-coach      | LW Chicago     | -Oklahoma City | (3492-93 assigned)    |
| coach 52-seat           | LW "           | - "            | "                     |
| coach 52-seat           | LW "           | - "            | "                     |
| FSS-coach 52-seat       | LW "           | - "            | "                     |
| coach-bar lge 26-st     | LW "           | - "            | (1398, 3179 assigned) |
| diner 36-seat           | LW "           | - "            | (1476-78 assigned)    |
| FSS-coach 52-seat       | LW "           | - "            | "                     |
| coach 44-seat           | LW "           | -Dallas        |                       |
| sleeper (8-2-2)         | LW "           | - "            |                       |
| sleeper-lounge (10 sc)  | Oklahoma City  | - "            |                       |
| sleeper (10-1-2)        | Fort Worth     | - "            | (fm Los Angeles #78)  |
| sleeper (10-2)          | " "            | - "            | (fm San Angelo #78)   |
| coach 52-seat           | LW Chicago     | -Kansas City   | (to Tulsa #211)       |
| parlor-obs 32-seat      | LW "           | - "            | (to Tulsa #211)       |

Chicago-Kansas City 10 cars (11 Tu, 12 FSS) Okla City-Fort Worth 7 (8W)  
 Kansas City-Oklahoma City 8 (9 Tu, 10 FSS) Fort Worth-Dallas 12  
 (10 M, 13 W)



Parlor-observations 3241-42 operated on Nos. 11&12 through 1957.  
 Externally, they were twins of coach-observations 3240, 43-45.

(NOS. 11 (111) & 12 (112) KANSAS CITYAN and CHICAGOAN...cont'd)

No. 12 (112) Spring 1949

|                           |                  |                           |                      |
|---------------------------|------------------|---------------------------|----------------------|
| RPO                       | LW Kansas City   | -Chicago                  |                      |
| storage mail              | LW Dallas        | -Kansas City              |                      |
| baggage-mail-express      | "                | -Oklahoma City            |                      |
| exSu-baggage-mail-express | "                | -Fort Worth               | (to Brownwood #77)   |
| exSu-baggage-mail-express | "                | - " "                     | (to San Angelo #77)  |
| baggage-mail-express      | "                | - " "                     | (to Galveston #5)    |
| exSu-baggage-mail-express | "                | - " "                     | (to Temple #5)       |
| RPO-baggage               | Fort Worth       | -Oklahoma City            |                      |
| coach (partition)         | Dallas           | - " "                     |                      |
| baggage-dorm-coach        | LW Oklahoma City | -Chicago                  |                      |
| coach 52-seat             | LW "             | " - "                     |                      |
| coach 52-seat             | LW "             | " - "                     |                      |
| FSS-coach 52-seat         | LW "             | " - "                     |                      |
| coach-bar lge 26-st       | LW "             | " - "                     |                      |
| diner 36-seat             | LW "             | " - "                     |                      |
| FSS-coach 52-seat         | LW "             | " - "                     |                      |
| coach 44-seat             | LW Dallas        | - "                       |                      |
| sleeper (8-2-2)           | LW "             | - "                       |                      |
| sleeper-lounge (10 sc)    | "                | -Oklahoma City            |                      |
| sleeper (10-1-2)          | "                | -Fort Worth               | (to Los Angeles #77) |
| sleeper (10-2)            | "                | - " "                     | (to San Angelo #77)  |
| coach 52-seat             | LW Kansas City   | -Chicago                  | (fm Tulsa #212)      |
| parlor-obs 32-seat        | LW " "           | - " "                     | (fm Tulsa #212)      |
| Dallas-Fort Worth         | 12 cars (9 Su)   | Oklahoma City-Kansas City | 8 (10 FSS)           |
| Fort Worth-Oklahoma City  | 7                | Kansas City-Chicago       | 10 (12 FSS)          |

The most notable consist change in the following half dozen years came with the addition of fulldome bar lounge cars (506-series) in the summer of 1954 to replace the coach-bar lounge cars.

Starting March 19, 1957, No. 11 was run as part of the CHIEF (No. 19) from Chicago to Kansas City, but No. 12 continued running into Chicago. This unbalanced operation of Nos. 11&12 made some interesting equipment cycles necessary during the next decade. They were as follows:

1957 to Spring 1958 -- No. 11's train ran as First 19 Chicago to Kansas City in the summer of 1957, creating a balance with No. 12. Starting that fall, a lunch counter-diner and two coaches came from Chicago on No. 19 as through cars for No. 11. Other coaches, the fulldome bar lounge and the baggage-dorm-coach deadheaded from Chicago overnight on No. 13, the Chicago-Kansas City local, and laid over at Kansas City until No. 11's late afternoon departure. All equipment returned to Chicago on No. 12.

1958 to 1968 -- After the eastbound KANSAS CITY CHIEF (No. 10) and No. 13 were discontinued March 24, 1958, No. 9 carried in revenue service the coaches and dome lounge once taken by No. 13. Several through coaches continued operating to Kansas City on No. 19. The lunch counter-diner for No. 11 ran on No. 19 except during summers, when it deadheaded to Kansas City on No. 9 because the CHIEF's lunch counter car ran through to Los Angeles. No. 11's equipment returned to Chicago on No. 12.



Cars 3492-93, run on Nos. 11&12 until 1960, contained 28 coach seats, a baggage compartment and bunks for 12 crew members. (ATSF)

(NOS. 11 (111) & 12 (112) KANSAS CITYAN and CHICAGOAN...cont'd)

The consist of First 19 (No. 11's train) out of Chicago for the summer of 1957 is shown in the section dealing with Nos. 19&20. Below are the consists of the KANSAS CITYAN/CHICAGOAN that fall:

No. 11 (111) Fall 1957

|                          |    |                      |                                   |
|--------------------------|----|----------------------|-----------------------------------|
| storage mail             |    | Oklahoma City-Dallas |                                   |
| baggage-express          |    | Fort Worth           | - " (fm Houston #6)               |
| DH baggage               |    | " "                  | - "                               |
| baggage-mail-express     |    | " "                  | - " (fm San Angelo #78)           |
| exM-baggage-mail-express |    | " "                  | - " (fm Lubbock #78)              |
| baggage-mail-express     |    | " "                  | - " (fm Los Angeles #78)          |
| TuW-storage mail (LIFE)  | LW | Kansas City          | -Fort Worth (fm Chgo #19; to Hstn |
| Tu-express (LIFE)        | LW | " "                  | -Dallas (fm Chgo #19) #5)         |
| storage mail             | LW | " "                  | -Fort Worth                       |
| mail-express             | LW | " "                  | -Oklahoma City                    |
| storage mail             |    | Oklahoma City-Dallas |                                   |
| RPO-baggage              |    | " "                  | -Fort Worth                       |
| baggage-dorm-coach       | LW | Kansas City          | -Oklahoma City (DH fm Chgo #13)   |
| coach 52-seat            | LW | " "                  | - " " (DH fm Chgo #13)            |
| fulldome bar lounge      | LW | " "                  | - " " (DH fm Chgo #13)            |
| FSS-coach 44-seat        | LW | " "                  | - " " (DH fm Chgo #13)            |
| coach                    |    | Oklahoma City-Dallas |                                   |
| coach 44-seat            | LW | Kansas City          | - " (fm Chicago #19)              |
| lunch counter-diner      | LW | " "                  | -Oklahoma City (fm Chicago #19)   |
| coach                    |    | Fort Worth           | -Dallas (fm Los Angeles #78)      |
| sleeper (6-6)            |    | " "                  | - " (fm Los Angeles #78)          |
| sleeper (8-2-2)          | LW | Kansas City          | - "                               |

Kansas City-Oklahoma City 9 cars (10 W, 11 Tu)  
 Oklahoma City-Fort Worth 7 (8 Th, 9 W)  
 Fort Worth-Dallas 12 (11 M, 13 W)

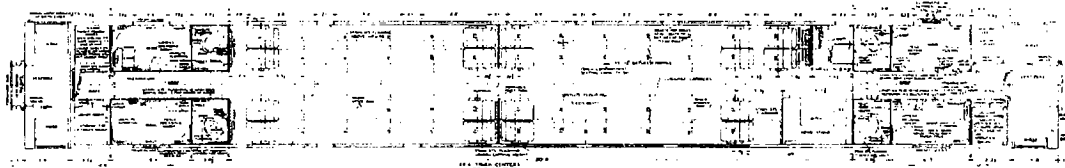
(NOS. 11 (111) & 12 (112) KANSAS CITYAN & CHICAGOAN...cont'd)

No. 12 (112) Fall 1957

|                           |                              |                      |
|---------------------------|------------------------------|----------------------|
| DH baggage                | LW Oklahoma City-Kansas City |                      |
| mail-express              | LW " " - " "                 |                      |
| DH baggage                | LW Kansas City -Chicago      |                      |
| exSu-RPO-baggage          | LW " " - " "                 |                      |
| DH baggage                | Fort Worth -Oklahoma City    |                      |
| storage mail              | Dallas - " "                 | (to Kansas City #6)  |
| mail-express              | " -Fort Worth                |                      |
| baggage-mail-express      | " - " "                      | (to Brownwood #77)   |
| baggage-mail-express      | " - " "                      | (to San Angelo #77)  |
| baggage-mail-express      | " - " "                      | (to Los Angeles #77) |
| exSu-baggage-mail-express | " - " "                      | (to Lubbock #77)     |
| exSu-baggage-mail-express | " -Oklahoma City             |                      |
| baggage-mail-express      | " -Fort Worth                | (to Houston #5)      |
| RPO-baggage               | Fort Worth -Oklahoma City    |                      |
| coach                     | Dallas - " "                 |                      |
| baggage-dorm-coach        | LW Oklahoma City-Chicago     | (3492-93 assigned)   |
| coach 52-seat             | LW " " - " "                 |                      |
| fulldome bar lounge       | LW " " - " "                 | (506-series)         |
| lunch counter-diner       | LW " " - " "                 | (1550, 54, 68 asgd)  |
| coach 44-seat             | LW " " - " "                 |                      |
| coach 44-seat             | LW Dallas - " "              |                      |
| coach                     | " -Fort Worth                | (to Los Angeles #77) |
| sleeper (6-6)             | " - " "                      | (to Los Angeles #77) |
| sleeper (8-2-2)           | LW " -Kansas City            |                      |
| coach 52-seat             | LW Kansas City -Chicago      | (fm Tulsa #212)      |

|                          |                 |                           |    |
|--------------------------|-----------------|---------------------------|----|
| Dallas-Fort Worth        | 13 cars (11 Su) | Oklahoma City-Kansas City | 10 |
| Fort Worth-Oklahoma City | 7 (6 Su)        | Kansas City-Chicago       | 9  |

The parlor-observation cars (3241-42) ran only between Chicago and Kansas City on First 19 and No. 12 in the summer of 1957, and were discontinued thereafter. For several years during the early 1960's, the Kansas City-Dallas sleeper was not operated. It returned, though, in September, 1965. After baggage-dormitory-coach cars 3492-93 went elsewhere in 1960, sleeping arrangements for the crews of the lunch counter-diner and lounge cars were provided in two ways: One was to park a car, such as lightweight sleeper Isleta in 1960 and heavyweight lounge-dormitory 1531 in 1965, on a station track at Wichita as a standing "hotel." Most summers, when dining and lounge cars ran to Oklahoma City instead of Wichita, a heavyweight lounge-dormitory would shuttle between Newton and Oklahoma City on the rear of Nos. 11&12. Lounge-dorm 1363 served as the traveling dormitory in the summer of 1963.



Built in 1947 for the TEXAS CHIEF, these cars, 3187-89, were Santa Fe's only lightweight partition coaches.

(NOS. 11 (111) & 12 (112) KANSAS CITYAN and CHICAGOAN...cont'd)

These were the summer consists in 1967:

No. 11 Summer 1967

|                                          |       |               |                |                         |
|------------------------------------------|-------|---------------|----------------|-------------------------|
| storage mail                             | LW    | Kansas City   | -Wichita       |                         |
| express refrigerator                     | "     | "             | - "            | (fm St. Louis MoPac 19) |
| exMTu-bagg-mail/box mail                 | "     | "             | -Oklahoma City | (fm Chicago #9)         |
| exMTu-box exprs/exp refgtr               |       | Wichita       | - "            | (fm Chicago #3)         |
| M-mail-express                           | HW/LW | "             | - "            | (fm Chicago #3)         |
| exSuM-baggage-express                    | LW    | Kansas City   | - "            | (fm Chicago #7)         |
| storage mail                             | LW    | "             | - "            | "                       |
| baggage-mail-exprs                       | LW    | "             | - "            | "                       |
| RPO-baggage                              | LW    | Oklahoma City | -Fort Worth    | (3406,08 assigned)      |
| baggage-mail-exprs                       | LW    | "             | -Dallas        |                         |
| baggage-mail-exprs                       | LW    | Kansas City   | - "            |                         |
| exSu-express refrigerator                | "     | "             | - "            | (fm Chicago #7)         |
| storage mail                             | LW    | "             | -Fort Worth    | (to Houston #15)        |
| baggage-mail-exprs                       | LW    | Fort Worth    | -Dallas        | (fm Los Angeles #78)    |
| baggage-mail                             | LW    | "             | - "            | (fm Los Angeles #78)    |
| DH baggage                               | LW    | "             | - "            |                         |
| coach 48-seat                            | LW    | "             | - "            | (fm Clovis #78)         |
| coach 48-seat                            | LW    | "             | - "            | (fm Clovis #78)         |
| coach 48-seat                            | LW    | "             | - "            | (fm Los Angeles #78)    |
| sleeper (10-3-2)                         | LW    | "             | - "            | (fm Los Angeles #78)    |
| sleeper (6-6-4)                          | LW    | Kansas City   | - "            |                         |
| coach 48-seat                            | LW    | "             | - "            | (fm Chgo 9; lay over)   |
| coach 48-seat                            | LW    | "             | - "            | (fm Chicago #19)        |
| coach 44-seat                            | LW    | "             | - "            | (fm Chicago #19)        |
| coach 44-seat*                           | LW    | "             | -Wichita       | (fm Chgo 9, lay over)   |
| lunch counter-dinr                       | LW    | "             | - "            | (fm Chgo 9, lay over)   |
| fulldome bar-lnge                        | LW    | "             | - "            | (fm Chgo 9, lay over)   |
| coach 44-seat                            | LW    | "             | - "            | (fm Chgo 9, lay over)   |
| * -- operated to Oklahoma City some days |       |               |                |                         |

|                          |                         |
|--------------------------|-------------------------|
| Kansas City-Wichita      | 17 cars (15 SuM, 16 Tu) |
| Wichita-Oklahoma City    | 12 (10 SuMTu)           |
| Oklahoma City-Fort Worth | 9 (8 M)                 |
| Fort Worth-Dallas        | 14 (13 M)               |

In mid-September, No. 11 reverted to its usual off-season size. These were its passenger cars (head end traffic remained the same):

|                      |    |             |          |                      |
|----------------------|----|-------------|----------|----------------------|
| coach 48-seat        | LW | Fort Worth  | -Dallas  | (fm Los Angeles #78) |
| sleeper (10-3-2)     | LW | "           | - "      | (fm Los Angeles #78) |
| sleeper (6-6-4)      | LW | Kansas City | - "      |                      |
| FSS-coach 48-seat    | LW | "           | - "      |                      |
| coach 48-seat        | LW | "           | - "      |                      |
| coach 48-seat        | LW | "           | - "      | (fm Chicago #19)     |
| lunch counter-diner  | LW | "           | -Wichita | (1566-68 assigned)   |
| fulldome bar lounge  | LW | "           | - "      |                      |
| coach 44/48-seat     | LW | "           | - "      |                      |
| FSS-coach 44/48-seat | LW | "           | - "      |                      |

(NOS. 11 (111) & 12 (112) KANSAS CITYAN and CHICAGOAN...cont'd)

No. 12 Summer 1967 (all lightweight)

|                           |               |                              |                      |
|---------------------------|---------------|------------------------------|----------------------|
| exM-storage mail          | Kansas City   | -Chicago                     |                      |
| COFC storage mail         | " "           | - "                          |                      |
| RPO                       | " "           | - "                          |                      |
| baggage-mail-express      | Dallas        | -Fort Worth                  | (to Los Angeles #77) |
| baggage-mail-express      | "             | - " "                        | (to Los Angeles #77) |
| RPO-baggage               | Fort Worth    | -Oklahoma City               |                      |
| baggage-mail-express      | Dallas        | - " "                        |                      |
| baggage-mail              | "             | -Kansas City                 |                      |
| exSu-baggage-express      | Oklahoma City | - " "                        |                      |
| storage mail              | " "           | - " "                        |                      |
| baggage-mail-express      | " "           | -Chicago                     |                      |
| coach 48-seat             | Dallas        | - "                          |                      |
| coach 48-seat             | "             | - "                          |                      |
| fulldome bar lounge       | Wichita       | - "                          |                      |
| lunch counter-diner       | "             | - "                          |                      |
| coach 44-seat             | "             | - "                          |                      |
| coach 44-seat             | "             | - " (fm Okla City some days) |                      |
| coach 44-seat             | Dallas        | - "                          |                      |
| coach 48-seat             | "             | -Fort Worth                  | (to Clovis #77)      |
| coach 48-seat             | "             | - " "                        | (to Clovis #77)      |
| coach 48-seat             | "             | - " "                        | (to Los Angeles #77) |
| sleeper (10-3-2)          | "             | - " "                        | (to Los Angeles #77) |
| sleeper (6-6-4)           | "             | -Kansas City                 |                      |
| coach 44/48-seat          | Kansas City   | -Chicago                     | (fm Tulsa #212)      |
| exSuM-storage mail (CRIP) | Fort Worth    | -Kansas City                 | (to St. Paul CRIP)   |
| baggage-mail-express      | " "           | - " "                        |                      |
| exSu-baggage-mail-express | " "           | -Wichita                     |                      |
| exM-baggage-mail-express  | Wichita       | -Kansas City                 |                      |

|                          |                    |
|--------------------------|--------------------|
| Dallas-Fort Worth        | 12 cars            |
| Fort Worth-Oklahoma City | 10 (8 Su, 9 M)     |
| Oklahoma City-Wichita    | 11 (9 M, 10 SuTu)  |
| Wichita-Kansas City      | 15 (13 M, 14 SuTu) |
| Kansas City-Chicago      | 12 (11 M)          |

The cars on Nos. 11&12 fell away like leaves from a tree that autumn. The Tulsa-Chicago coach off of No. 212 was the first to go, on Sept. 22. The sleeping car line from Kansas City was dropped Oct. 3, as was the Los Angeles-



Valley-series 6-6-4 sleepers (Cottonwood Valley is shown above) had smooth sides, gray and silver paint.

(NOS. 11 (111) & 12 (112) KANSAS CITYAN and CHICAGOAN...cont'd)

Dallas sleeper. RPO cars were removed Oct. 15. Storage mail space was cancelled Oct. 16 and all but a meager amount of express business was gone by Nov. 15. That Christmas-New Year's season, No. 11 ran separately out of Chicago as a section of No. 19 for the final times (see the chapter on Nos. 19&20 for the consists). During their last several months before discontinuance on April 18, 1968, the KANSAS CITYAN and CHICAGOAN had these consists:

No. 11 Spring 1968 (all lightweight)

|                     |                        |                              |
|---------------------|------------------------|------------------------------|
| baggage             | Fort Worth -Dallas     | (fm Brownwood #78)           |
| baggage             | Kansas City-Fort Worth |                              |
| coach 48-seat       | " " - " "              |                              |
| coach 44-seat       | " " -Dallas            | (fm Chicago #19)             |
| lunch counter-diner | " " -Wichita           | (1566-68 assigned)           |
| fulldome bar lounge | " " - "                | (506,08, lge-dorm 1388 asgd) |
| FSS-coach 44-seat   | " " - "                |                              |
| FSS-coach 44-seat   | " " - "                |                              |
| Su-coach 44-seat    | " " - "                |                              |
| coach 44-seat       | Fort Worth -Dallas     | (fm Clovis #78)              |

Kansas City-Wichita 5 cars (7 FSa, 8 Su) Fort Worth-Dallas 3  
Wichita-Fort Worth 3

No. 12 Spring 1968 (all lightweight)

|                     |                    |                           |
|---------------------|--------------------|---------------------------|
| baggage             | Dallas -Fort Worth | (to Brownwood #77)        |
| coach 44-seat       | " - " "            | (to Clovis #77)           |
| baggage             | Fort Worth-Chicago |                           |
| coach 48-seat       | " " - "            |                           |
| coach 44-seat       | Dallas - "         |                           |
| lunch counter-diner | Wichita - "        |                           |
| fulldome bar lounge | " - "              | (or bar lounge-dormitory) |
| FSS-coach 44-seat   | " - "              |                           |
| FSS-coach 44-seat   | " - "              |                           |
| Su-coach 44-seat    | " - "              |                           |

Dallas-Fort Worth 3 cars Wichita-Chicago 5 (7 FSa, 8 Su)  
Fort Worth-Wichita 3

#### NOS. 13&14 Chicago and Kansas City

This pair of local trains appeared in the timetables in 1955 as replacements for three sets of motor car schedules. They were used for deadheading equipment overnight between their two terminals. Both had 15-foot RPO apartments for awhile. No. 14 was taken off in the spring of 1957 at the same time that No. 11 (KANSAS CITYAN) was discontinued in the opposite direction east of Kansas City. No. 13 lasted a year longer, until it was removed along with the eastbound KANSAS CITY CHIEF (No. 10).

(NOS. 13&14...cont'd)

Here are consists soon after the introduction of the trains:

No. 13 Fall 1955

|                                      |                     |                      |
|--------------------------------------|---------------------|----------------------|
| WSa-express refrigerator (F. Harvey) | Chicago-Kansas City | (to Los Angeles #3)  |
| X-express                            | " - " "             | (fm Jersey Cty Erie) |
| X-extra mail/express cars            | " - " "             | (as available)       |
| baggage-express (msgr)               | " - " "             |                      |
| RPO (15')-baggage                    | " - " "             |                      |
| coach                                | " - " "             |                      |
| box mail-express                     | " - Streator        |                      |

Chicago-Streator 4 or more cars

Streator-Kansas City 3 or more

No. 14 Fall 1955

|                         |                     |                 |
|-------------------------|---------------------|-----------------|
| DH baggage              | Kansas City-Chicago |                 |
| X-extra DH baggage cars | " " - "             |                 |
| baggage-express         | " " - "             | (fm Houston #6) |
| baggage-express (msgr)  | " " - "             |                 |
| RPO (15')-baggage       | " " - "             |                 |
| coach                   | " " - "             |                 |

5 or more cars

After No. 11 and No. 14 were dropped, No. 13 took on an additional duty: dead-heading the baggage-dorm-coach, full dome lounge and one or more coaches that arrived in Chicago on No. 12, back to Kansas City for No. 11. This is how No. 13 appeared in the fall of 1957:

No. 13 Fall 1957

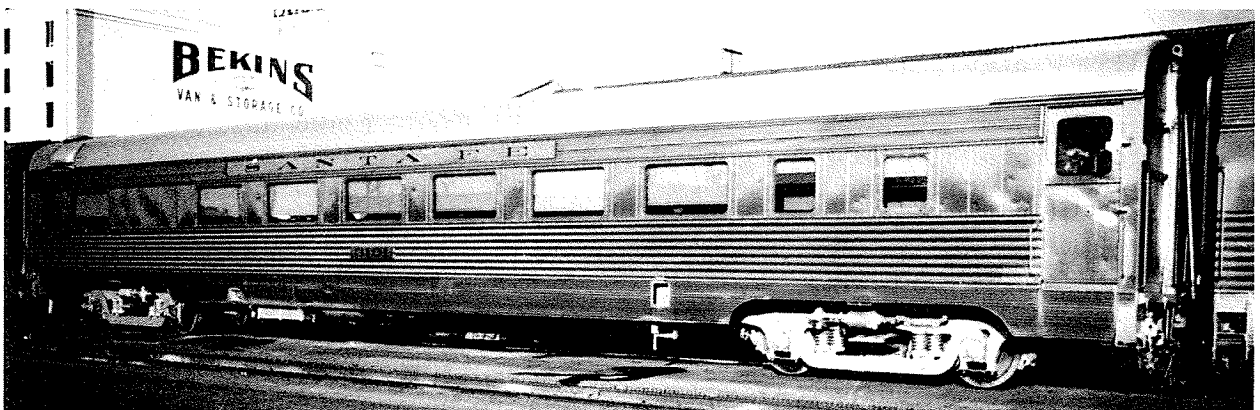
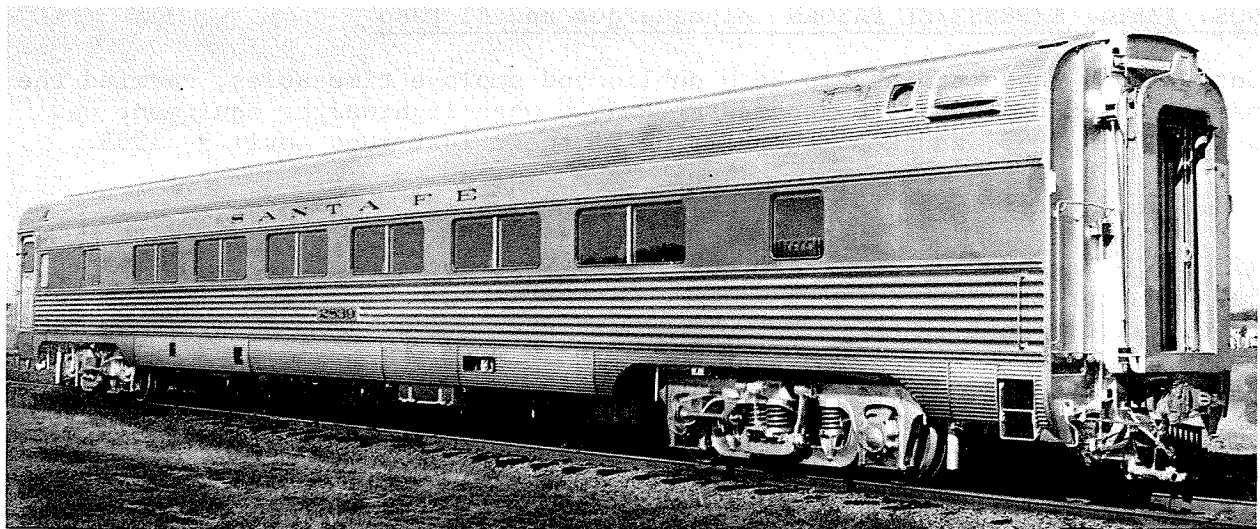
|                          |                     |                             |
|--------------------------|---------------------|-----------------------------|
| X-1 to 6 express cars    | Chicago-Kansas City | (as avble; to #3 or 7)      |
| baggage-dorm-coach LW    | " - " "             | (DH for #11 at Kansas City) |
| full dome bar lounge LW  | " - " "             | (DH for #11 at Kansas City) |
| coach 52-seat LW         | " - " "             | (DH for #11 at Kansas City) |
| FSS-coach LW             | " - " "             | (DH for #11 at Kansas City) |
| X-other DH passengr cars | " - " "             | (as available)              |
| Tu-box express (papers)  | " - " "             | (to Wichita #3)             |
| baggage-express          | " - " "             |                             |
| storage mail             | " - " "             |                             |
| coach                    | " - " "             |                             |
| box mail-express         | " - Streator        |                             |

Chicago-Streator 7 or more cars

Streator-Kansas City 6 or more

Nos. 13&14 were scheduled for slow overnight runs. As first one and then the other were discontinued, their functions as locals and deadheading trains were absorbed by other passenger trains.





The three principal batches of lightweight coaches are shown above. From the top, they are 48-seat 2816-series (Budd 1953), 44-seat 2861-series (Pullman 1947) and 52-seat 3072-series (Budd 1938-39). (Budd Co. and DK)

Nos. 13&14 EXPRESS/EL PASOAN Albuquerque and El Paso

Until 1953, these trains, in both public and employe timetables, carried the name EXPRESS. They were renamed EL PASOAN when lightweight equipment was assigned in 1953, and kept the name until their last runs April 9, 1968.

Nos. 13&14 Fall 1946

|                   |                     |
|-------------------|---------------------|
| RPO (15')-baggage | Albuquerque&El Paso |
| baggage-express   | " - " "             |
| coach (partition) | " - " "             |
| coach             | " - " "             |

4 cars

In 1947, the EXPRESS switched from daytime to overnight operation. Consequently, a heavyweight section sleeper joined the consist:

Nos. 13&14 Summer 1947

|                       |                     |
|-----------------------|---------------------|
| RPO (15')-baggage     | Albuquerque&El Paso |
| baggage-express       | " - " "             |
| coach (partition)     | " - " "             |
| coach                 | " - " "             |
| sleeper (14 sections) | " - " "             |

5 cars

From 1950 until late 1953, the EXPRESS carried between Belen and Albuquerque the equipment of Nos. 105&106 (SCOUT), Southern District locals from Kansas City.

Daylight schedules reappeared in September, 1953, coinciding with the introduction of lightweight cars. One of them was coach 3153, a coach rebuilt to contain 32 chair seats, 9 lounge chairs and a large food vending machine.

Nos. 13&14 Winter 1953-54 (all lightweight)

|                             |                     |                 |
|-----------------------------|---------------------|-----------------|
| RPO-baggage                 | Albuquerque&El Paso | (3406 assigned) |
| baggage-express             | " - " "             | (3457 assigned) |
| coach-lounge-automat buffet | " - " "             | (3153 assigned) |
| X-coach                     | " - " "             | (as needed)     |

3 or 4 cars

The extra lightweight coach during 1953-55 was alternately a 44- or 52-seat conventional car or a 60-seat coach-observation (3240 or 3245). Throughout the period, in fact, observations were frequently to be seen on the EL PASOAN:

Nos. 13&14 Fall 1955

|                             |                     |                            |
|-----------------------------|---------------------|----------------------------|
| RPO (15')-baggage           | Albuquerque&El Paso | (2107 assigned)            |
| baggage-express             | LW " - " "          |                            |
| coach-lounge-automat buffet | LW " - " "          | (3153 assigned)            |
| coach-observation 60-seat   | LW " - " "          | (round end; 3240 assigned) |

4 cars

(NOS. 13&14 EXPRESS/EL PASOAN...cont'd)

Notice in the preceding consist that a heavyweight 15-foot RPO car was in place on the trains. The 30-foot lightweight RPO-baggage assigned to the trains in 1953 was requisitioned within a year for use on the SAN DIEGAN trains. To help blend the heavyweight car with the rest of the trainset, the new RPO car got a two-tone gray paint scheme similar to that used on the SCOUT in the 1940's.

In 1965, RDC units 191 and 192, recently idled upon termination of Nos. 311&312 between Newton and Kinsley, replaced the conventional equipment on the EL PASOAN. The RDC's remained on this route until the trains' discontinuance on April 9, 1968.

Nos. 13&14 1965 to 1968 (all lightweight)

|       |               |         |                     |                     |
|-------|---------------|---------|---------------------|---------------------|
| RDC-2 | baggage-coach | 36-seat | Albuquerque&El Paso | (unit 192 assigned) |
| RDC-1 | coach         | 86-seat | " - " "             | (unit 191 assigned) |

2 coach

#### NOS. 13 (130) & 14 (141) La Junta and Denver

Though they never carried names in public timetables, the Colorado Division timecard referred to them as CHICAGO & CALIFORNIA EXPRESS (No. 13) and CALIFORNIA & CHICAGO EXPRESS (No. 14). Until 1950, both trains functioned as La Junta-Denver legs of the CALIFORNIA LIMITED (Nos. 3&4). No. 14 arrived La Junta from Denver about midnight, and No. 13 departed La Junta for Denver about 3 a.m. Nos. 130&141 were the designations of these trains between Pueblo and Denver on Santa Fe-Denver & Rio Grande Western joint track.

No. 13 (130) Fall 1946

|                          |           |         |                          |
|--------------------------|-----------|---------|--------------------------|
| mail-express             | Pueblo    | -Denver | (fm Kansas City freight) |
| baggage-mail-express     | La Junta- | "       | (fm Los Angeles 2d 4)    |
| baggage-mail-express     | " "       | - "     | (fm Kansas City #9)      |
| baggage-mail-express     | " "       | - "     | (fm Kansas City 2d 3)    |
| coach                    | " "       | - "     | (fm Los Angeles 2d 4)    |
| coach (smoker)           | " "       | - "     | (fm Chicago 2d 3)        |
| coach (non-AC)           | " "       | - "     |                          |
| sleeper (8-1-2)          | " "       | - "     | (fm Phoenix 1st 4)       |
| sleeper (6-6-4) LW       | " "       | - "     | (fm Los Angeles 1st 4)   |
| tourist sleeper (16 sec) | " "       | - "     | (fm Los Angeles 1st 4)   |
| sleeper (12-1)           | " "       | - "     | (fm Dallas 1st 3)        |

La Junta-Pueblo 10 cars

Pueblo-Denver 11

(NOS. 13 (130) & 14 (141)...cont'd)

No. 14 (141) Fall 1946

|                          |                 |                        |
|--------------------------|-----------------|------------------------|
| baggage-mail-express     | Denver-La Junta | (to Albuquerque 2d 3)  |
| baggage-mail-express     | " - " "         | (to Los Angeles 2d 3)  |
| mail-express             | " - " "         | (to Kansas City 2d 4)  |
| baggage-express (msg)    | " - " "         | (to Chicago 2d 4)      |
| coach (smoker)           | " - " "         | (to Chicago 1st 4)     |
| coach                    | " - " "         | (to Los Angeles 2d 3)  |
| coach (non-AC)           | " - " "         |                        |
| sleeper (12-1)           | " - " "         | (to Dallas 1st 4)      |
| sleeper (6-6-4) LW       | " - " "         | (to Los Angeles 1st 3) |
| tourist sleeper (16 sec) | " - " "         | (to Los Angeles 1st 3) |
| sleeper (8-1-2)          | " - " "         | (to Phoenix 1st 3)     |

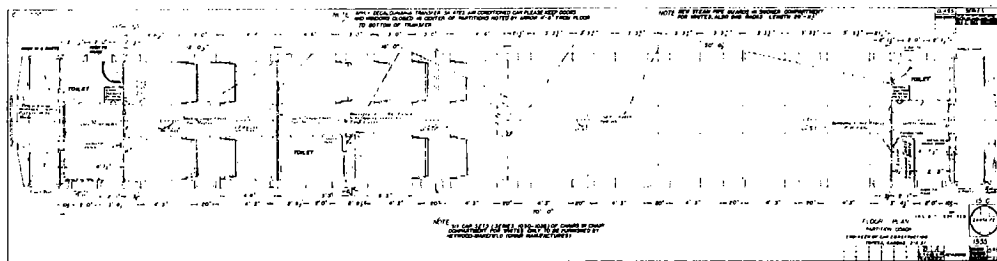
11 cars

In the summer of 1947, the trains underwent these changes:

No. 13 (130) -- A Chicago-Pueblo express car off of Second 3 was added, the local La Junta-Denver car was eliminated, the Phoenix-Denver sleeper went from an 8-1-2 to a 10-2 configuration, the light-weight sleeper for Denver from Los Angeles was made an 8-1-2 car, and the Dallas-Denver sleeper was shortened to a Wichita-Denver route.

No. 14 (141) -- A Denver-to-La Junta RPO-baggage replaced the Denver-to-Kansas City mail-express car formerly given to Second 4; the Denver-to-Kansas City baggage-mail-express car was extended to Chicago and given to First 4 instead. The Denver-to-Dallas sleeper ended its run at Wichita, the 6-6-4 light-weight sleeper to Los Angeles became an 8-1-2 heavyweight, and the Phoenix sleeper was changed to a 10-2 style.

This is how the train shaped up in 1949:



Several of the 1030-series partition coaches ran on FAST FIFTEEN/CHICAGO EXPRESS. Their purpose: separate white and black passengers. Notice in this floor plan that the white compartment was to receive new coach seats in the mid-1940's.

(NOS. 13 (130) & 14 (141)...cont'd)

No. 13 (130) Spring 1949

|                      |                 |                       |
|----------------------|-----------------|-----------------------|
| baggage (DH)         | La Junta-Denver |                       |
| mail-express         | Pueblo - "      | (fm La Junta freight) |
| express              | La Junta- "     | (fm Kansas City 2d 7) |
| baggage-mail-express | " " - "         | (fm Kansas City #3)   |
| coach (smoker)       | " " - "         | (fm Chicago #3)       |
| coach                | " " - "         | (fm Los Angeles #4)   |
| sleeper (10-2)       | " " - "         | (fm Phoenix #4)       |
| sleeper (8-1-2)      | " " - "         | (fm Los Angeles #4)   |
| sleeper (12-1)       | " " - "         | (fm Dodge City #3)    |

La Junta-Pueblo 8 cars

Pueblo-Denver 9

No. 14 (141) Spring 1949

|                   |                 |                     |
|-------------------|-----------------|---------------------|
| mail-express      | Denver-La Junta | (to Los Angeles #3) |
| mail-express      | " - " "         | (to Albuquerque #3) |
| baggage-express   | " - " "         | (to Kansas City #4) |
| exSu-storage mail | " - " "         | (to Kansas City #4) |
| RPO-baggage       | " - " "         |                     |
| coach (smoker)    | " - " "         | (to Chicago #4)     |
| coach             | " - " "         | (to Los Angeles #3) |
| sleeper (8-1-2)   | " - " "         | (to Los Angeles #3) |
| sleeper (10-2)    | " - " "         | (to Phoenix #3)     |
| sleeper (12-1)    | " - " "         | (to Dodge City #4)  |

10 cars (9 Su)

In 1950, both trains were rescheduled; their mainline connections became the Northern District GRAND CANYON (Nos. 123&124). This is how the trains appeared several years after the change:

No. 13 (130) Winter 1953-54

|                         |                 |                              |
|-------------------------|-----------------|------------------------------|
| storage mail            | La Junta-Denver |                              |
| baggage-mail-express    | " " - "         | (fm Kansas City #7)          |
| cafe-lounge-observation | " " -Pueblo     | (open platform facing front) |
| coach                   | LW " " -Denver  | (fm Los Angeles #124)        |
| coach (smoker)          | " " - "         |                              |
| sleeper (6-6-4)         | LW " " - "      | (fm Los Angeles #124)        |

La Junta-Pueblo 6 cars

Pueblo-Denver 5

No. 14 (141) Winter 1953-54

|                           |                 |                       |
|---------------------------|-----------------|-----------------------|
| exSu-baggage-mail-express | Denver-La Junta | (to Albuquerque #123) |
| baggage-mail-express      | " - " "         | (to Los Angeles #123) |
| mail-express              | " - " "         | (to Kansas City #8)   |
| storage mail              | " - " "         |                       |
| exSu-RPO-baggage          | " - " "         |                       |
| coach                     | LW " - " "      | (to Los Angeles #123) |
| coach (smoker)            | " - " "         |                       |
| sleeper (6-6-4)           | LW " - " "      | (to Los Angeles #123) |
| cafe-lounge-obs (DH)      | Pueblo- " "     | (open platform)       |

(NOS. 13 (130) & 14 (141)...cont'd)

Denver-Pueblo 8 cars (6 Su)                      Pueblo-La Junta 9 (7 Su)

After 1950, No. 13 left La Junta about 6 p.m. and No. 14 departed Denver about midnight. By the summer of 1954, connections had undergone some changes:

No. 13 (130) Summer 1954

|                         |                                       |
|-------------------------|---------------------------------------|
| exSuMTu-mail-express    | La Junta-Denver (fm Kansas City #7)   |
| baggage-mail-express    | " " - "                               |
| SuMTu-baggage-mail      | " " - "                               |
| coach                   | " " - "                               |
| coach                   | " " - "                               |
| sleeper (6-6-4)      LW | " " - " (fm Los Angeles #20)          |
| cafe-lounge-observation | " " - " (open platform; 1513-14 asgd) |

6 cars

No. 14 (141) Summer 1954

|                           |                                       |
|---------------------------|---------------------------------------|
| exSu-baggage-mail-express | Denver-La Junta (to Albuquerque #123) |
| baggage-mail-express      | " - " " (to Los Angeles #123)         |
| mail-express              | " - " " (to Kansas City #8)           |
| baggage-mail-express      | " - " "                               |
| exSu-RPO-baggage          | " - " "                               |
| coach                     | " - " "                               |
| coach                     | " - " "                               |
| cafe-lounge-obs (DH)      | " - " " (open platform; 1513-14 asgd) |

8 cars (6 Su)

In 1956, these trains were consolidated with the other pair of La Junta-Denver runs, No. 223 (102) and No. 224 (101). The resulting trains were designated Nos. 191 (190) & 200 (201). With the consolidation came the end of regular service on the Santa Fe of the heavyweight cafe-lounge-observation cars and the close of the open platform observation era on the railroad.

#### NOS. 14&15 Williams and Grand Canyon

These seldom-photographed trains went into service about 1901, connecting Grand Canyon National Park to the main line at Williams (Williams Jct. after a line relocation completed in 1960). Nos. 14&15 did not shuttle up and down the Grand Canyon branch in 1946. Their places were taken by Nos. 123&124, the EL TOVAR, which ran between Los Angeles and Grand Canyon each summer from 1941 through 1946. A consist of the EL TOVAR in its last summer can be found in the section covering the GRAND CANYON-named trains.

The basic consist of Nos. 14&15 was easily determined: add up the Chicago-Grand Canyon-Los Angeles sleepers (in each direction) carried by the GRAND

(NOS. 14&15...cont'd)

CANYON trains (Nos. 23&24 and 123&124), and add to that a heavyweight coach and baggage car. Thus, in the years that the GRAND CANYON trains hauled two sleepers each way via the national park, Nos. 14&15 had four sleepers in their consists.

After 1955, the trains operated only during summer months, but rated a lightweight coach on most occasions. Until the 1960 line relocation, No. 14 ran from Williams to Grand Canyon and No. 15 returned. After 1960, the numbers were reversed. Here is the 1963 consist:

Nos. 14&15 Summer 1963

| baggage-mail-express | Williams | Jct&Grand | Canyon |                      |
|----------------------|----------|-----------|--------|----------------------|
| sleeper (4-4-2)      | LW "     | " - "     | "      | (fm Chgo, to LA 123) |
| sleeper (4-4-2)      | LW "     | " - "     | "      | (fm LA, to Chgo 124) |
| coach                | LW "     | " - "     | "      |                      |

4 cars

This basic consist remained intact through the 1966 season, except that beginning in 1964, the sleepers were handled by No. 17 (SUPER CHIEF) westbound and No. 20 (CHIEF) eastbound. In 1967 only, Nos. 14&15 carried the weekly string of chartered tour cars brought by No. 123 each Monday night and returned to No. 123 for Los Angeles on Tuesday night. The result was this typical Monday night (on No. 15) and Tuesday night (on No. 14) consist:

Nos. 14&15 July 25, 1967

| baggage-mail-express         | Wllms | Jct&Grand | Canyon |                      |
|------------------------------|-------|-----------|--------|----------------------|
| coach                        | LW "  | " - "     | "      |                      |
| sleeper (4-4-2)(regular car) | LW "  | " - "     | "      | (fm Chgo, to LA #17) |
| sleeper (4-4-2)(regular car) | LW "  | " - "     | "      | (fm LA, to Chgo #20) |
| coach 42-seat (tour)         | LW "  | " - "     | "      | (3141)               |
| coach 44-seat (tour)         | LW "  | " - "     | "      | (2911)               |
| fulldome bar lounge (tour)   | LW "  | " - "     | "      | (507)                |
| sleeper (4-4-2) (tour)       | LW "  | " - "     | "      | (Regal Ruby)         |
| sleeper (6-6-4) (tour)       | LW "  | " - "     | "      | (Sunshine Valley)    |
| sleeper (10-6) (tour)        | LW "  | " - "     | "      | (SP 9023)            |

10 cars (last 6 cars from Chicago, to Los Angeles #123)

In previous years, when tour companies booked solid trains to be run via the Grand Canyon branch, they were not combined with Nos. 14&15 except under unusual circumstances. Only in 1967, when as few as two tour cars a week were operated (and not as a special train), were these cars run as part of Nos. 14&15. A fuller discussion of the tourist specials is contained in the chapter on GRAND CANYON trains.

During their final two months, Nos. 14&15 carried only a baggage car and 44-seat coach; no through equipment was ran that season. The trains were discontinued on July 30, 1968.

NOS. 15&16 FAST FIFTEEN/CHICAGO EXPRESS Newton and Galveston

These trains acted as locals on the Texas mainline in the early postwar years. No. 15 (FAST FIFTEEN) was fed cars at Newton by the CALIFORNIA LIMITED and FAST MAIL EXPRESS, and at Oklahoma City picked up through cars for Dallas from No. 11 (KANSAS CITYAN). Northbound, No. 16 (CHICAGO EXPRESS) spun off equipment for No. 12 (CHICAGOAN) at Oklahoma City and for the CAL LIMITED and FAST MAIL at Newton. Note that almost entirely separate trains were run between Newton and Fort Worth and between Fort Worth and Galveston.

No. 15 Fall 1946

|                          |                 |                    |                                  |
|--------------------------|-----------------|--------------------|----------------------------------|
| express                  | Newton          | -Houston           | (fm Chicago 2d 3)                |
| exTu-express             | "               | -Wichita           | (fm New York 2d 7)               |
| express                  | "               | - "                | (fm Chgo 2d 7; to Okla City #27) |
| baggage-mail-express     | "               | - "                | (fm Kansas City 2d 3)            |
| baggage-express          | "               | -Oklahoma Cy       | (fm Kansas City 2d 3)            |
| baggage-mail-express     | Oklahoma Cy     | -Fort Worth        |                                  |
| express                  | Newton          | - " "              | (fm Kansas City 2d 3)            |
| RPO-baggage              | "               | - " "              |                                  |
| coach (partition)        | "               | - " "              | (to Dallas #66; 832, 1030 asgd)  |
| coach (non-AC)           | "               | -Oklahoma Cy       | (999, 3356 asgd)                 |
| coach                    | LW Oklahoma Cy  | -Fort Worth        | (fm Chgo #11; to Dallas #66)     |
| coach                    | LW " "          | - " "              | (fm Chgo #11; to Dallas #66)     |
| sleeper (14 sec)         | LW " "          | - " "              | (fm KC #11; to Dallas #66)       |
| sleeper (14 sec)         | "               | - " "              | (to Dallas #66)                  |
| sleeper (12-1)           | Newton          | - " "              | (fm Dnvr 1st 4; to Dlls #66)     |
| cafe-lounge              | "               | -Oklahoma Cy       | (1515-16 asgd; to Ft Wth 27)     |
| RPO-baggage              | Fort Worth      | -Galveston         |                                  |
| coach (partition)        | " "             | - "                |                                  |
| coach                    | " "             | - "                |                                  |
| FSS-coach (non-AC)       | " "             | - "                |                                  |
| Newton-Wichita           | 11 cars (10 Tu) | Fort Worth-Houston | 4 (5 FSS)                        |
| Wichita-Oklahoma City    | 8               | Houston-Galveston  | 3 (4 FSS)                        |
| Oklahoma City-Fort Worth | 10              |                    |                                  |

No. 16 Fall 1946

|                      |               |              |                              |
|----------------------|---------------|--------------|------------------------------|
| exSS-baggage-express | Fort Worth    | -Newton      | (fm Dlls #65; to KC 1st 8)   |
| baggage-mail-express | " "           | - "          | (fm Dlls #65; to KC 1st 8)   |
| baggage (DH)         | Houston       | -Fort Worth  |                              |
| baggage-mail-express | "             | -Newton      | (to Kansas City 1st 8)       |
| RPO-baggage          | Fort Worth    | - "          |                              |
| RPO-baggage          | Galveston     | -Fort Worth  |                              |
| coach (partition)    | "             | - " "        |                              |
| coach                | "             | - " "        |                              |
| FSS-coach (non-AC)   | "             | - " "        |                              |
| coach (partition)    | Fort Worth    | -Newton      | (fm Dallas #65)              |
| coach (non-AC)       | Oklahoma Cy   | - "          |                              |
| coach                | LW Fort Worth | -Oklahoma Cy | (fm Dallas #65; to Chgo #12) |
| coach                | LW " "        | - " "        | (fm Dallas #65; to Chgo #12) |
| sleeper (14 sec)     | LW " "        | - " "        | (fm Dallas #65; to KC #12)   |
| sleeper (14 sec)     | " "           | - " "        | (fm Dallas #65)              |
| sleeper (12-1)       | " "           | -Newton      | (fm Dlls #65; to Dnvr 1st 3) |
| cafe-lounge          | Oklahoma Cy   | - "          | (1515-16 asgd; fm Ft Wth 28) |



(NOS. 15&16 FAST FIFTEEN/CHICAGO EXPRESS...cont'd)

|                                  |                                    |
|----------------------------------|------------------------------------|
| Galveston-Houston 3 cars (4 FSS) | Fort Worth-Oklahoma City 10 (9 SS) |
| Houston-Fort Worth 5 (6 FSS)     | Oklahoma City-Newton 8 (7 SS)      |

The following summer saw FAST FIFTEEN and the CHICAGO EXPRESS handling the equipment of Nos. 75&76 (CALIFORNIA LIMITED/TEXAN) between Temple and Houston. Before a rescheduling in 1947, these Clovis trains had connected with Nos. 5&6 (RANGER).

No. 15 Summer 1947

|                      |                |              |                                    |
|----------------------|----------------|--------------|------------------------------------|
| Tu-box express       | Newton         | -Fort Worth  | (fm Chgo 2d 3; to Dlls #66)        |
| baggage-express      | "              | -Houston     | (fm Chgo 2d 3)                     |
| exTu-express         | "              | -Wichita     | (fm New York 2d 3)                 |
| mail-express         | "              | -Oklahoma Cy | (fm Kansas City 1st 3)             |
| baggage-mail-express | Oklahoma Cy    | -Fort Worth  |                                    |
| baggage-mail-express | Newton         | - "          | (fm Kansas City 1st 3)             |
| RPO-baggage          | "              | - "          | "                                  |
| RPO-baggage          | Fort Worth     | -Galveston   |                                    |
| coach (partition)    | "              | - "          |                                    |
| coach                | "              | - "          |                                    |
| coach                | Temple         | - "          | (fm Los Angeles #76)               |
| diner 48-seat        | "              | - "          | (fm Lubbock #76; SAL 225, 29 asgd) |
| sleeper (10-1-2)     | "              | - "          | (fm Los Angeles #76)               |
| sleeper (10-2)       | Fort Worth     | -Temple      | (to Oakland #75)                   |
| coach (partition)    | Newton         | -Fort Worth  | (to Dallas #66)                    |
| coach                | "              | -Oklahoma Cy |                                    |
| coach                | LW Oklahoma Cy | -Fort Worth  | (fm Chgo #11; to Dallas #66)       |
| sleeper (14 sec)     | LW "           | - "          | (fm KC #11; to Dallas #66)         |
| sleeper (14 sec)     | "              | - "          | (to Dallas #66)                    |
| sleeper (12-1)       | Newton         | -Wichita     | (fm Denver 1st 4)                  |

|                       |          |                   |   |
|-----------------------|----------|-------------------|---|
| Newton-Wichita        | 8 cars   | Fort Worth-Temple | 5 |
| Wichita-Oklahoma City | 6 (7 Tu) | Temple-Houston    | 7 |
| Oklahoma City         | 8 (9 W)  | Houston-Galveston | 6 |

In the opposite direction, No. 16 had an identical lineup of passenger cars, plus the following head end equipment:

No. 16 Summer 1947

|                      |                       |                              |
|----------------------|-----------------------|------------------------------|
| exSS-baggage-express | Fort Worth-Newton     | (fm Dallas #65; to KC 2d 4)  |
| baggage-express      | " " - "               | (fm Dallas #65; to KC 2d 4)  |
| baggage-express      | Temple -Fort Worth    | (fm Clovis #76; to Dlls #66) |
| baggage-express      | Houston -Newton       | (to Kansas City 2d 4)        |
| RPO-baggage          | Fort Worth- "         |                              |
| RPO-baggage          | Galveston -Fort Worth |                              |

passenger cars in this position

|                          |                                   |
|--------------------------|-----------------------------------|
| Galveston-Houston 6 cars | Fort Worth-Oklahoma City 8 (7 SS) |
| Houston-Temple 7         | Oklahoma City-Wichita 6 (5 SuM)   |
| Temple-Fort Worth 6      | Wichita-Newton 7 (6 SuM)          |

The Santa Fe replaced FAST FIFTEEN and CHICAGO EXPRESS with the TEXAS CHIEF, using the same numbers, in early 1948.

NOS. 15&16 and 115&116 TEXAS CHIEF Chicago and Galveston/Houston/Dallas

The public timetable showed the TEXAS CHIEF using a lunch counter-diner when it began operation. By the spring of 1949, however, a straight diner was in its consist:

No. 15 Spring 1949 (all lightweight)

|                         |   |                       |                    |
|-------------------------|---|-----------------------|--------------------|
| RPO-baggage             |   | Kansas City-Galveston |                    |
| RPO                     |   | Chicago               | -Kansas City       |
| baggage-mail-express    |   | "                     | -Houston           |
| coach (partition) 52-st | " | -Galveston            | (3187-89 assigned) |
| coach 44-seat           | " | - "                   |                    |
| coach 44-seat           | " | - "                   |                    |
| FSS-coach 44-seat       | " | - "                   |                    |
| diner 36-seat           | " | - "                   | (1481-84 assigned) |
| bar lounge-dormitory    | " | - "                   | (1373-75 assigned) |
| sleeper (6-6-4)         | " | - "                   |                    |
| sleeper (24 dup rte)    | " | - "                   |                    |
| sleeper (6-2-2)         | " | -Oklahoma City        |                    |
| sleeper (6-6-4)         | " | -Wichita              |                    |
| sleeper (8-2-2)         | " | -Kansas City          | (to Tulsa #47)     |

|                       |                  |                       |            |
|-----------------------|------------------|-----------------------|------------|
| Chicago-Kansas City   | 12 cars (13 FSS) | Oklahoma City-Houston | 9 (10 SSM) |
| Kansas City-Wichita   | 11 (12 SSM)      | Houston-Galveston     | 8 (9 SSM)  |
| Wichita-Oklahoma City | 10 (11 SSM)      |                       |            |

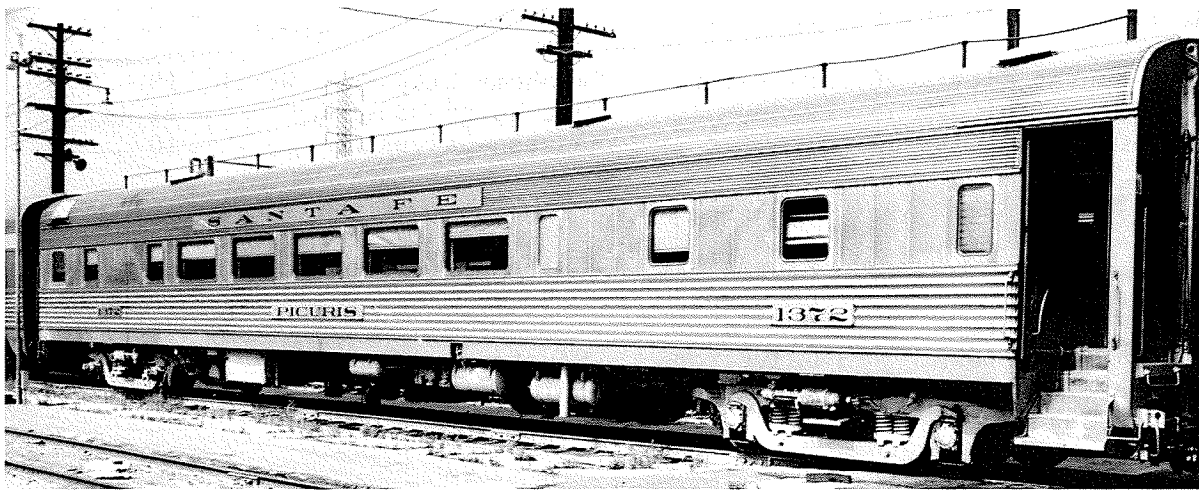
No. 16 Spring 1949 (all lightweight)

|                         |              |                     |                    |
|-------------------------|--------------|---------------------|--------------------|
| exM-RPO                 |              | Kansas City-Chicago |                    |
| RPO-baggage             |              | Galveston           | -Kansas City       |
| Th-storage mail         |              | Fort Worth          | -Chicago           |
| baggage-mail-express    |              | Houston             | - "                |
| coach (partition) 52-st | Galveston    | - "                 | (3187-89 assigned) |
| coach 44-seat           | "            | - "                 |                    |
| coach 44-seat           | "            | - "                 |                    |
| SSM-coach 44-seat       | "            | - "                 |                    |
| diner 36-seat           | "            | - "                 |                    |
| bar lounge-dormitory    | "            | - "                 |                    |
| sleeper (6-6-4)         | "            | - "                 |                    |
| sleeper (24 dup rte)    | "            | - "                 |                    |
| sleeper (6-2-2)         | Oklahoma Cy- | - "                 |                    |
| sleeper (6-6-4)         | Wichita      | - "                 |                    |

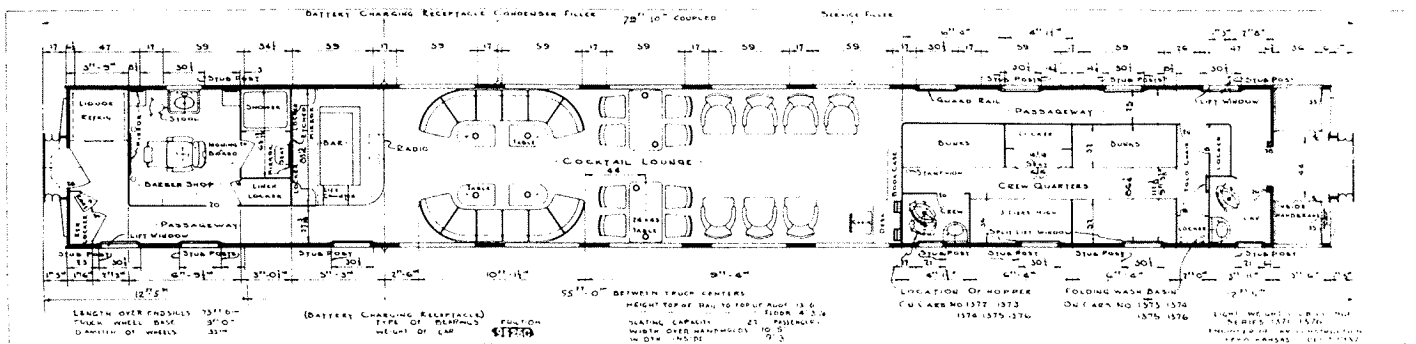
|                          |                |                       |                        |
|--------------------------|----------------|-----------------------|------------------------|
| Galveston-Houston        | 8 cars (9 SSM) | Oklahoma City-Wichita | 11 (10 TuWF)           |
| Houston-Fort Worth       | 9 (10 SSM)     | Wichita-Kansas City   | 12 (11 TuWF)           |
| Fort Worth-Oklahoma City | 10 (9 TuWF)    | Kansas City-Chicago   | 11 (10 M,<br>12 SuMTu) |

Cars 3187-89, assigned to the partitioned coach (Jim Crow) line, were unique among Santa Fe lightweight coaches: they had vestibules on both ends. These cars stayed on the TEXAS CHIEF long after racial segregation barriers fell and did not leave service on the trains until the late 1960's.

By 1954, the TEXAS CHIEF had attracted more coaches and sleeping cars:



The 1371-series bar lounge-dormitories ran on the TEXAS CHIEF for two decades. The barber shop became the steward's room about the time Nos. 15&16 began operation. (DK)



(NOS. 15&16 TEXAS CHIEF...cont'd)

No. 15 Summer 1954 (all lightweight)

|                        |                        |                             |
|------------------------|------------------------|-----------------------------|
| storage mail           | Kansas City-Fort Worth |                             |
| WTh-storage mail       | Fort Worth -Houston    | (fm Chicago #11)            |
| baggage-mail-express   | Chicago                | - "                         |
| exSu-RPO               | "                      | -Kansas City                |
| RPO-baggage            | "                      | -Houston                    |
| baggage-mail-express   | Houston                | -Galveston                  |
| coach (partition)52-st | Chicago                | - "                         |
| coach 44-seat          | "                      | - "                         |
| coach 44-seat          | "                      | - "                         |
| coach 44-seat          | "                      | - "                         |
| coach 44-seat          | "                      | - "                         |
| diner 36-seat          | "                      | - "                         |
| bar lounge-dormitory   | "                      | - "                         |
| sleeper (4-4-2)        | "                      | - "                         |
| sleeper (10-6)         | "                      | - "                         |
| sleeper (24 dup rte)   | "                      | -Fort Worth                 |
| sleeper (10-6)         | "                      | -Oklahoma Cy                |
| sleeper (10-3-2)       | "                      | -Wichita                    |
| sleeper (10-3-2)       | "                      | -Kansas City (to Tulsa #47) |

(NOS. 15&16 TEXAS CHIEF...cont'd)

|                       |                 |                          |             |
|-----------------------|-----------------|--------------------------|-------------|
| Chicago-Kansas City   | 16 cars (15 Su) | Oklahoma City-Fort Worth | 13          |
| Kansas City-Wichita   | 15              | Fort Worth-Houston       | 11 (12 WTh) |
| Wichita-Oklahoma City | 14              | Houston-Galveston        | 10          |

No. 16 Summer 1954 (all lightweight)

|                           |                |          |                       |
|---------------------------|----------------|----------|-----------------------|
| RPO                       | Kansas City    | -Chicago | (RPO-baggage Mondays) |
| RPO-baggage               | Houston        | - "      |                       |
| baggage-mail-express      | "              | - "      |                       |
| baggage-mail-express      | Galveston      | -Houston |                       |
| coach (partition) 52-seat | "              | -Chicago |                       |
| coach 44-seat             | "              | - "      |                       |
| coach 44-seat             | "              | - "      |                       |
| coach 44-seat             | "              | - "      |                       |
| coach 44-seat             | "              | - "      | (summer only)         |
| diner 36-seat             | "              | - "      |                       |
| bar lounge-dormitory      | "              | - "      |                       |
| sleeper (4-4-2)           | "              | - "      |                       |
| sleeper (10-6)            | "              | - "      |                       |
| sleeper (24 dup rte)      | Fort Worth     | - "      |                       |
| sleeper (10-6)            | Oklahoma City- | "        |                       |
| sleeper (10-3-2)          | Wichita        | - "      |                       |

|                          |         |                       |    |
|--------------------------|---------|-----------------------|----|
| Galveston-Houston        | 10 cars | Oklahoma City-Wichita | 13 |
| Houston-Fort Worth       | 11      | Wichita-Kansas City   | 14 |
| Fort Worth-Oklahoma City | 12      | Kansas City-Chicago   | 15 |

A new line into Dallas from just south of Gainesville, Tex., was opened on Dec. 5, 1955; that began TEXAS CHIEF service directly into Dallas. These trains, numbered 115&116 and sometimes called the DALLAS CHIEF, officially ran only between Gainesville and Dallas. But for six months after the Dallas line was completed, the DALLAS CHIEF ran separately from and to Chicago as Second 15&16 between Chicago and Gainesville.

First 15 (Houston Section) Winter 1955-56 (all lightweight)

|                         |                        |                             |
|-------------------------|------------------------|-----------------------------|
| storage mail            | Kansas City-Fort Worth | (to San Angelo #77)         |
| exSu-RPO                | Chicago                | -Kansas City                |
| RPO-baggage             | "                      | -Houston                    |
| baggage-mail-express    | "                      | - "                         |
| baggage-mail-express    | Houston                | -Galveston                  |
| coach (partition) 52-st | Chicago                | - " (3187-89 assigned)      |
| coach 44-seat           | "                      | - "                         |
| coach 44-seat           | "                      | - "                         |
| diner 36-seat           | "                      | - " (1485-88 assigned)      |
| bar lounge-dormitory    | "                      | - "                         |
| sleeper (4-4-2)         | "                      | - "                         |
| sleeper (10-6)          | "                      | - "                         |
| sleeper (24 dup rte)    | "                      | -Fort Worth                 |
| sleeper (10-3-2)        | "                      | -Wichita                    |
| sleeper (10-3-2)        | "                      | -Kansas City (to Tulsa #47) |

|                     |                 |                    |   |
|---------------------|-----------------|--------------------|---|
| Chicago-Kansas City | 13 cars (12 Su) | Fort Worth-Houston | 9 |
| Kansas City-Wichita | 12              | Houston-Galveston  | 8 |
| Wichita-Fort Worth  | 11              |                    |   |

(NOS. 15&16 and 115&116 TEXAS CHIEF...cont'd)

First 16 (Houston Section) Winter 1955-56 (all lightweight)

|                         |             |              |
|-------------------------|-------------|--------------|
| baggage-mail-express    | Galveston   | -Houston     |
| RPO-baggage             | Houston     | -Kansas City |
| exSu-RPO                | Kansas City | -Chicago     |
| baggage-mail-express    | Houston     | - "          |
| coach (partition) 52-st | Galveston   | - "          |
| coach 44-seat           | "           | - "          |
| coach 44-seat           | "           | - "          |
| diner 36-seat           | "           | - "          |
| bar lounge-dormitory    | "           | - "          |
| sleeper (4-4-2)         | "           | - "          |
| sleeper (10-6)          | "           | - "          |
| sleeper (24 dup rte)    | Fort Worth  | - "          |
| sleeper (10-3-2)        | Wichita     | - "          |

|                    |        |                     |            |
|--------------------|--------|---------------------|------------|
| Galveston-Houston  | 8 cars | Wichita-Kansas City | 11         |
| Houston-Fort Worth | 9      | Kansas City-Chicago | 11 (10 Su) |
| Fort Worth-Wichita | 10     |                     |            |

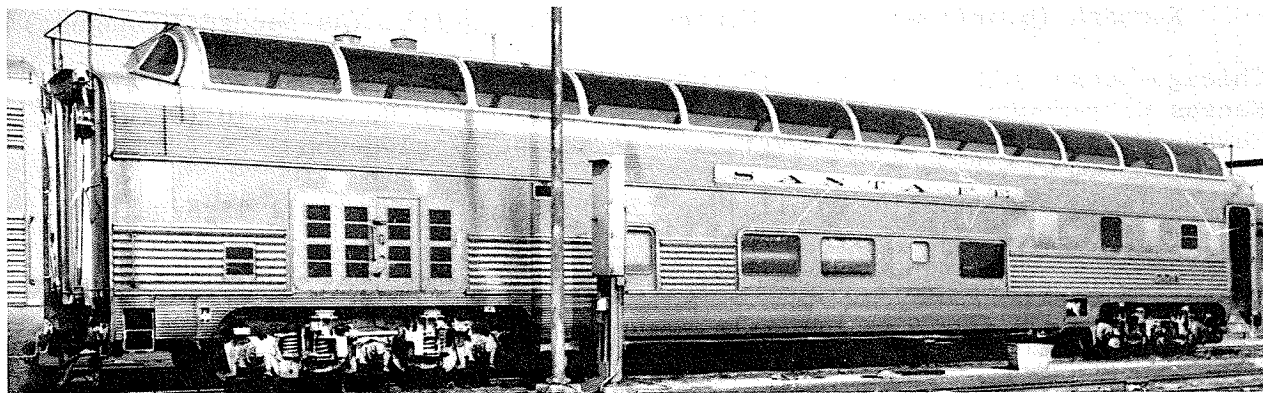
Second 15&16 and 115&116 (Dallas Section) Winter 1955-56 (all lightweight)

|                      |                |     |
|----------------------|----------------|-----|
| baggage              | Chicago&Dallas |     |
| coach 48-seat        | "              | - " |
| coach 48-seat        | "              | - " |
| diner                | "              | - " |
| bar lounge-dormitory | "              | - " |
| sleeper (4-4-2)      | "              | - " |
| sleeper (10-6)       | "              | - " |

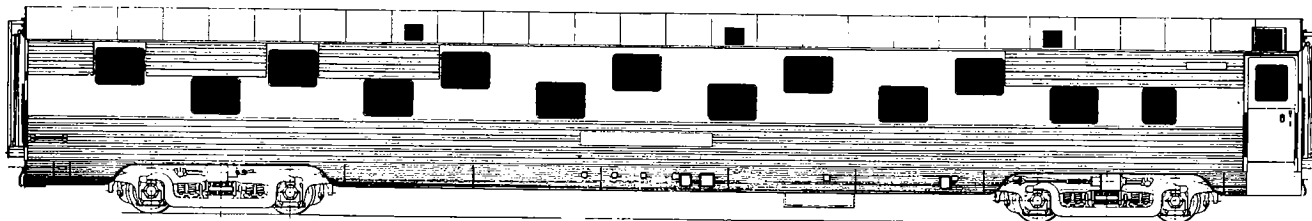
(1496-98 assigned)  
(1390, 92-93 assigned)

7 cars

Beginning May 6, 1956, the TEXAS and DALLAS CHIEFS ran combined between Chicago and Newton. The diner and lounge from Chicago were given to the Dallas section at Newton, and the Houston section picked up a fresh set.



The TEXAS CHIEF was given full-dome bar lounge-dormitory cars off the SAN FRANCISCO CHIEF in late 1968. Numbered 550-55, they differed from the 506-series full-dome bar lounges by devoting most of the lower level space to a dorm rather than a cocktail lounge. The small window was also peculiar to cars 550-55. (DK)



Twelve 24-roomette cars ran for over a decade on the TEXAS CHIEF.

(NOS. 15&16 and 115&116 TEXAS CHIEF...cont'd)

No. 15 (Houston Section) Summer 1956 (all lightweight)

|                         |             |              |                       |
|-------------------------|-------------|--------------|-----------------------|
| baggage-mail-express    | Houston     | -Galveston   |                       |
| storage mail            | Kansas City | -Fort Worth  | (to San Angelo #77)   |
| exSu-RPO                | Chicago     | -Kansas City |                       |
| RPO-baggage             | "           | -Houston     |                       |
| baggage-mail-express    | "           | - "          |                       |
| coach (partition) 52-st | "           | -Galveston   | (3187-89 assigned)    |
| coach 44-seat           | "           | - "          |                       |
| coach 44-seat           | "           | - "          |                       |
| exMTuW-coach 44/48-seat | "           | - "          |                       |
| coach 48-seat           | "           | -Newton      | (to Dallas 2d 15)     |
| diner 36-seat           | "           | - "          | (to Dallas 2d 15)     |
| bar lounge-dormitory    | "           | - "          | (to Dallas 2d 15)     |
| sleeper (4-4-2)         | "           | - "          | (to Dallas 2d 15)     |
| sleeper (10-6)          | "           | - "          | (to Dallas 2d 15)     |
| diner 36-seat           | Newton      | -Galveston   | (1487-88 assigned)    |
| bar lounge-dormitory    | "           | - "          | (1374-77 assigned)    |
| sleeper (4-4-2)         | Chicago     | - "          |                       |
| sleeper (10-6)          | "           | - "          |                       |
| sleeper (24 dup rte)    | "           | -Fort Worth  |                       |
| sleeper (10-3-2)        | "           | -Wichita     |                       |
| sleeper (10-3-2)        | "           | -Kansas City | (to Tulsa #47)        |
| X-coach (overflow)      | Newton      | -Fort Worth  | (as needed in August) |

|                     |                    |                    |             |
|---------------------|--------------------|--------------------|-------------|
| Chicago-Kansas City | 16 cars (17 ThFSa) | Wichita-Fort Worth | 12 (11 TWT) |
| Kansas City-Newton  | 16 (15 TWT)        | Fort Worth-Houston | 10 (9 TWT)  |
| Newton-Wichita      | 13 (12 TWT)        | Houston-Galveston  | 9 (8 TWT)   |

Second 15&16 and 115&116 (Dallas Section) Summer 1956 (all lightweight)

|                      |               |                                                |
|----------------------|---------------|------------------------------------------------|
| baggage              | Newton&Dallas |                                                |
| coach 48-seat        | "             | - "                                            |
| coach 48-seat        | "             | - " (fm/to Chicago #15/16)                     |
| diner 36-seat        | "             | - " (fm/to Chicago #15/16; 1496-98 assigned)   |
| bar lounge-dormitory | "             | - " (fm/to Chicago #15/16; 1390, 92-93 asgd)   |
| sleeper (4-4-2)      | "             | - " (fm/to Chgo #15/16; Hotevilla-series asgd) |
| sleeper (10-6)       | "             | - " (fm/to Chicago #15/16; Palm-series asgd)   |

7 cars

(NOS. 15&16 and 115&116 TEXAS CHIEF...cont'd)

Later that year, on Oct. 20, the trains were consolidated as far south as Gainesville. They continued this way for the next 11 years, except when run separately from Chicago during some Christmas-New Year's seasons.

Nos. 15&16 Summer 1957 (all lightweight)

|                         |                        |                         |
|-------------------------|------------------------|-------------------------|
| storage mail            | Kansas City-Fort Worth | (on #15 only)           |
| WTh-storage mail        | Fort Worth -Houston    | (on #15 only)           |
| baggage-express         | Houston &Galveston     |                         |
| baggage-mail-exp (TBM)  | Chicago -Houston       |                         |
| exSu-RPO                | " -Kansas City         |                         |
| RPO-baggage             | " -Houston             |                         |
| coach (partition) 52-st | " -Galveston           | (3187-89 assigned)      |
| coach 44-seat           | " - "                  |                         |
| coach 44-seat           | " - "                  |                         |
| coach 44-st (summer)    | " - "                  |                         |
| coach 44-st (summer)    | " -Gainesville         | (to/fm Dallas #115/116) |
| coach 44-seat           | " - "                  | (to/fm Dallas #115/116) |
| diner 36-seat           | " -Galveston           | (1496-98 assigned)      |
| bar lounge-dormitory    | " - "                  | (1373, 75, 77 assigned) |
| sleeper (4-4-2)         | " - "                  |                         |
| sleeper (10-6)          | " - "                  |                         |
| sleeper (24 dup rte)    | " -Fort Worth          |                         |
| sleeper (4-4-2)         | " -Gainesville         | (to/fm Dallas #115/116) |
| sleeper (10-6)          | " - "                  | (to/fm Dallas #115/116) |
| sleeper (10-3-2)        | " -Wichita             |                         |

|         |                        |                 |
|---------|------------------------|-----------------|
| No. 15: | Chicago-Kansas City    | 17 cars (16 Su) |
|         | Kansas City-Wichita    | 17              |
|         | Wichita-Gainesville    | 16              |
|         | Gainesville-Fort Worth | 12              |
|         | Fort Worth-Houston     | 10 (11 WTh)     |
|         | Houston-Galveston      | 9               |

|         |                        |            |
|---------|------------------------|------------|
| No. 16: | Galveston-Houston      | 9 cars     |
|         | Houston-Fort Worth     | 10         |
|         | Fort Worth-Gainesville | 11         |
|         | Gainesville-Wichita    | 15         |
|         | Wichita-Kansas City    | 16         |
|         | Kansas City-Chicago    | 17 (16 Su) |

Prewar 4-4-2 sleepers and the postwar cars (Regal-series) of the same configuration seldom wound up on the same train. An exception was the TEXAS CHIEF in the 1956-57 period. During these years, Regal-series cars ran to Houston, while prewar Bacobi-series 4-4-2's went to Dallas.

Nos. 115&116 Summer 1957 (all lightweight)

|                      |                    |                        |
|----------------------|--------------------|------------------------|
| baggage-mail         | Gainesville&Dallas |                        |
| bar lounge-dormitory | " - "              | (1392-93 assigned)     |
| coach                | " - "              |                        |
| coach 44-st (summer) | " - "              | (fm/to Chicago #15/16) |
| coach 44-seat        | " - "              | (fm/to Chicago #15/16) |
| sleeper (4-4-2)      | " - "              | (fm/to Chicago #15/16) |
| sleeper (10-6)       | " - "              | (fm/to Chicago #15/16) |

(NOS. 15&16 and 115&116 TEXAS CHIEF...cont'd)

7 cars

Direct service into Galveston from Houston ended April 22, 1958. After that, a "stub" train protected the TEXAS CHIEF schedule in and out of Galveston. The Houston-Galveston portion was discontinued entirely in 1967. Below are 1959 summer makeups for the TEXAS CHIEF service:

Nos. 15&16 Summer 1959 (all lightweight)

|                         |                        |                         |
|-------------------------|------------------------|-------------------------|
| storage mail            | Kansas City-Fort Worth | (on #15 only)           |
| exSu-RPO                | Chicago & Kansas City  |                         |
| RPO-baggage             | " - Houston            |                         |
| baggage-mail-exp (TBM)  | " - "                  |                         |
| coach (partition) 52-st | " - "                  | (3187-89 assigned)      |
| coach 48-seat           | " - "                  |                         |
| coach 44-seat           | " - "                  |                         |
| coach 44-seat           | " - "                  |                         |
| coach 48-st (summer)    | " - Gainesville        | (to/fm Dallas #115/116) |
| coach 44-seat           | " - "                  | (to/fm Dallas #115/116) |
| diner 36-seat           | " - Houston            | (1488-89, 96-97 asgd)   |
| bar lounge-dormitory    | " - "                  | (1373-74, 76 assigned)  |
| sleeper (10-6)          | " - "                  |                         |
| sleeper (4-4-2)         | " - Fort Worth         |                         |
| sleeper (10-6)          | " - Gainesville        | (to/fm Dallas #115/116) |
| sleeper (10-3-2)        | " - Wichita            |                         |
| baggage-express         | Houston - Galveston    |                         |
| coach-obs 38-seat       | " - "                  | (3199 assigned)         |

|                     |                 |                        |                |
|---------------------|-----------------|------------------------|----------------|
| Chicago-Kansas City | 15 cars (14 Su) | Gainesville-Fort Worth | 11 (10 on #16) |
| Kansas City-Wichita | 15 (14 on #16)  | Fort Worth-Houston     | 9              |
| Wichita-Gainesville | 14 (13 on #16)  | Houston-Galveston      | 2              |

Nos. 115&116 Summer 1959 (all lightweight)

|                        |                    |                        |
|------------------------|--------------------|------------------------|
| baggage-coach 36-seat  | Gainesville&Dallas | (3190-91 assigned)     |
| bar lounge-dormitory   | " - "              | (1392-93 assigned)     |
| coach 44-seat (summer) | " - "              | (fm/to Chicago #15/16) |
| coach 44-seat          | " - "              | (fm/to Chicago #15/16) |
| sleeper (10-6)         | " - "              | (fm/to Chicago #15/16) |

5 cars

Lounge cars were removed from Nos. 115&116 in 1961. Baggage-coach cars 3490-91, shown on Nos. 115&116, were kept busy during the 1960's. Starting in 1960, they ran winters on Nos. 115&116, which required two cars. In summer, one of the cars would replace the baggage-express line on Nos. 15&16 between Houston and Galveston, and the other would shuttle between Kansas City and Tulsa on Nos. 211&212 (TULSAN). A baggage car substituted for cars 3490-91 during summer seasons on Nos. 115&116. This arrangement lasted until mid-1965.

As the 1960's wore on, coach density edged upward, as did head end consists. Sleeper car business held steady on the Texas streamliner. A fifth Houston coach appeared during the summer of 1963. The Houston and Dallas cars ran



(NOS. 15&16 and 115&116 TEXAS CHIEF...cont'd)

in separate sections from Chicago during the Christmas season of 1960-61, and again two years later. In the 1962-63 Christmas operation, the passenger car lineups were:

Houston Section -- head end cars, six coaches, diner, bar lounge-dormitory, 4-4-2 and 24 duplex roomette sleepers -- all to Houston -- and 10-6 sleeper to Fort Worth.

Dallas Section -- Oklahoma City-Dallas baggage-coach (3490-91 assigned), plus three coaches, diner, bar lounge-dormitory and two 10-6 sleepers -- all to Dallas -- and 4-4-2 sleeper to Oklahoma City and 10-3-2 sleeper to Wichita.

The TEXAS CHIEF ran at its greatest length in 1967:

No. 15 Summer 1967 (all lightweight)

|                               |                        |                          |
|-------------------------------|------------------------|--------------------------|
| storage mail                  | Fort Worth -Houston    | (fm Kansas City #11)     |
| exSS-RPO-baggage              | " " - "                |                          |
| storage mail                  | Kansas City-Fort Worth | (fm Chicago #23)         |
| exMTu-storage mail (CRIP bge) | " " - " "              | (fm St Paul CRIP #17)    |
| RPO                           | Newton - " "           | (discontinued 7-18-67)   |
| storage mail                  | Kansas City-Houston    |                          |
| storage mail                  | Chicago -Kansas City   | (to San Bernardino #3)   |
| RPO                           | " - " "                |                          |
| exSuM-RPO                     | " - " "                |                          |
| baggage-mail (TBM)            | " -Houston             |                          |
| storage mail                  | " - "                  |                          |
| coach 44-seat                 | " -Gainesville         | (to Dallas #115)         |
| coach 44-seat                 | " - "                  | (to Dallas #115)         |
| coach 48/52-seat              | " -Houston             | (3187-series when avble) |
| coach 44-seat                 | " - "                  |                          |
| coach 44-seat                 | " - "                  |                          |
| coach 44-seat                 | " - "                  |                          |
| coach 48-seat                 | " - "                  |                          |
| F-coach 44-seat               | " - "                  |                          |
| diner 46-seat                 | " - "                  | (1477, 88, 92 assigned)  |
| bar lounge-dormitory          | " - "                  | (1345, 72, 75 assigned)  |
| sleeper (10-6)                | " - "                  |                          |
| sleeper (10-6)                | " -Fort Worth          |                          |
| sleeper (10-6)                | " -Gainesville         | (to Dallas #115)         |
| storage mail                  | Kansas City- "         | (to Dallas #115)         |
| baggage-dorm-coach            | Houston -Galveston     | (3492-93-series asgd)    |
| coach                         | " - "                  |                          |

|                        |                        |                    |            |
|------------------------|------------------------|--------------------|------------|
| Chicago-Kansas City    | 17 cars (16 SuM, 18 F) | Fort Worth-Houston | 12 (11 Su) |
| Kansas City-Newton     | 18 (17 MTu, 19 Sa)     | Houston-Galveston  | 2          |
| Newton-Gainesville     | 19 (18 MTu, 20 Sa)     |                    |            |
| Gainesville-Fort Worth | 15 (14 MTu, 16 Sa)     |                    |            |

No. 16's extra weekend coach started north from Houston on Saturdays. Otherwise, its passenger-carrying consist was identical to that of No. 15. This was the lineup of head end cars:

(NOS. 15&16 and 115&116 TEXAS CHIEF...cont'd)

No. 16 Summer 1967 (all lightweight)

|                                 |                                    |
|---------------------------------|------------------------------------|
| RPO                             | Kansas City-Chicago                |
| baggage-express                 | Houston - "                        |
| exSuM-RPO-baggage               | " -Fort Worth                      |
| storage mail                    | Fort Worth -Kansas City            |
| RPO                             | " " -Newton (discontinued 7-18-67) |
| baggage-mail                    | Houston -Kansas City               |
| storage mail                    | Gainesville- " " (fm Dallas #116)  |
| passenger cars in this position |                                    |

|                        |                    |                     |            |
|------------------------|--------------------|---------------------|------------|
| Galveston-Houston      | 2 cars             | Gainesville-Newton  | 17 (18 Sa) |
| Houston-Fort Worth     | 11 (10 SuM, 12 Sa) | Newton-Kansas City  | 16 (17 Sa) |
| Fort Worth-Gainesville | 13 (14 Sa)         | Kansas City-Chicago | 14 (15 Su) |

Nos. 115&116 Summer 1967 (all lightweight)

|                |                    |                                          |
|----------------|--------------------|------------------------------------------|
| storage mail   | Gainesville&Dallas | (fm/to Kansas City #15/16; on rear #115) |
| coach 44-seat  | " - "              | (fm/to Chicago #15/16)                   |
| coach 44-seat  | " - "              | (fm/to Chicago #15/16)                   |
| sleeper (10-6) | " - "              | (fm/to Chicago #15/16)                   |

4 cars

As with most of the Santa Fe's passenger trains, the roof fell in on the TEXAS CHIEF that fall. The long string of head end cars shrank to a single baggage car by winter. The Dallas stub runs were submitted for discontinuance. That Christmas-New Year's season was the last occasion for separate Dallas and Houston sections. Here, briefly, is how that operation looked:

First 15&16 Christmas-New Year's 1967-68 (all lightweight)

|                          |                 |                                     |
|--------------------------|-----------------|-------------------------------------|
| storage mail             | Chicago&Houston | (on #15 only)                       |
| baggage (TBM)            | " - "           |                                     |
| 8 coaches                | " - "           |                                     |
| lunch counter diner-dorm | " - "           | (1569, 76 & snack lounge 1346 asgd) |
| diner 46-seat            | " - "           | (1488, 97-98 assigned)              |
| bar lounge-dormitory     | " - "           | (1345, 70, 75 assigned)             |
| sleeper (10-6)           | " - "           |                                     |
| sleeper (4-4-2)          | " - "           |                                     |
| sleeper (10-6)           | " -Fort Worth   |                                     |

Chicago-Fort Worth 16 cars (15 on #16) Fort Worth-Houston 15 (14 on #16)

Second 15&16 and 115&116 Christmas-New Year's 1967-68 (all lightweight)

|                      |                |                     |
|----------------------|----------------|---------------------|
| baggage (TBM)        | Chicago&Dallas |                     |
| 4 coaches            | " - "          |                     |
| diner 46-seat        | " - "          | (1484, 87 assigned) |
| bar lounge-dormitory | " - "          | (1371, 78 assigned) |
| sleeper (10-6)       | " - "          |                     |

8 cars

(NOS. 15&16 and 115&116 TEXAS CHIEF...cont'd)

Through coach and sleeping car service to Dallas ended after the New Year's rush. Nos. 115&116, from then until discontinued on July 19, 1968, carried only a baggage car and coach, with a second coach available if needed -- all locally between Gainesville and Dallas. Connecting passengers had to change trains at Gainesville's North Yard.

At that, the TEXAS CHIEF was lucky. It was one of three long-distance trains the Santa Fe wanted to keep running after the summer of 1967. Minus the Dallas stub, it would be revitalized, both under Santa Fe and later under Amtrak. Things started looking better in the spring of 1968, when high-level coaches were introduced in off-season months. The result is shown below:

Nos. 15&16 Spring 1968 (all lightweight)

|                               |                 |                              |
|-------------------------------|-----------------|------------------------------|
| baggage (TBM)                 | Chicago&Houston |                              |
| hi-level coach 68-seat        | " - "           | (steps down)                 |
| exMTuW-hi-level coach 72-seat | " - "           |                              |
| hi-level coach 68-seat        | " - "           | (steps down)                 |
| bar lounge-dormitory          | " - "           | (1494-96, 98 assigned)       |
| diner 46-seat                 | " - "           |                              |
| sleeper (10-6)                | " - "           |                              |
| sleeper (4-4-2)               | " -Fort Worth   |                              |
| storage mail                  | Kans Cy- " "    | (fm Chicago #1; on #15 only) |

Chicago-Fort Worth 8 cars (9 fm KC on #15) Fort Worth-Houston 7

But because all high-level coaches were needed that summer on the EL CAPITAN and SAN FRANCISCO CHIEF, Nos. 15&16 once again carried conventional coaches. New to their consists, though, were full dome lounges reassigned after a dozen years' duty on Nos. 19&20, the CHIEF (discontinued May 13, 1968).

Nos. 15&16 Summer 1968 (all lightweight)

|                    |                    |                               |
|--------------------|--------------------|-------------------------------|
| storage mail       | Chicago-Fort Worth | (on #15 only)                 |
| baggage (TBM)      | " -Houston         |                               |
| baggage-dorm       | " - "              | (1383, 85-86 assigned)        |
| coach 44-seat      | " - "              |                               |
| coach 48-seat      | " - "              |                               |
| coach 48-seat      | " - "              |                               |
| coach 48-seat      | " - "              |                               |
| coach 48-seat      | " - "              |                               |
| coach 48-seat      | " - "              |                               |
| coach 48-seat      | " - "              |                               |
| FSS-coach 48-seat  | " - "              |                               |
| X-coach 44/48-seat | " - "              | (on weekends when authorized) |
| fulldome bar lge   | " - "              | (506-series)                  |
| diner 46-seat      | " - "              |                               |
| sleeper (10-6)     | " - "              |                               |
| sleeper (10-6)     | " -Fort Worth      |                               |
| sleeper (10-3-2)   | " -Topeka          |                               |

Chicago-Topeka 15-16 cars (14-15 on #16) Fort Worth-Houston 12-13  
Topeka-Fort Worth 14-15 (13-14 on #16)

(NOS. 15&16 TEXAS CHIEF...cont'd)

The high-levels returned that fall, with three of them running daily through the winter months. The sleeper for Topeka remained in service. Full dome lounges were switched between Nos. 15&16 and Nos. 1&2 (SAN FRANCISCO CHIEF) in October, 1968. Now the domes on the TEXAS CHIEF contained dormitory space downstairs, so dormitory cars weren't needed at the front of the consist.

The Christmas-New Year's rush of 1968-69 found the TEXAS CHIEF running with a second section as far south as Oklahoma City on six days in each direction. Here, in condensed form, are the consists:

First 15&16 Christmas-New Year's 1968-69 (all lightweight)

|                            |                    |                                      |
|----------------------------|--------------------|--------------------------------------|
| storage mail (on #15 only) | Chicago&Fort Worth |                                      |
| baggage-mail (TBM)         | "                  | -Houston                             |
| 3 coach 44/48-seat         | "                  | - "                                  |
| 4 hi-level coach 68/72-st  | "                  | - "                                  |
| lunch counter-diner-dorm   | "                  | - " (1570-71, 74, 76 assigned)       |
| fulldome bar lounge-dorm   | "                  | - " (550-series)                     |
| diner 46-seat              | "                  | - "                                  |
| 2 sleeper (10-6/4-4-2)     | "                  | - "                                  |
| 2 sleeper (10-6/4-4-2)     | "                  | -Fort Worth                          |
| sleeper (10-6)             | "                  | -Topeka (on second section when run) |
| storage mail (on #15 only) | "                  | -Kansas City                         |

|                    |                          |
|--------------------|--------------------------|
| Chicago-Topeka     | 18 cars (16 on First 16) |
| Topeka-Fort Worth  | 16 (15 on First 16)      |
| Fort Worth-Houston | 13                       |

Second 15&16 Christmas-New Year's 1968-69 (all lightweight)

|                          |                       |                          |
|--------------------------|-----------------------|--------------------------|
| 3 coach 44/48-seat       | Chicago&Oklahoma City |                          |
| fulldome bar lounge-dorm | "                     | - " " (550, 55 assigned) |
| lunch counter-diner      | "                     | - " " (1563-64 assigned) |
| 2 coach 44/48-seat       | "                     | - " "                    |
| sleeper (10-6)           | "                     | -Topeka                  |

|                      |        |
|----------------------|--------|
| Chicago-Topeka       | 8 cars |
| Topeka-Oklahoma City | 7      |

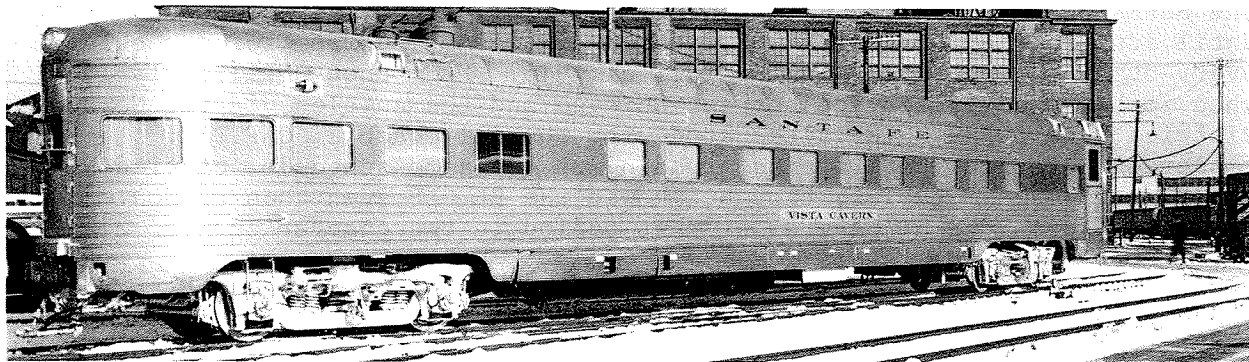
A similar split operation occurred the following Christmas season. This time, the second section (run only four days each way) was extended 33 miles to the division point of Purcell, Okla., for operating convenience. The Houston section's consist was identical to that of the previous year. The Purcell section carried a full dome bar lounge-dormitory and a lunch counter-diner in the middle of six 44/48-seat coaches. The Topeka sleeper ran on the Houston section.

In the final summer before Amtrak, the TEXAS CHIEF's consist was turned around to facilitate switching en route:

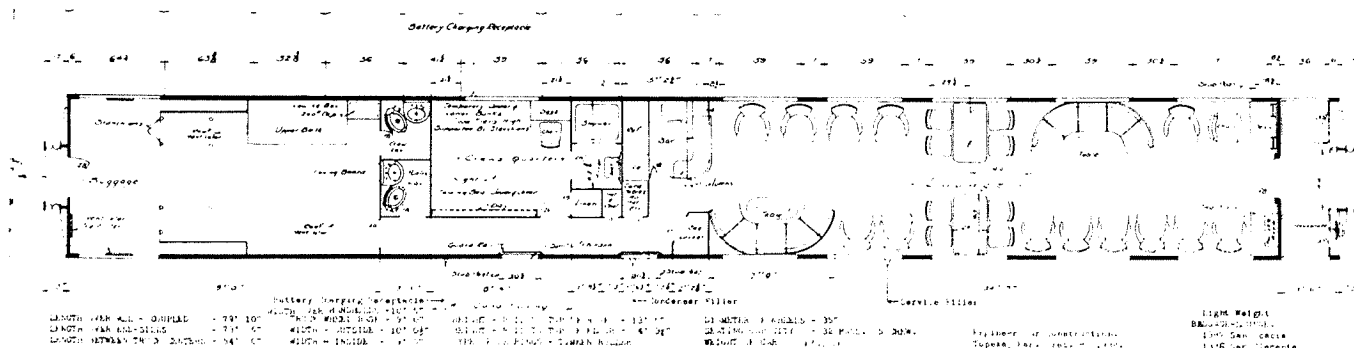
Nos. 15&16 Summer 1970 (all lightweight)

|                    |                              |
|--------------------|------------------------------|
| Chicago-Topeka     | 11 cars weekdays (12 on #15) |
| Topeka-Fort Worth  | 10 (11 on #15)               |
| Fort Worth-Houston | 10                           |

The TEXAS CHIEF, still with its old numbers, continues today as an Amtrak train.



Two SUPER CHIEF cars: Vista Cavern (above) and the floor plan for 1386-87, baggage-bar lounge-dorms (below).





San Clemente, a baggage-bar lounge-dorm, ran on the SUPER CHIEF until 1950. It then went to the CHIEF and was converted into a baggage-dormitory in 1956. A floor plan is on page 89. (DK)

#### NOS. 17&18 SUPER CHIEF Chicago and Los Angeles

The SUPER CHIEF, Santa Fe's flagship from its first day of service in 1935 until its transfer to Amtrak 36 years later, was moved from twice-weekly to every-other-day operation in the fall of 1946. From then until early 1948, when it began daily service between Chicago and Los Angeles via the Northern District, the SUPER CHIEF alternated with the all-coach EL CAPITAN. In employe timetables, both trains, running on the same schedule, carried Nos. 17&18. Public timetables, though, showed the EL CAP even then as Nos. 21&22. We will discuss the EL CAPITAN of that period in the chapter on Nos. 21&22.

Here's the SUPER CHIEF's consist as it began running on the even days of each month in September, 1946:

Nos. 17&18 Fall 1946 (all lightweight)

|                          |                     |                                |
|--------------------------|---------------------|--------------------------------|
| storage mail             | Chicago-Los Angeles |                                |
| baggage-dorm-bar lounge  | " - " "             | (1386-87 assigned)             |
| sleeper (8-2-2)          | " - " "             | (Salahkai-series)              |
| sleeper (17 rte)         | " - " "             | (Chaco-series)                 |
| sleeper (4-4-2)          | " - " "             | (Hotevilla-series)             |
| sleeper (4-4-2)          | " - " "             | (Bacobi-series)                |
| bar lounge-dormitory     | " - " "             | (1390-series)                  |
| diner 36-seat            | " - " "             | (1489-series)                  |
| sleeper (4-4-2)          | " - " "             | (Hotevilla-series)             |
| sleeper (8-2-2)          | " - " "             | (Salahkai-series)              |
| sleeper (4-4-2)          | " - " "             | (Hotevilla-series)             |
| sleeper-lounge-obs (4-1) | " - " "             | (round end; Betahtakin-series) |

12 cars

(NOS. 17&18 SUPER CHIEF...cont'd)

All sleeping car equipment was of pre-World War II vintage. Beginning late in 1946, however, car builders began delivering new sleepers -- enough, by early 1948, to allow the SUPER CHIEF to begin daily operations, with this consist:

Nos. 17&18 Spring 1949 (all lightweight)

|                          |              |              |                           |
|--------------------------|--------------|--------------|---------------------------|
| storage mail             | Chicago      | -Los Angeles |                           |
| RPO                      | Kansas City- | " "          |                           |
| baggage-dormitory-lounge | Chicago      | - " "        | (1380-86 assigned)        |
| sleeper (10-3-2)         | "            | - " "        | (Blue-series)             |
| sleeper (10-3-2)         | "            | - " "        | (Blue-series)             |
| sleeper (4-4-2)          | "            | - " "        | (Regal-series)            |
| sleeper (4-4-2)          | "            | - " "        | (Regal-series)            |
| bar lounge-dormitory     | "            | - " "        | (1390-95 assigned)        |
| diner 36-seat            | "            | - " "        | (1492-98 assigned)        |
| sleeper (4-4-2)          | "            | - " "        | (Regal-series)            |
| sleeper (10-3-2)         | "            | - " "        | (Blue-series)             |
| sleeper-lounge-obs (4-1) | "            | - " "        | (round end; Vista-series) |

Chicago-Kansas City 11 cars                      Kansas City-Los Angeles 12

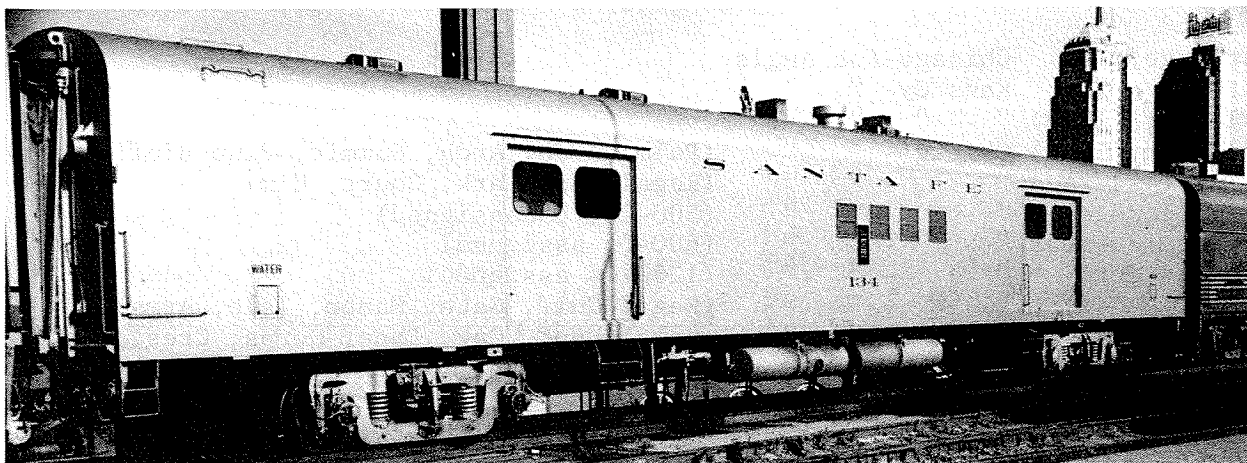
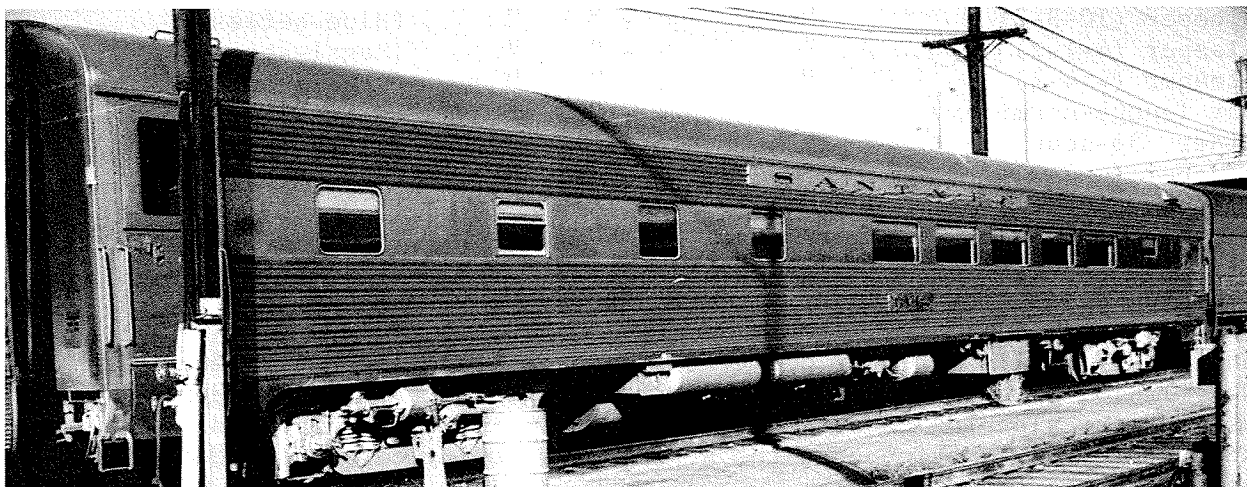
In 1950-51, still more car deliveries made possible another re-equipping of Nos. 17&18. Dining and lounge cars arrived fresh from the builders' shops, as did many sleeping cars. This is how the SUPER CHIEF appeared in the summer of 1953. Notice that the string of sleeping cars was becoming embarrassing short:

Nos. 17&18 Summer 1953 (all lightweight)

|                |                   |                                                 |
|----------------|-------------------|-------------------------------------------------|
| storage mail   | Chicago-Los Angls |                                                 |
| RPO            | Kans Cy-          | " "                                             |
| sleeper (10-6) | " " - "           | " "                                             |
| sleeper (10-6) | Chicago-          | " (Palm Haven, Arch, Summit; Pine Bluff, Beach) |
| *slpr (4-4-2)  | " - "             | " (Regal Inn, Lark, Court, Elm)                 |
| dome lounge    | " - "             | " (500-03, 05 assigned)                         |
| diner 36-seat  | " - "             | " (600-05 assigned)                             |
| lounge-dorm    | " - "             | " (1340-44 assigned)                            |
| slpr (4-4-2)   | " - "             | " (Regal Gulf, Gate, Manor, Isle, Arms)         |
| slpr (4-4-2)   | " - "             | " (Regal Hunt, Oak, Lane, Corps, Crest)         |
| sleeper (10-6) | " - "             | " (Palm Top, Lane, Tower, Star, Path)           |
| slpr-lnge-obs  | " - "             | " (4-1 round end;                               |
| * -- ThFSa     |                   | Vista Canyon, Cavern, Club, Heights, Valley)    |

Chicago-Kansas City 9 cars (10 ThFSa)      Kansas City-Los Angeles 11 (12 FSS)

With the SUPER CHIEF hauling so few sleepers, the days of the CHIEF (Nos. 19 & 20) as a second all-Pullman transcontinental train were obviously numbered. Thus, on January 15, 1954, the SUPER CHIEF was assigned the four sleeping cars that had run between the East Coast and Los Angeles-San Diego on the CHIEF. The CHIEF was given coaches in place of these sleepers, and its schedule speeded up to allow for a one-night-out arrival in Los Angeles.



Regal-series sleepers (Regal Cross, Pullman 1947, pictured above) and 1339-series lounge-dormitories (1342, Pullman 1950, in middle photo) were assigned to the SUPER CHIEF for two decades or more. But the 130-series steam generator cars didn't appear until the last winter before Amtrak. (ATSF, bottom two DK)



(NOS. 17&18 SUPER CHIEF...cont'd)

Nos. 17&18 Winter 1953-54 (all lightweight)

|                     |              |              |                                      |
|---------------------|--------------|--------------|--------------------------------------|
| storage mail        | Chicago      | -Los Angeles |                                      |
| RPO                 | Kansas City- | "            | "                                    |
| sleeper (10-6)      | "            | "            | " (Pine/Palm-series)                 |
| sleeper (10-6)      | Chicago      | - "          | " (Pine/Palm-series)                 |
| sleeper (4-4-2)     | "            | - "          | " (Regal-series)                     |
| sleeper (4-4-2)     | "            | - "          | " (Regal-series)                     |
| dome bar lounge     | "            | - "          | " (500-series)                       |
| diner 36-seat       | "            | - "          | " (600-series)                       |
| lounge-dormitory    | "            | - "          | " (1339-series)                      |
| sleeper (10-6)      | "            | - "          | " (fm/to Wash B&O; to/fm SDgo 74&77) |
| sleeper (10-6)      | "            | - "          | " (fm/to New York NYC)               |
| sleeper (4-4-2)     | "            | - "          | " (fm/to New York NYC)               |
| sleeper (4-4-2)     | "            | - "          | " (fm/to New York PRR)               |
| slpr-lnge-obs (4-1) | "            | - "          | " (round end; Vista-series)          |

Chicago-Kansas City 12 cars

Kansas City-Los Angeles 14

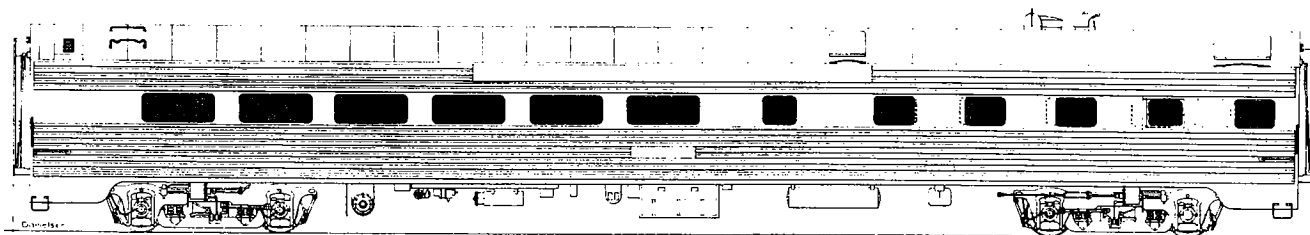
No. 17 Summer 1957 (all lightweight)

|                                  |            |                                                    |
|----------------------------------|------------|----------------------------------------------------|
| Su-storage mail                  | Kans Cy-LA |                                                    |
| RPO                              | La Junta-  | "                                                  |
| storage mail                     | Chicago-   | "                                                  |
| sleeper (4-4-2)*                 | "          | - " (Regal Ruby, River, Spa, City, Inn, Ring)      |
| sleeper (10-6)**                 | "          | - " (Pine Arroyo, Brook, Dale, Island, Cove, Fern) |
| sleeper (4-4-2)**                | "          | - " (Regal Gate, Gulf, Arms, Creek, Town, Court)   |
| sleeper (10-6)***                | "          | - " (Pine Leaf, Gem, Creek, Pass, Ring, Beach)     |
| dome bar lounge                  | "          | - " (500-05 assigned)                              |
| diner 36-seat                    | "          | - " (600-05 assigned)                              |
| lounge-dormitory                 | "          | - " (1339-44 assigned)                             |
| sleeper (4-4-2)                  | "          | - " (Regal Center, Dome, Manor, Stream, Vale)      |
| sleeper (10-6)                   | "          | - " (Palm Leaf, Summit, Top; Pine Crest)           |
| slpr-lnge-obs (4-1)              | "          | - " (Vista Canyon, Cavern, Club, Heights, Valley)  |
| sleeper (10-6)                   | Kans Cy-   | " (ran ahead of observation after Aug. 26)         |
| * -- fm/to New York PRR #28/29   |            |                                                    |
| ** -- fm/to New York NYC #25/26  |            |                                                    |
| *** -- fm/to Washington B&O #5/6 |            |                                                    |

Chicago-Kansas City 11 cars

La Junta-Los Angeles 13 (14 Su)

Kansas City-La Junta 12 (13 Su)



Diners 600-06, Pullman-built in 1950, were used exclusively on the SUPER CHIEF.

(NOS. 17&18 SUPER CHIEF...cont'd)

No. 18's train was identical, except that head end equipment was limited to a Los Angeles-to-Chicago baggage-mail car.

Coast-to-coast sleeping car lines were protected by Santa Fe's stainless steel cars. Only rarely -- once or twice a month -- would sleepers from the Eastern connections be seen in place of Regal or Pine cars. The equipment on the SUPER CHIEF did not operate as integral trainsets. The coast-to-coast cars required six days for a round trip. The lounges turned every five days, the diner every six (to allow more maintenance time). The Eastern connecting trains at Chicago were the CAPITOL LIMITED (Baltimore & Ohio Nos. 5&6), TWENTIETH CENTURY LIMITED (New York Central Nos. 25&26) and BROADWAY LIMITED (Pennsylvania Nos. 28&29). The Vista-series observation cars had their rounded ends flattened in 1956 to allow midtrain operation, but the observation windows remained in place.

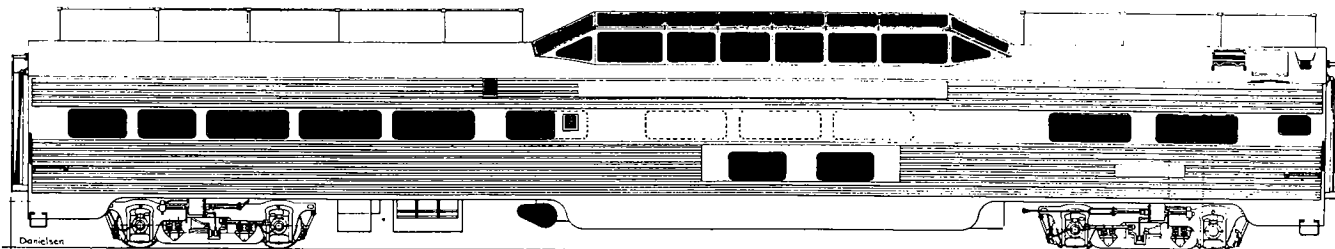
This is our last look at the SUPER CHIEF as a year-around all-Pullman train. On Jan. 12, 1958, it was consolidated with the all-coach EL CAPITAN (Nos. 21 & 22), but retained the SUPER CHIEF's numbers and schedules. Concurrent with the merger, the Vista-series observations went to the SAN FRANCISCO CHIEF, the mid-train lounge-dormitories entered temporary storage, and two of the remaining three coast-to-coast sleeping car lines vanished. From this time on, the SUPER CHIEF-EL CAPITAN would run combined -- with separate diners and lounges -- except during summers and Christmas seasons. Each summer, the high-level EL CAP cars would make up one section of the train; sleepers plus two or three conventional coaches and a lunch counter-diner and lounge-dormitory would comprise the other. Here's how it all appeared in 1959, a typical year during this period:

No. 17 Spring & Fall 1959 (all lightweight)

|                            |              |              |                         |
|----------------------------|--------------|--------------|-------------------------|
| exSuM-storage mail         | Chicago      | -Kansas City |                         |
| exMTuF-storage mail        | Kansas City  | -Los Angeles | (fm Dayton MoPac on Su) |
| RPO                        | La Junta     | - "          | "                       |
| storage mail               | Chicago      | - "          | "                       |
| baggage-dormitory          | "            | - "          | " (3477-82 assigned)    |
| hi-level coach 68-seat     | "            | - "          | " (steps down)          |
| MTh-hi-level coach 72-seat | "            | - "          | "                       |
| hi-level diner 80-seat     | "            | - "          | " (650-55 assigned)     |
| hi-level lounge (2 bars)   | "            | - "          | "                       |
| hi-level coach 72-seat     | "            | - "          | "                       |
| hi-level coach 68-seat     | "            | - "          | " (steps down)          |
| sleeper (10-6)             | "            | - "          | " (Pine/Palm-series)    |
| sleeper (4-4-2)            | "            | - "          | " (Regal-series)        |
| dome bar lounge            | "            | - "          | " (500-05 assigned)     |
| diner 36-seat              | "            | - "          | " (600-05 assigned)     |
| sleeper (4-4-2)            | "            | - "          | " (Regal-series)        |
| sleeper (10-6)             | "            | - "          | " (Pine/Palm-series)    |
| sleeper (10-6)             | Kansas City- | "            | " (Pine/Palm-series)    |

Chicago-Kansas City 14 cars (13 Su, 15 Th) La Junta-Los Angeles 16 (15 M)  
 Kansas City-La Junta 15 (14M)

No. 18 carried identical passenger equipment, but included only a Los Angeles-Kansas City RPO, Los Angeles-Chicago baggage-mail and Los Angeles-Chicago baggage-dormitory on its head end.



Dome lounges 500-05, built in 1950, remain on the SUPER CHIEF in 1974.

(NOS. 17&18 SUPER CHIEF-EL CAPITAN...cont'd)

First 17 Summer 1959 (all lightweight)

|                          |              |              |                              |
|--------------------------|--------------|--------------|------------------------------|
| RPO                      | La Junta     | -Los Angeles |                              |
| storage mail             | Chicago      | - "          | "                            |
| coach 48-seat            | "            | - "          | "                            |
| coach 44/48-seat         | "            | - "          | "                            |
| coach 44-seat            | "            | - "          | "                            |
| lounge-dormitory         | "            | - "          | " (1339-44 assigned)         |
| lunch counter-diner-dorm | "            | - "          | " (1569, 72, 74, 76-77 asgd) |
| sleeper (10-6)           | "            | - "          | " (Pine/Palm-series)         |
| sleeper (4-4-2)          | "            | - "          | " (Regal-series)             |
| dome bar lounge          | "            | - "          | " (500-series)               |
| diner 36-seat            | "            | - "          | " (600-series)               |
| sleeper (4-4-2)          | "            | - "          | " (Regal-series)             |
| sleeper (10-6)           | "            | - "          | " (Pine/Palm-series)         |
| sleeper (10-6)           | Kansas City- | " "          | " (Pine/Palm-series)         |

|                      |         |                      |    |
|----------------------|---------|----------------------|----|
| Chicago-Kansas City  | 12 cars | La Junta-Los Angeles | 14 |
| Kansas City-La Junta | 13      |                      |    |

First 18, the SUPER CHIEF section, carried just a Los Angeles-Chicago baggage car; it had 13 cars to Kansas City and 12 to Chicago.

Second 17 Summer 1959 (all lightweight)

|                           |                         |              |                      |
|---------------------------|-------------------------|--------------|----------------------|
| storage mail              | Kansas City-Los Angeles |              |                      |
| exSuM-storage mail        | Chicago                 | -Kansas City |                      |
| baggage                   | "                       | -Los Angeles |                      |
| baggage-dormitory         | "                       | - "          | " (3477-82 assigned) |
| hi-level coach 68-st      | "                       | - "          | " (steps down)       |
| MThF-hi-level coach 72-st | "                       | - "          | "                    |
| hi-level coach 72-st      | "                       | - "          | "                    |
| hi-level coach 72-st      | "                       | - "          | "                    |
| hi-level diner 80-st      | "                       | - "          | " (650-55 assigned)  |
| hi-level lounge           | "                       | - "          | " (2 bars)           |
| hi-level coach 72-st      | "                       | - "          | "                    |
| hi-level coach 72-st      | "                       | - "          | "                    |
| hi-level coach 72-st      | "                       | - "          | "                    |
| hi-level coach 68-st      | "                       | - "          | " (steps down)       |

|                         |                          |
|-------------------------|--------------------------|
| Chicago-Kansas City     | 12 cars (11 Su, 13 MThF) |
| Kansas City-Los Angeles | 12 (13 TuFSa)            |

(NOS. 17&18 SUPER CHIEF-EL CAPITAN...cont'd)

Second 18's head end consisted of an RPO, a storage mail and a baggage-dormitory -- all Los Angeles-Chicago. Its passenger car lineup was identical to that of the westbound EL CAP section.

First 17 Christmas-New Year's 1958-59 (all lightweight)

|                        |             |   |             |                  |
|------------------------|-------------|---|-------------|------------------|
| storage mail           | Chicago     | - | Kansas City |                  |
| RPO (extra Dec. 16-22) | Kansas City | - | La Junta    |                  |
| storage mail           | "           | " | -           | Los Angeles      |
| RPO                    | La Junta    | - | "           | "                |
| storage mail           | Chicago     | - | "           | "                |
| sleeper (10-6)         | "           | - | "           | " (Pine-series)  |
| sleeper (10-6)         | "           | - | "           | " (Palm-series)  |
| sleeper (4-4-2)        | "           | - | "           | " (Regal-series) |
| sleeper (4-4-2)        | "           | - | "           | " (Regal-series) |
| dome bar lounge        | "           | - | "           | " (500-series)   |
| diner 36-seat          | "           | - | "           | " (600-series)   |
| lounge-dormitory       | "           | - | "           | " (1339-series)  |
| sleeper (10-6)         | "           | - | "           | " (Pine-series)  |
| sleeper (4-4-2)        | "           | - | "           | " (Regal-series) |
| sleeper (4-4-2)        | "           | - | "           | " (Regal-series) |
| sleeper (10-6)         | Kansas City | - | "           | " (Palm-series)  |

Chicago-Kansas City 12 cars                      Kansas City-La Junta-Los Angeles 14

First 18's train was the same, except for the head end, which lined up:

|                                 |             |   |             |   |
|---------------------------------|-------------|---|-------------|---|
| storage mail (extra Dec. 15-22) | Los Angeles | - | Kansas City |   |
| RPO                             | "           | " | -           | " |
| RPO                             | La Junta    | - | "           | " |
| storage mail                    | Los Angeles | - | Chicago     |   |

That gave it 14 cars to La Junta, 15 to Kansas City, and 11 to Chicago.

Second 17 Christmas-New Year's 1958-59 (all lightweight)

|                             |             |   |             |                      |
|-----------------------------|-------------|---|-------------|----------------------|
| Su-storage mail (magazines) | Kansas City | - | Los Angeles |                      |
| storage mail                | "           | " | -           | "                    |
| storage mail                | Chicago     | - | "           | "                    |
| baggage (extra Dec. 16-23)  | "           | - | "           | "                    |
| baggage-dormitory           | "           | - | "           | " (3477-82 assigned) |
| 3 hi-level coach            | "           | - | "           | " (1 steps down)     |
| hi-level diner 80-seat      | "           | - | "           | " (650-55 assigned)  |
| hi-level lounge (2 bars)    | "           | - | "           | "                    |
| 4 hi-level coach            | "           | - | "           | " (1 steps down)     |

Chicago-Kansas City 12 cars                      Kansas City-Los Angeles 13 (14 Su)

Second 18 had only a baggage-mail car ahead of the baggage-dormitory, for an 11-car total all the way to Chicago.

This makeup pattern continued from 1958 to 1962. Notice that only during the Christmas holidays was the SUPER CHIEF-half of Nos. 17&18 an all-sleeping car train. In summer, it still carried three conventional coaches.

(NOS. 17&18 SUPER CHIEF-EL CAPITAN...cont'd)

In 1962, because the Santa Fe had no family plan fares on Fridays, Saturdays and Sundays, demand for space bulged Monday and Thursday nights on Nos. 17&18. This led to the operation of three sections of the SUPER-EL CAP out of both terminals on those two nights during the summers through 1964. Five nights a week, there was a SUPER CHIEF section with the sleepers and conventional coaches, and an EL CAP section with the high-level cars. But on Mondays and Thursdays, it went like this:

First 17&18 -- sleeping cars

Second 17&18 -- conventional coaches

Third 17&18 -- high-level coaches

Here are detailed consists for one of those years:

First 17&18 Summer 1963 (Mondays & Thursdays only) (all lightweight)

|                  |              |              |                      |
|------------------|--------------|--------------|----------------------|
| baggage          | Chicago      | -Los Angeles |                      |
| sleeper (10-6)   | "            | - "          | " (Pine-series)      |
| sleeper (10-6)   | "            | - "          | " (Pine-series)      |
| sleeper (4-4-2)  | "            | - "          | " (Regal-series)     |
| sleeper (4-4-2)  | "            | - "          | " (Regal-series)     |
| dome bar lounge  | "            | - "          | " (500-05 assigned)  |
| diner 36-seat    | "            | - "          | " (600-06 assigned)  |
| lounge-dormitory | "            | - "          | " (1339-44 assigned) |
| sleeper (4-4-2)  | "            | - "          | " (Regal-series)     |
| sleeper (4-4-2)  | "            | - "          | " (Regal-series)     |
| sleeper (10-6)   | "            | - "          | " (Pine-series)      |
| sleeper (10-6)   | Kansas City- | " "          | " (Palm-series)      |

Chicago-Kansas City 11 cars

Kansas City-Los Angeles 12

Second 17&18 Summer 1963 (Mondays & Thursdays only) (all lightweight)

|                        |                     |                     |
|------------------------|---------------------|---------------------|
| dormitory (24 dup rte) | Chicago-Los Angeles | (3474-75 assigned)  |
| coach 44-seat          | " - " "             |                     |
| coach 44-seat          | " - " "             |                     |
| lunch counter-diner    | " - " "             | (1555, 58 assigned) |
| coach 44-seat          | " - " "             |                     |
| coach 44-seat          | " - " "             |                     |
| bar lounge             | " - " "             | (3117-18 assigned)  |
| coach 44-seat          | " - " "             |                     |
| coach 44-seat          | " - " "             |                     |
| lunch counter-diner    | " - " "             | (1556, 59 assigned) |
| coach 44-seat          | " - " "             |                     |
| coach 44-seat          | " - " "             |                     |

12 cars

(NOS. 17&18 SUPER CHIEF-EL CAPITAN...cont'd)

Third 17 Summer 1963 (Mondays & Thursdays only) (all lightweight)  
 Second 17 (except Mondays & Thursdays)

|                             |              |              |                    |
|-----------------------------|--------------|--------------|--------------------|
| RPO                         | La Junta     | -Los Angeles |                    |
| exSuM-storage mail          | Kansas City- | " "          |                    |
| storage mail                | Chicago      | -Kansas City |                    |
| storage mail                | "            | -Los Angeles |                    |
| baggage-dormitory           | "            | - " "        | (3477-82 assigned) |
| hi-level coach 68-seat      | "            | - " "        | (steps down)       |
| MThF-hi-level coach 72-seat | "            | - " "        |                    |
| hi-level coach 72-seat      | "            | - " "        |                    |
| hi-level coach 72-seat      | "            | - " "        |                    |
| hi-level diner 72-seat      | "            | - " "        | (650-55 assigned)  |
| hi-level lounge (2 bars)    | "            | - " "        |                    |
| hi-level coach 72-seat      | "            | - " "        |                    |
| hi-level coach 72-seat      | "            | - " "        |                    |
| hi-level coach 72-seat      | "            | - " "        |                    |
| hi-level coach 68-seat      | "            | - " "        | (steps down)       |

Chicago-Kansas City 12 cars (13 MThF)  
 Kansas City-La Junta 13 (11 SS, 12 TuW)  
 La Junta-Los Angeles 14 (12 SS, 13 TuW)

Third 18 (Mondays and Thursdays) and Second 18 (except Mondays and Thursdays)  
 carried the LA-Chicago storage mail and baggage cars and an LA-Kansas City  
 RPO, in addition to the high-level equipment.

First 17&18 Summer 1963 (except Mondays & Thursdays) (all lightweight)

|                     |                     |                    |
|---------------------|---------------------|--------------------|
| baggage             | Chicago-Los Angeles |                    |
| coach 48-seat       | " - " "             |                    |
| coach 44-seat       | " - " "             |                    |
| coach 44-seat       | " - " "             |                    |
| coach 44-seat       | " - " "             |                    |
| lunch counter-diner | " - " "             |                    |
| lounge-dormitory    | " - " "             | (1339-44 assigned) |
| sleeper (10-6)      | " - " "             |                    |
| sleeper (4-4-2)     | " - " "             |                    |
| dome bar lounge     | " - " "             | (500-05 assigned)  |
| diner 36-seat       | " - " "             | (600-06 assigned)  |
| sleeper (4-4-2)     | " - " "             |                    |
| sleeper (10-6)      | " - " "             |                    |
| sleeper (10-6)      | Kans Cy- " "        |                    |

Chicago-Kansas City 13 cars  
 Kansas City-Los Angeles 14

Although twice-weekly operation of the SUPER CHIEF-EL CAPITAN in three  
 sections ceased after 1964, the train continued two-section runs during  
 summers and Christmas holidays. Here are makeups for the summer of 1967:

(NOS. 17&18 SUPER CHIEF-EL CAPITAN...cont'd)

First 17 Summer 1967 (all lightweight)

|                       |              |               |                          |
|-----------------------|--------------|---------------|--------------------------|
| ThFSa-coach 44-seat   | Chicago      | -Los Angeles  |                          |
| coach 44-seat         | "            | - "           | "                        |
| coach 44-seat         | "            | - "           | "                        |
| coach 44-seat         | "            | - "           | "                        |
| lounge-dormitory      | "            | - "           | " (1339-44 assigned)     |
| lunch counter-diner   | "            | - "           | " (1556, 58-60, 64 asgd) |
| sleeper (10-6)        | "            | - "           | "                        |
| sleeper (11 BR)       | "            | - "           | " (Indian-series)        |
| dome bar lounge       | "            | - "           | " (500-05 assigned)      |
| diner 36-seat         | "            | - "           | " (600-06 assigned)      |
| sleeper (11 BR)       | "            | - "           | " (Indian-series)        |
| sleeper (4-4-2/11 BR) | "            | - "           | " (11 BR car on MThSa)   |
| sleeper (10-6)        | Kansas City  | - "           | "                        |
| sleeper (4-4-2)       | Chicago      | -Williams Jct | (to Grand Canyon #15)    |
| sleeper (4-4-2)       | Williams Jct | -Los Angeles  | (fm Grand Canyon #14)    |

Chicago-Kansas City 12 (13 ThFSa)      Kansas City-Los Angeles 13 (14 FSS)

The summer-only Grand Canyon sleepers operated eastward on No. 20 (CHIEF), so First 18 carried one car less than First 17.

Second 17 Summer 1967 (all lightweight)

|                            |             |              |                      |
|----------------------------|-------------|--------------|----------------------|
| RPO                        | La Junta    | -Los Angeles |                      |
| storage mail               | Kansas City | - "          | "                    |
| storage mail               | Chicago     | - "          | "                    |
| baggage (TBM)              | "           | - "          | "                    |
| baggage-dormitory          | "           | - "          | " (3477-82 assigned) |
| hi-level coach 68-seat     | "           | - "          | " (steps down)       |
| ThF-hi-level coach 72-seat | "           | - "          | "                    |
| hi-level coach 72-seat     | "           | - "          | "                    |
| hi-level coach 72-seat     | "           | - "          | "                    |
| hi-level diner 72-seat     | "           | - "          | " (650-55 assigned)  |
| hi-level lounge            | "           | - "          | " (2 bars)           |
| hi-level coach 72-seat     | "           | - "          | "                    |
| hi-level coach 72-seat     | "           | - "          | "                    |
| hi-level coach 72-seat     | "           | - "          | "                    |
| hi-level coach 68-seat     | "           | - "          | " (steps down)       |

Chicago-Kansas City 12 cars (13 ThF)      La Junta-Los Angeles 14 (15 FSa)  
 Kansas City-La Junta 13 (14 FSa)

Eastbound, Second 18's RPO ran from Los Angeles to Kansas City; otherwise, its consist was identical.

The Railway Post Office cars were discontinued on the trains that fall. The following summer, in 1968, more sleepers were added to the SUPER CHIEF section, for a total of six between Chicago and Kansas City and seven west of Kansas City, plus four conventional 44-seat coaches. The EL CAP section that summer ran with eight high-level coaches each day and carried a storage mail car between Kansas City and Los Angeles on its rear end. In August,

(NOS. 17&18 SUPER CHIEF-EL CAPITAN...cont'd)

the EL CAP section began handling the conventional coaches that had run on the front of the SUPER CHIEF section.

The final summer of split operation came in 1969. It was the first and last time since 1957 that the SUPER CHIEF section carried only sleeping cars during an entire summer season. Here is the lineup for both sections:

First 17&18 Summer 1969 (all lightweight)

|                          |                     |                    |
|--------------------------|---------------------|--------------------|
| baggage-mail (TBM)       | Chicago-Los Angeles |                    |
| baggage-dormitory        | " - " "             | (3477-82 assigned) |
| hi-level coach 68-seat   | " - " "             | (steps down)       |
| hi-level coach 72-seat   | " - " "             |                    |
| hi-level coach 72-seat   | " - " "             |                    |
| hi-level coach 72-seat   | " - " "             |                    |
| hi-level diner 72-seat   | " - " "             | (650-55 assigned)  |
| hi-level lounge (2 bars) | " - " "             |                    |
| hi-level coach 72-seat   | " - " "             |                    |
| hi-level coach 72-seat   | " - " "             |                    |
| hi-level coach 72-seat   | " - " "             |                    |
| hi-level coach 68-seat   | " - " "             | (steps down)       |

12 cars

Second 17&18 Summer 1969 (all lightweight)

|                  |                      |                         |
|------------------|----------------------|-------------------------|
| storage mail     | Chicago -Los Angeles | (baggage-mail on 2d 18) |
| lounge-dormitory | " - " "              | (1339-44 assigned)      |
| sleeper (4-4-2)  | " - " "              |                         |
| sleeper (10-6)   | " - " "              |                         |
| sleeper (10-6)   | " - " "              |                         |
| sleeper (11 BR)  | " - " "              |                         |
| dome bar lounge  | " - " "              | (500-05 assigned)       |
| diner 36-seat    | " - " "              | (600-06 assigned)       |
| sleeper (11 BR)  | " - " "              |                         |
| sleeper (4-4-2)  | " - " "              |                         |
| sleeper (4-4-2)  | " - " "              |                         |
| sleeper (10-6)   | Kansas City- " "     |                         |
| storage mail     | " - " "              |                         |

Chicago-Kansas City 11 cars

Kansas City-Los Angeles 13

In 1970, the combined summer train hauled 18 cars -- including seven high-level coaches and five sleepers -- straight through, with no Kansas City pickups or setouts.

Steam generator cars appeared regularly on the SUPER CHIEF in the winter of 1970-71, so that freight units such as the F-45's of EMD could be assigned. This was the result:



(NOS. 17&18 SUPER CHIEF-EL CAPITAN...cont'd)

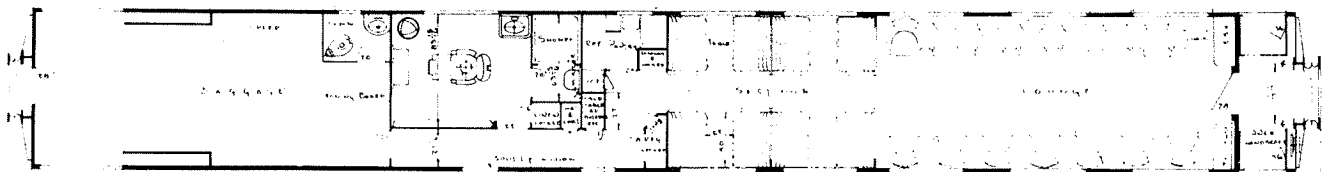
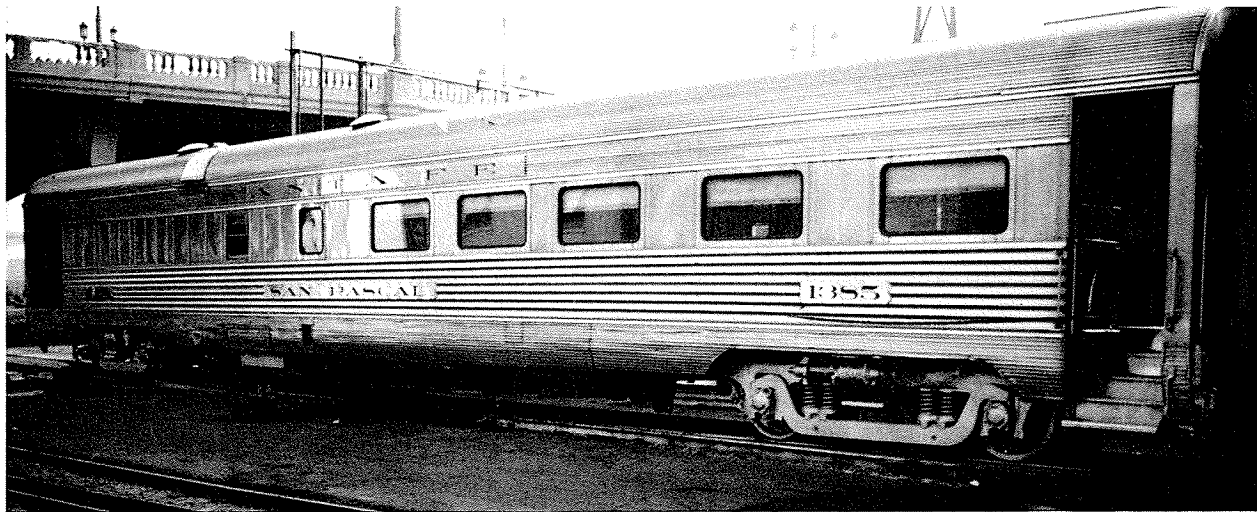
Nos. 17&18 Winter 1970-71 (all lightweight)

|                           |                 |                    |
|---------------------------|-----------------|--------------------|
| baggage (steam generator) | Chicago&Barstow | (131-40 assigned)  |
| storage mail              | " -Los Angeles  |                    |
| baggage-dormitory         | " - " "         | (3477-82 assigned) |
| hi-level coach 68-seat    | " - " "         | (steps down)       |
| hi-level diner 72-seat    | " - " "         | (650-55 assigned)  |
| hi-level lounge (2 bars)  | " - " "         |                    |
| hi-level coach 68-seat    | " - " "         | (steps down)       |
| sleeper (10-6)            | " - " "         |                    |
| sleeper (11 BR)           | " - " "         |                    |
| dome bar lounge           | " - " "         | (500-05 assigned)  |
| diner 36-seat             | " - " "         | (600-06 assigned)  |
| sleeper (11 BR)           | " - " "         |                    |
| sleeper (10-6)            | " - " "         |                    |

Chicago-Barstow 13 cars  
Barstow-Los Angeles 12

A third high-level coach ran behind the lounge when demand warranted.

The SUPER CHIEF still exists as Amtrak's premier long-distance train. EL CAPITAN was dropped from the name in 1973, although its high-level equipment remained.



San Pascal and other 1380-series cars operated on the CHIEF until 1948, on the SUPER CHIEF until 1950-51, then returned to the CHIEF. They were converted to baggage-dorms in 1956; the photo is post-conversion, the floor plan pre-conversion. See page 107. (DK)

NOS. 19&20 CHIEF Chicago and Los Angeles

On most other railroads, the CHIEF would have been the crown jewel of the passenger fleet. On the Santa Fe, however, Nos. 19&20 had to be content with third place. When it came to speed and new equipment, the SUPER CHIEF and EL CAPITAN got 'em first. Begun Sept. 14, 1926, the CHIEF carried only Pullmans for 28 years. It was assigned lightweight equipment soon after the SUPER CHIEF was inaugurated in the mid-1930's.

As we pick up the CHIEF after World War II, it operated on a 48-hour schedule via the Northern District; it left both Chicago and Los Angeles at noon.

No. 19 Fall 1946

|                    |                |              |                          |
|--------------------|----------------|--------------|--------------------------|
| exM-storage mail   | Chicago        | -Kansas City |                          |
| storage mail       | "              | - "          | "                        |
| storage mail       | LW Kansas City | -Los Angeles |                          |
| RPO                | "              | "            | "                        |
| storage mail       | LW Chicago     | - "          | "                        |
| bagg-dorm-bar lng  | LW "           | - "          | " (1380-85 assigned)     |
| sleeper (4-4-2)    | LW "           | - "          | " (fm New York PRR #29)  |
| sleeper (6-6-4)    | LW "           | - "          | " (fm Washington B&O #5) |
| sleeper (4-4-2)    | LW "           | - "          | " (fm New York NYC #25)  |
| sleeper (8-2-2)    | LW "           | - "          | "                        |
| sleeper (17 rte)   | LW "           | - "          | "                        |
| bar lounge-dorm    | LW "           | - "          | " (1371-76 assigned)     |
| diner 36-seat      | LW "           | - "          | "                        |
| slpr (6-2-2/6-6-4) | LW "           | - "          | "                        |
| sleeper (6-6-4)    | LW "           | - Ash Fork   | (to Phoenix #47)         |
| sleeper (8-2-2)    | LW "           | -Los Angeles |                          |
| slpr-lng-obs (4-2) | LW "           | - "          | " (Betahtakin-series)    |

Chicago-Kansas City 15 cars (14 M)

Kansas City-Ash Fork 15

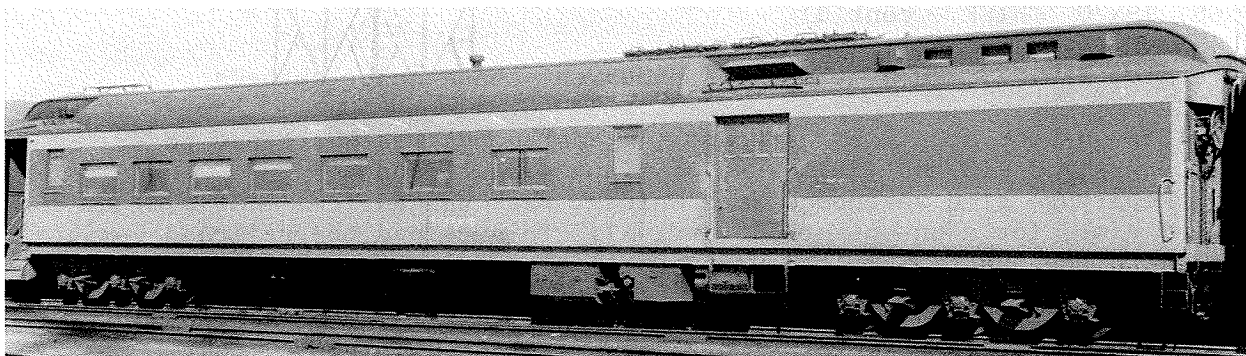
Ash Fork-Los Angeles 14

No. 20 carried the same passenger cars and this head end equipment:

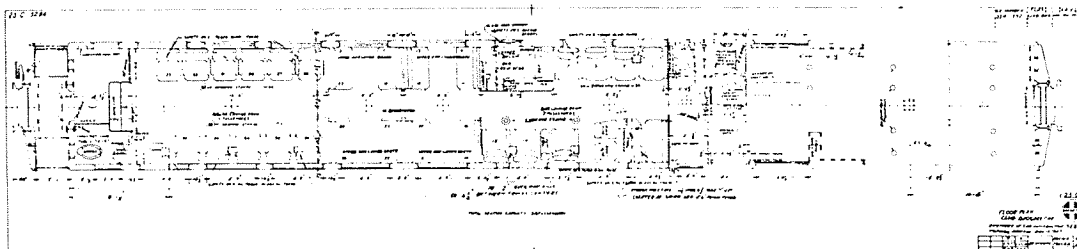
|                         |                            |                      |
|-------------------------|----------------------------|----------------------|
| storage mail            | LW Los Angeles-Kansas City |                      |
| RPO                     | " " - " "                  |                      |
| RPO                     | Kansas City-Chicago        |                      |
| storage mail            | LW Los Angeles-            | "                    |
| baggage-dorm-bar lounge | LW " " - "                 | " (1380-85 assigned) |

The CHIEF in 1946 was, in a sense, a transcontinental train; three of its eight full sleepers were coast-to-coast cars run in conjunction with the Pennsylvania (BROADWAY LIMITED), New York Central (TWENTIETH CENTURY LIMITED) and Baltimore & Ohio (CAPITOL LIMITED) railroads. About three hours was allowed in both directions for transferring the cars between stations in Chicago.

The schedule was cut in 1947 to 46½ hours westbound and 46 hours eastbound.



Replacing the 1380-series head end lounges on the CHIEF in 1948 were heavyweights 1300-05. Cars 1300, 03-04 (1304 is seen above) were rebuilt from lounge-dormitories 1350-52 for this purpose; the floor plan of 1300, 03-04 is shown below. (EA)



(NOS. 19&20 CHIEF...cont'd)

In 1949, a second sleeper from the TWENTIETH CENTURY LIMITED added to the CHIEF's transcontinental flavor. But the East Coast sleepers weren't the only interesting cars on the train. When the SUPER CHIEF started daily operation in early 1948, it needed all of the 1380-class baggage-dormitory-bar lounge cars. So, until new lounges arrived for the SUPER CHIEF in 1950-51 and the 1380-series cars returned to the CHIEF, Nos. 19&20 were assigned heavyweight cars 1300-05 of the same configuration. The paint shop jazzed up at least some of these cars with a "shadow-stripe" paint job to simulate a stainless steel exterior.

Nos. 19&20 Spring 1949

|                    |                |              |                                |
|--------------------|----------------|--------------|--------------------------------|
| exSu-storage mail  | LW Chicago     | &Kansas City | (on No. 19 only)               |
| storage mail       | IW Kansas City | -Los Angeles |                                |
| exM-storage mail   | LW Chicago     | - "          | (exSu on No. 20)               |
| bagg-dorm-bar lng  | "              | - "          | (HW 1300-05 assigned)          |
| sleeper (4-4-2)    | LW "           | - "          | (to/fm New York PRR 28/29)     |
| sleeper (4-4-2)    | LW "           | - "          | (fm/to New York NYC 25/26)     |
| sleeper (10-6)     | LW "           | - "          | (fm/to New York NYC 25/26)     |
| sleeper (6-6-4)    | LW "           | - "          | (fm/to Wash B&O #5/6)          |
| bar lounge-dorm    | LW "           | - "          | (1370-72, 76-78 assigned)      |
| diner 36-seat      | LW "           | - "          | (1485-91 assigned)             |
| sleeper (17 rte)   | LW "           | - "          |                                |
| sleeper (4-4-2)    | LW "           | -Ash Fork    | (to/fm Phoenix #47/42)         |
| sleeper (8-2-2)    | LW "           | -Los Angeles | (to/fm San Diego #74/71)       |
| slpr-lng-obs (4-1) | LW "           | - "          | (round end; Betahtakin-series) |

|                      |                                         |
|----------------------|-----------------------------------------|
| Chicago-Kansas City  | 13 cars (12 SuM, 12 on #20 except 11 M) |
| Kansas City-Ash Fork | 13 (12 M)                               |
| Ash Fork-Los Angeles | 12 (11 Tu)                              |

(NOS. 19&20 CHIEF...cont'd)

Effective Jan. 10, 1954, the CHIEF underwent these major changes:

- 1 -- Its 45-hour schedule westbound (44 eastbound) was shortened to 39 hours, 30 minutes (39 hours, 45 minutes eastbound).
- 2 -- Departure time westbound from Chicago was changed from 1:30 p.m. to 9 a.m., for a one-night-out arrival. This helped the railroad compete with the CHALLENGER, the Union Pacific's newly reinstated all-coach streamliner.
- 3 -- Most significantly, coaches were added to the CHIEF's consist and the transcontinental sleepers shifted to the SUPER CHIEF.

Here's the result:

No. 19 Winter 1953-54 and Summer 1954 (all lightweight)

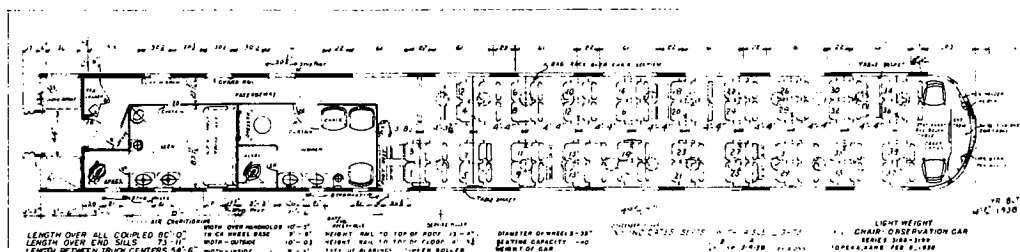
|                          |                         |                                |
|--------------------------|-------------------------|--------------------------------|
| baggage-mail             | Kansas City-Los Angeles | (fm Chgo #7; to SDgo #70)      |
| baggage-dorm-bar lounge  | Chicago - " "           | (1380-81, 83, 85-86 asgd)      |
| coach 48-seat            | " - " "                 | (summer only)                  |
| coach 48-seat            | " - " "                 |                                |
| coach 48-seat            | " - " "                 |                                |
| coach 48-seat            | " - " "                 |                                |
| lunch counter-diner      | " - " "                 |                                |
| diner 36-seat            | " - " "                 |                                |
| bar lounge-dormitory     | " - " "                 | (1370-72, 76-78 assigned)      |
| sleeper (17 rte)         | " - " "                 |                                |
| sleeper (4-4-2)          | " - " "                 |                                |
| sleeper (10-6)           | " - " "                 |                                |
| sleeper-lounge-obs (4-1) | " - " "                 | (round end; Betahtakin-series) |

Chicago-Kansas City 12 cars (13 summer)

Kansas City-Los Angeles 13 (14 summer)

No. 20's train lacked the Kansas City-Los Angeles storage mail carried by No. 19, but included a Phoenix-Chicago 4-4-2 sleeper cut in until April at Ash Fork off of No. 42. The 48-seat coaches were from the 2816-60 series delivered in the fall of 1953. Most were removed in June, 1954, for use on the new SAN FRANCISCO CHIEF. Forty-four-seat coaches replaced them on Nos. 19&20.

Further changes took place that summer. The observation cars were removed to be blunt-ended (and reassigned to Nos. 1&2, SAN FRANCISCO CHIEF) and a 6-6-4 sleeper going from Denver to Los Angeles was added at La Junta. No. 123 had previously been assigned this sleeper.



Floor plan of coach-observations 3198-99 after conversion from 50- to 38-seat capacity. Seats no longer line up with windows.

(NOS. 19&20 CHIEF...cont'd)

The changes were reflected in this 1955 consist:

No. 19 Summer-Fall 1955 (all lightweight)

|                      |                         |                              |
|----------------------|-------------------------|------------------------------|
| storage mail         | Kansas City-Los Angeles | (fm Chgo #7; to SDgo #70)    |
| exSuM-storage mail   | Chicago - "             | "                            |
| bagg-dorm-bar lounge | " - "                   | " (1380-81, 83, 85-86 asgd)  |
| exMTuW-coach 44-seat | " - "                   | " (summer)                   |
| coach 44-seat        | " - "                   | " (summer)                   |
| coach 44-seat        | " - "                   | " (summer)                   |
| lunch counter-diner  | " - "                   | " (summer)                   |
| coach 44-seat        | " - "                   | "                            |
| coach 44-seat        | " - "                   | "                            |
| coach 44-seat        | " - "                   | "                            |
| diner 36-seat        | " - "                   | " (1490-95 assigned)         |
| bar lounge-dorm      | " - "                   | " (1345, 70-72, 76, 78 asgd) |
| sleeper (17 rte)     | " - "                   | "                            |
| sleeper (4-4-2)      | " - "                   | "                            |
| sleeper (10-6)       | " - "                   | "                            |
| sleeper (6-6-4)      | La Junta - "            | " (fm Denver #101)           |

Chicago-Kansas City 14 cars (13 Su, 15 TuW)  
Kansas City-La Junta 15 (13 M, 14 Su, 16 TuW)  
La Junta-Los Angeles 16 (14 Tu, 15 M, 17 WTh)

No. 20 Summer-Fall 1955 (all lightweight)

|                      |                     |          |
|----------------------|---------------------|----------|
| storage mail         | Los Angeles-Chicago |          |
| RPO                  | " " -Kansas City    |          |
| RPO                  | Kansas City-Chicago |          |
| bagg-dorm-bar lounge | Los Angeles- "      |          |
| exWThF-coach 44-seat | " " - "             | (summer) |
| coach 44-seat        | " " - "             | (summer) |
| coach 44-seat        | " " - "             | (summer) |
| lunch counter-diner  | " " - "             | (summer) |
| coach 44-seat        | " " - "             |          |
| coach 44-seat        | " " - "             |          |
| coach 44-seat        | " " - "             |          |
| diner 36-seat        | " " - "             |          |
| bar lounge-dorm      | " " - "             |          |
| sleeper (17 rte)     | " " - "             |          |
| sleeper (4-4-2)      | " " - "             |          |
| sleeper (10-6)       | " " - "             |          |

15 cars (14 WThF)

The 6-6-4 sleeper carried on No. 19 from La Junta to Los Angeles returned en route to Denver on No. 124 (GRAND CANYON).

The CHIEF had not seen the last of observation cars. One week after high-level equipment replaced conventional cars on the EL CAPITAN in July, 1956, the fulldome lounges (506-series) and coach-observations (3197-98, 3246-48) which had been assigned to Nos. 21&22 appeared on the CHIEF. Although the railroad by then was disillusioned with observation cars because of their

(NOS. 19&20 CHIEF...cont'd)

lack of flexibility, it needed lightweight coaches badly; now five 44-seat conventional cars were freed to roam elsewhere on this equipment-hungry railroad.

Introduction of the coach-observations meant that sleepers had to ride up front. This new arrangement lasted until the spring of 1957, when No. 11 (KANSAS CITYAN) was discontinued east of Kansas City and its cars for Oklahoma and Texas placed on No. 19 from Chicago. To simplify switching these cars out at Kansas City, the observations were stored and No. 11's equipment graced the rear. But No. 11 was run separately from Chicago as First 19 in the summer months of 1957; the coach-obs cars reappeared one last time on the CHIEF's train. This is how it all looked:

First 19 (KANSAS CITYAN) Summer 1957 (all lightweight)

| exSu-express            | Chicago-Kansas City |                                    |
|-------------------------|---------------------|------------------------------------|
| Th-storage mail (LIFE)  | " - "               | "                                  |
| RPO                     | " - "               | "                                  |
| TuW-storage mail (LIFE) | " - "               | " (to Houston #11)                 |
| Tu-express (LIFE)       | " - "               | " (to Dallas #11)                  |
| baggage-dorm-coach      | " - "               | " (to Okla City #11; 3492-93 asgd) |
| FSS-coach 52-seat       | " - "               | " (to Oklahoma City #11)           |
| coach 52-seat           | " - "               | " (to Oklahoma City #11)           |
| coach 52-seat           | " - "               | " (to Oklahoma City #11)           |
| fulldome bar lounge     | " - "               | " (to Okla City #11; 509-10 asgd)  |
| lunch counter-diner     | " - "               | " (to Okla City #11; 1566-67 asgd) |
| coach 52-seat           | " - "               | " (to Oklahoma City #11)           |
| coach 44-seat           | " - "               | " (to Dallas #11)                  |
| coach 52-seat           | " - "               | " (to Tulsa #211)                  |
| parlor-obs 32-chair     | " - "               | " (round end; 3241-42 assigned)    |

12 cars (11 SuM, 13 Tu)

No. 19 (Second 19 Chicago-Kansas City) Summer 1957 (all lightweight)

| RPO                 | Kansas City-La Junta  |                                     |
|---------------------|-----------------------|-------------------------------------|
| baggage-mail        | Chicago -Los Angeles  |                                     |
| baggage-dormitory   | " - "                 | " (1380-81, 83, 85-86 assigned)     |
| sleeper (6-6-4)     | Kansas City-La Junta  | " (to Denver #191)                  |
| sleeper (6-6-4)     | La Junta -Los Angeles | " (fm Denver #200)                  |
| sleeper (10-6)      | Chicago - "           | "                                   |
| sleeper (10-3-2)    | " - "                 | "                                   |
| diner 36-seat       | " - "                 | " (1485-86, 89-93 assigned)         |
| fulldome bar lounge | " - "                 | " (506-08, 11-13 assigned)          |
| coach 44/48-seat    | " -La Junta           | " (to Denver #191)                  |
| coach 44/48-seat    | La Junta -Los Angeles | " (fm Denver #200)                  |
| coach 44/48-seat    | Chicago - "           | "                                   |
| coach 44-seat       | " - "                 | "                                   |
| coach 44-seat       | " - "                 | "                                   |
| lunch counter-diner | " - "                 | " (1554-56, 63, 65-66, 68 assigned) |
| coach 44-seat       | " - "                 | "                                   |
| coach 44-seat       | " - "                 | "                                   |
| coach-obs 38/42-st  | " - "                 | " (3197-99, 3246, 48 assigned)      |

(NOS. 19&20 CHIEF...cont'd)

Chicago-Kansas City 14 cars  
Kansas City-La Junta 16

La Junta-Los Angeles 15

No. 20's makeup was similar, but with the following head end cars:

|                   |                         |
|-------------------|-------------------------|
| RPO               | Los Angeles-Kansas City |
| RPO               | Kansas City-Chicago     |
| baggage-mail      | Los Angeles- "          |
| baggage-dormitory | " " - "                 |

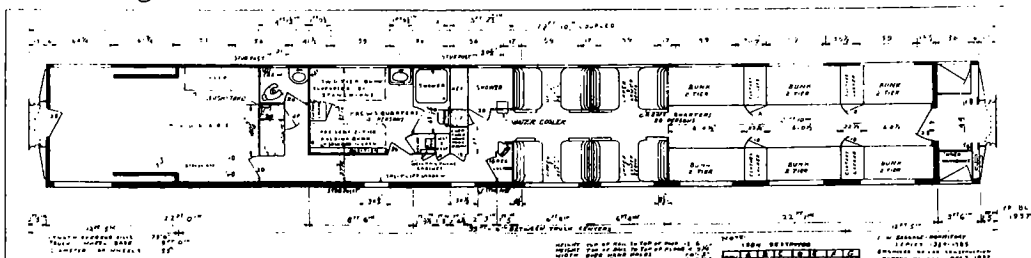
Cars from Dallas and Oklahoma City weren't carried by No. 20, because they returned to Chicago directly on No. 12 (CHICAGOAN). Lounges in the 1380-series had been replaced by dormitory bunks in 1956.

Fall of 1957 found the observations gone and the KANSAS CITYAN cars back in the westbound CHIEF's train. Nos. 19&20 took on this appearance:

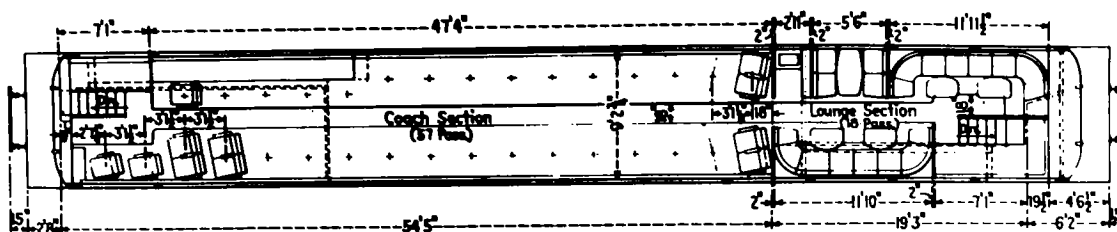
No. 19 Fall 1957 (all lightweight)

|                        |                      |                                            |
|------------------------|----------------------|--------------------------------------------|
| TuW-storage mail       | Chicago              | -Kansas City (to Houston #11)              |
| Tu-express (LIFE)      | "                    | - " " (to Dallas #11)                      |
| exSu-express           | "                    | - " " "                                    |
| Th-storage mail (LIFE) | "                    | - " " "                                    |
| RPO                    | "                    | - " " "                                    |
| RPO                    | Kansas City-La Junta |                                            |
| baggage-dormitory      | Chicago              | -Los Angeles (1380-81, 83, 85-86 assigned) |
| coach 52-seat          | "                    | -Kansas City (to Tulsa #211)               |
| coach 44-seat          | "                    | - " " (to Dallas #11)                      |
| lunch counter-diner    | "                    | - " " (to Oklahoma City #11)               |
| coach 44/48-seat       | "                    | -La Junta (to Denver #191)                 |
| coach 44/48-seat       | La Junta             | -Los Angeles (fm Denver #200)              |
| coach 44-seat          | Chicago              | - " " "                                    |
| coach 44-seat          | "                    | - " " "                                    |
| coach 44-seat          | "                    | - " " "                                    |
| fulldome bar lounge    | "                    | - " " (506-series)                         |
| diner 36-seat          | "                    | - " " (1485-86, 89-93 assigned)            |
| sleeper (10-6)         | "                    | - " " "                                    |
| sleeper (10-3-2)       | "                    | - " " "                                    |
| sleeper (6-6-4)        | Kansas City-La Junta | (to Denver #191)                           |
| sleeper (6-6-4)        | La Junta             | -Los Angeles (fm Denver #200)              |

Chicago-Kansas City 14 cars (13 Su, 15 WTh, 16 Tu)  
Kansas City-La Junta 11  
La Junta-Los Angeles 10



Series 1380-85 cars after lounges became dormitories in 1956.



Floor plan of the upper level of full-dome bar lounge cars 506-13.  
A photo and bottom level floor plan are on the following page.

(NOS. 19&20 CHIEF...cont'd)

No. 20 Fall 1957 (all lightweight)

|                      |                         |              |                            |
|----------------------|-------------------------|--------------|----------------------------|
| RPO                  | Los Angeles-Kansas City |              |                            |
| RPO                  | Kansas City-Chicago     |              |                            |
| baggage-mail         | Los Angeles-            | "            |                            |
| baggage-dormitory    | "                       | "            | - "                        |
| coach 44/48-seat     | "                       | "            | -La Junta (to Denver #191) |
| coach 44/48-seat     | La Junta                | -Chicago     | (fm Denver #200)           |
| coach 44-seat        | Los Angeles-            | "            |                            |
| coach 44-seat        | "                       | "            | - "                        |
| coach 44-seat        | "                       | "            | - "                        |
| full-dome bar lounge | "                       | "            | - " (506-series)           |
| diner 36-seat        | "                       | "            | - "                        |
| sleeper (10-6)       | "                       | "            | - "                        |
| sleeper (10-3-2)     | "                       | "            | - "                        |
| sleeper (6-6-4)      | "                       | "            | -La Junta (to Denver #191) |
| sleeper (6-6-4)      | La Junta                | -Kansas City | (fm Denver #200)           |

Los Angeles-La Junta 12 cars  
La Junta-Kansas City 12

Kansas City-Chicago 11

In the spring of 1958, the CHIEF absorbed the Kansas City-to-Chicago sleeping cars after discontinuance of No. 10, the eastbound KANSAS CITY CHIEF. This equipment continued to run west to Kansas City each night on No. 9, the west-bound K. C. CHIEF. In the summer of 1959, this meant No. 20 picked up four sleepers in Kansas City -- two starting in KC, one from Tulsa off No. 48 (OIL FLYER) and one from Topeka off of No. 6 -- in addition to the two from Los Angeles and one from Denver. When Nos. 5&6 were discontinued in mid-1960, No. 20 began picking up the Topeka-to-Chicago sleeper itself at the Kansas capital. The Denver-to-Chicago car was dropped in late 1959.

From December to April, beginning in early 1958, No. 20 hauled still another sleeper into Chicago. This was the 4-4-2 car from Phoenix off No. 42 at Ash Fork. Westbound in winter months, this sleeper ran on No. 1 (SAN FRANCISCO CHIEF) to Ash Fork, where it was given to No. 47. No. 20 carried more sleeping cars than any other Santa Fe train during the 1959-61 winters.

Never a train to stay the same very long, the CHIEF by 1963 was rearranged, with sleeping cars just behind the head end equipment and coaches to the rear. This is how the trains looked:

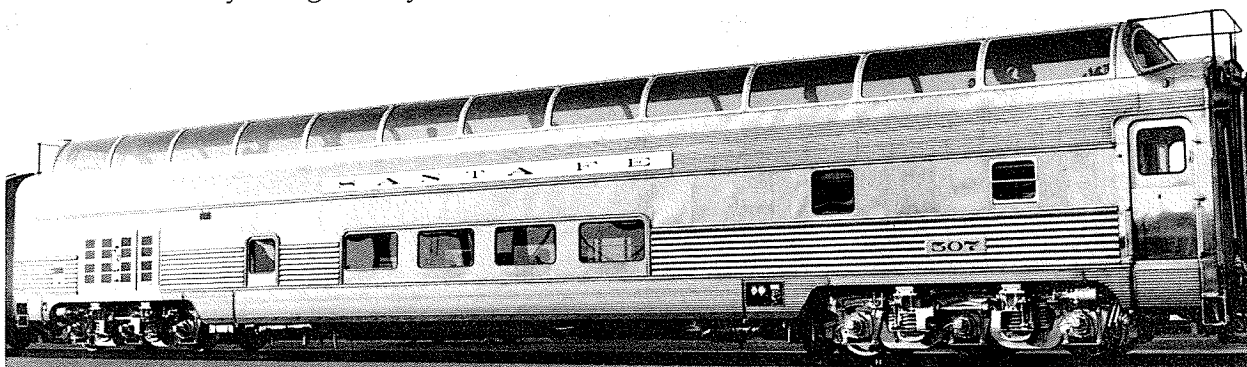


(NOS. 19&20 CHIEF...cont'd)

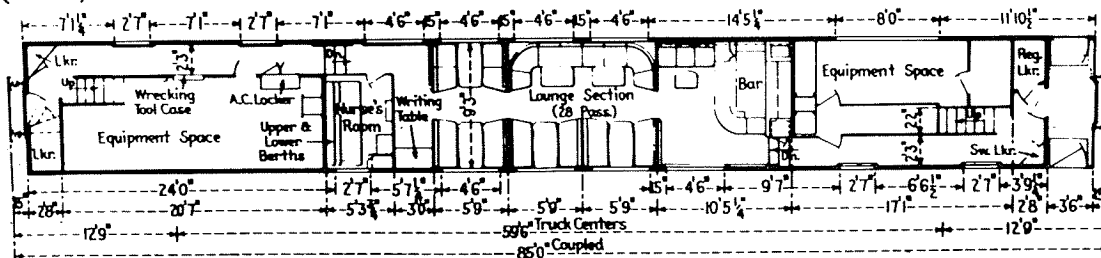
No. 19 Summer 1963 (all lightweight)

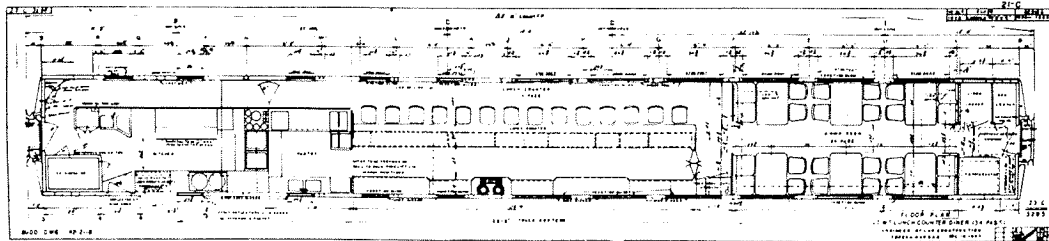
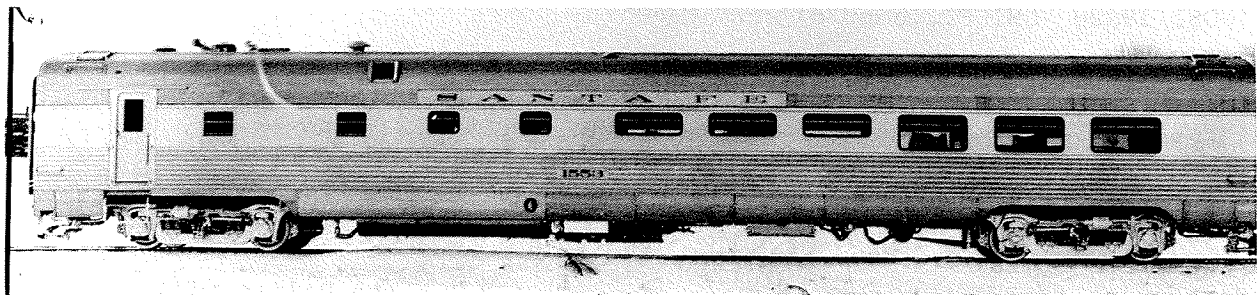
|                            |                        |              |                           |
|----------------------------|------------------------|--------------|---------------------------|
| RPO                        | Chicago                | -Kansas City |                           |
| baggage-mail               | "                      | -Los Angeles |                           |
| storage mail               | Kansas City-           | " "          |                           |
| RPO                        | " "                    | -La Junta    |                           |
| W-express (LIFE)           | Chicago                | -Kansas City |                           |
| Sa-express (LIFE)          | "                      | - " "        | (to Dallas #11)           |
| baggage-dormitory          | "                      | -Los Angeles | (1380-81, 83, 85-86 asgd) |
| sleeper (6-6-4)            | "                      | - " "        |                           |
| sleeper (10-6)             | "                      | - " "        |                           |
| sleeper (10-3-2)           | "                      | - " "        |                           |
| diner                      | "                      | - " "        | (1489-94 assigned)        |
| fulldome bar lounge        | "                      | - " "        | (507, 09-12 assigned)     |
| coach 44-seat              | "                      | - " "        |                           |
| coach 44-seat              | "                      | - " "        |                           |
| coach 44-seat              | "                      | - " "        |                           |
| lunch counter-diner-dorm   | Kansas City-           | " "          | (1371-74 assigned)        |
| coach 44-seat              | Chicago                | - " "        |                           |
| coach 44-seat              | "                      | - " "        |                           |
| coach 44-seat              | "                      | - " "        |                           |
| coach 44/48-seat           | "                      | -La Junta    |                           |
| coach 44/48-seat           | La Junta               | -Los Angeles | (fm Denver #200)          |
| coach 52-seat              | Chicago                | -Kansas City | (to Tulsa #211)           |
| lunch counter-diner*       | "                      | - " "        | (to Oklahoma City #11)    |
| coach 48-seat              | "                      | - " "        | (to Oklahoma City #11)    |
| coach 44-seat              | "                      | - " "        | (to Dallas #11)           |
| mail-express               | Kansas City-Dodge City |              |                           |
| * -- 1551, 60, 67 assigned |                        |              |                           |

|                        |                  |                      |    |
|------------------------|------------------|----------------------|----|
| Chicago-Kansas City    | 19 cars (20 WSa) | Dodge City-La Junta  | 17 |
| Kansas City-Dodge City | 18               | La Junta-Los Angeles | 16 |



Side view and lower level floor plan of 506-series fulldome lounges.  
(ATSF)





The 1550-series lunch counter cars arrived in time to equip the daily EL CAPITAN in 1948. (EA)

(NOS. 19&20 CHIEF...cont'd)

No. 20 Summer 1963 (all lightweight)

|                          |                       |                  |
|--------------------------|-----------------------|------------------|
| exSS-RPO                 | Kansas City-Chicago   |                  |
| RPO                      | " " - "               |                  |
| RPO                      | La Junta -Kansas City |                  |
| exM-storage mail         | Los Angeles-Chicago   |                  |
| baggage-mail             | " " - "               |                  |
| baggage-dormitory        | " " - "               |                  |
| sleeper (10-5)           | Kansas City-          |                  |
| sleeper (10-6)           | " " - "               |                  |
| sleeper (10-3-2)         | " " - "               | (fm Tulsa #48)   |
| sleeper (6-6-4)          | Los Angeles-          |                  |
| sleeper (10-3-2)         | " " - "               |                  |
| sleeper (10-6)           | " " - "               |                  |
| diner                    | " " - "               |                  |
| fulldome bar lounge      | " " - "               |                  |
| coach 44-seat            | " " - "               |                  |
| coach 44-seat            | " " - "               |                  |
| coach 44-seat            | " " - "               |                  |
| lunch counter-diner-dorm | " " -Kansas City      |                  |
| coach 44-seat            | " " -Chicago          |                  |
| coach 44-seat            | " " - "               |                  |
| coach 44-seat            | " " - "               |                  |
| coach 44/48-seat         | " " -La Junta         | (to Denver #191) |
| coach 44/48-seat         | La Junta -Chicago     |                  |
| F-coach                  | Newton - "            |                  |

|                      |                    |
|----------------------|--------------------|
| Los Angeles-La Junta | 16 cars (15 M)     |
| La Junta-Newton      | 17 (16 Tu)         |
| Newton-Kansas City   | 17 (16 Tu, 18 F)   |
| Kansas City-Chicago  | 20 (19 SSTu, 21 F) |

(NOS. 19&20 CHIEF...cont'd)

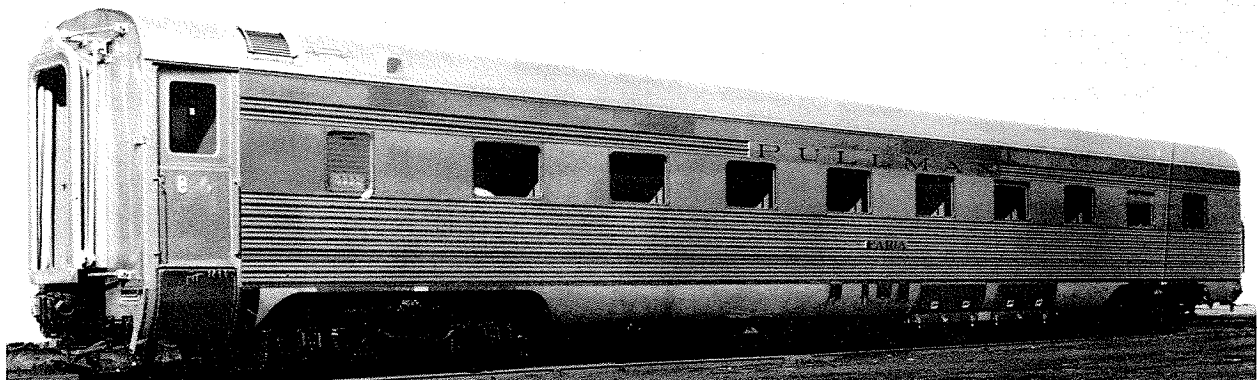
When next we see the CHIEF, in 1967, there is still another marshalling order:

No. 19 Summer 1967 (all lightweight)

|                          |                         |                                    |
|--------------------------|-------------------------|------------------------------------|
| storage mail             | Kansas City-Los Angeles |                                    |
| RPO                      | " " -La Junta           |                                    |
| exSuMTu-storage mail     | Chicago -Los Angeles    |                                    |
| RPO                      | " -Kansas City          |                                    |
| baggage-mail             | " -Los Angeles          |                                    |
| baggage-dormitory        | " - " "                 | (1380-81, 83, 85-86)               |
| coach 44-seat            | " - " "                 |                                    |
| coach 48-seat            | " - " "                 |                                    |
| coach 44-seat            | " - " "                 |                                    |
| coach 44-seat            | " - " "                 |                                    |
| lunch counter-diner-dorm | " - " "                 | (1554, 69-71, 73)                  |
| coach 44-seat            | " - " "                 |                                    |
| coach 48-seat            | " - " "                 |                                    |
| fulldome bar lounge      | " - " "                 | (506-08, 11-13 asgd)               |
| diner                    | " - " "                 | (1489-92, 94-95 asgd)              |
| sleeper (4-4-2)          | " - " "                 |                                    |
| sleeper (10-3-2)         | " - " "                 |                                    |
| sleeper (10-6)           | " - " "                 |                                    |
| Sa-sleeper (10-6)        | " - " "                 | (usually SP 9023, 30)              |
| coach 44/48-seat         | " -Kansas City          | (to Tulsa #211)                    |
| coach 48-seat            | " - " "                 | (to Dallas #11)                    |
| coach 44-seat            | " - " "                 | (to Dallas #11)                    |
| X-baggage (steam gen)    | " - " "                 | (when needed for air conditioning) |
| mail-express             | Kansas City-Dodge City  |                                    |
| mail-express             | " " -Hutchinson         |                                    |

|                        |                           |
|------------------------|---------------------------|
| Chicago-Kansas City    | 19 cars (18 SuMTu, 20 Sa) |
| Kansas City-Hutchinson | 19 (18 SuMTu, 20 Sa)      |
| Hutchinson-Dodge City  | 18 (17 SuMTu, 19 Sa)      |
| Dodge City-La Junta    | 17 (16 SuMTu, 18 Sa)      |
| La Junta-Los Angeles   | 16 (15 MTuW, 17 Su)       |

Baggage car 9005, equipped with steam generators, was assigned for use on No. 19 during periods of hot weather. It would return deadhead to Chicago each night on No. 8 (FAST MAIL EXPRESS) for use the next morning.



Paria, one of the 17 roomette sleepers on the CHIEF until the mid-1950's. (ATSF)

(NOS. 19&20 CHIEF...cont'd)

No. 20 Summer 1967 (all lightweight)

|                          |                     |                                        |
|--------------------------|---------------------|----------------------------------------|
| exM-storage mail         | Los Angeles-Chicago |                                        |
| exSS-RPO                 | Kansas City-        | "                                      |
| RPO                      | "                   | " - "                                  |
| RPO                      | La Junta            | -Kansas City                           |
| baggage-mail             | Los Angeles-Chicago |                                        |
| baggage-dormitory        | "                   | " - "                                  |
| Fsa-coach 48-seat        | La Junta            | - "                                    |
| coach 44-seat            | Los Angeles-        | "                                      |
| coach 48-seat            | "                   | " - "                                  |
| coach 44-seat            | "                   | " - "                                  |
| coach 44-seat            | "                   | " - "                                  |
| lunch counter-diner-dorm | "                   | " - "                                  |
| coach 44-seat            | "                   | " - "                                  |
| coach 48-seat            | "                   | " - "                                  |
| fulldome bar lounge      | "                   | " - "                                  |
| diner                    | "                   | " - "                                  |
| sleeper (4-4-2)          | "                   | " - "                                  |
| sleeper (6-6-4)          | "                   | " - "                                  |
| sleeper (10-6)           | "                   | " - "                                  |
| sleeper (4-4-2)          | "                   | " - Williams Jct (to Grand Canyon #15) |
| sleeper (4-4-2)          | Willms Jct          | -Chicago (fm Grand Canyon #14)         |
| sleeper (10-3-2)         | Kansas City-        | "                                      |
| sleeper (10-6)           | "                   | " - " (fm Tulsa #48)                   |

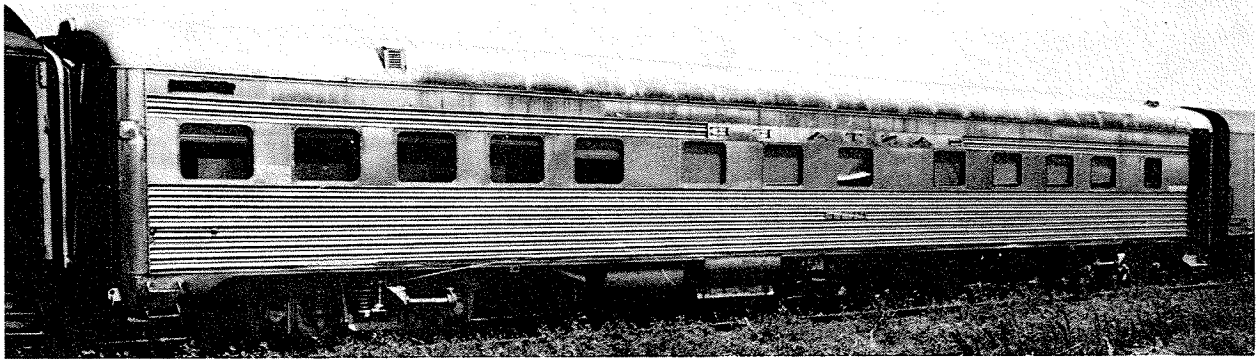
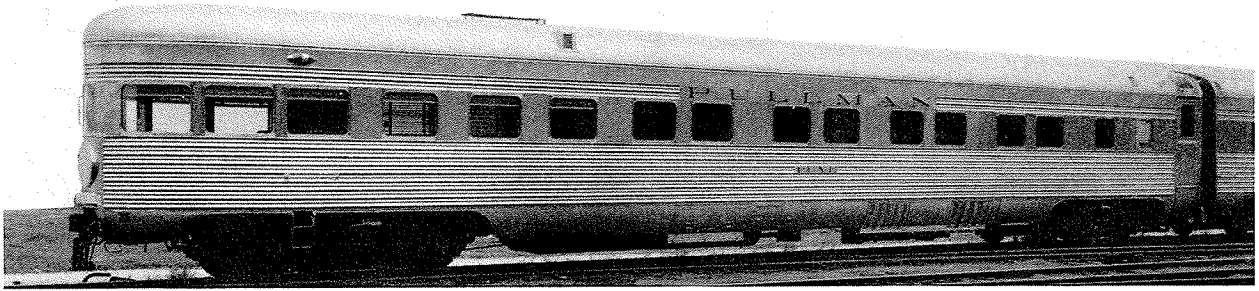
Los Angeles-La Junta 16 cars (15 M)                      Kansas City-Chicago 20 (21 FSa)  
La Junta-Kansas City 17 (16 M, 18FSa)

The passenger train crunch that hit the Santa Fe in late 1967 claimed the CHIEF as its biggest victim. As the railroad argued before the Interstate Commerce Commission that winter for its removal, the train's size shrank.

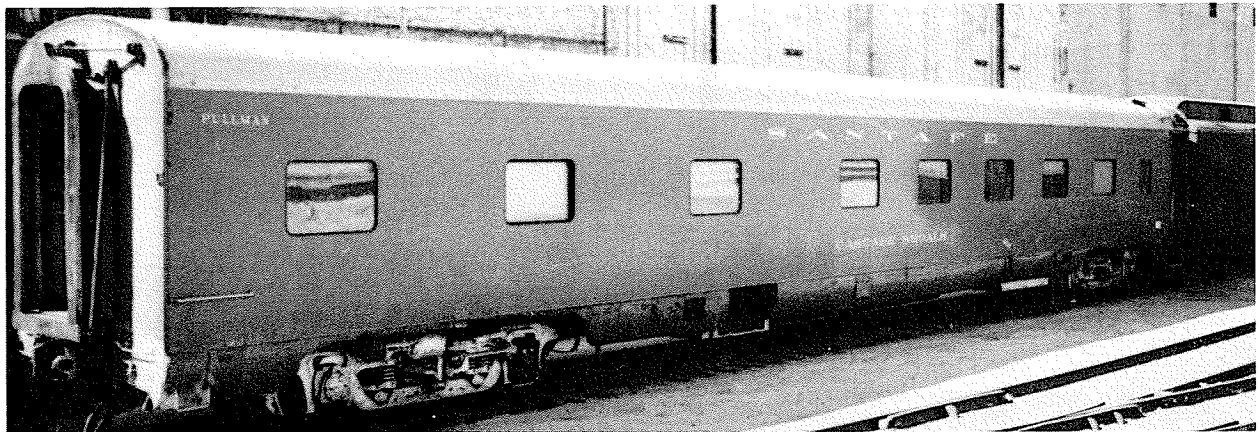
The Christmas-New Year's season of 1967-68 marked the end of a seasonal practice begun in 1957: dividing the CHIEF into sections between Chicago and Kansas City. Second 19 was actually an extended KANSAS CITYAN and Second 20 a reincarnation of the long-discontinued eastbound KANSAS CITY CHIEF.

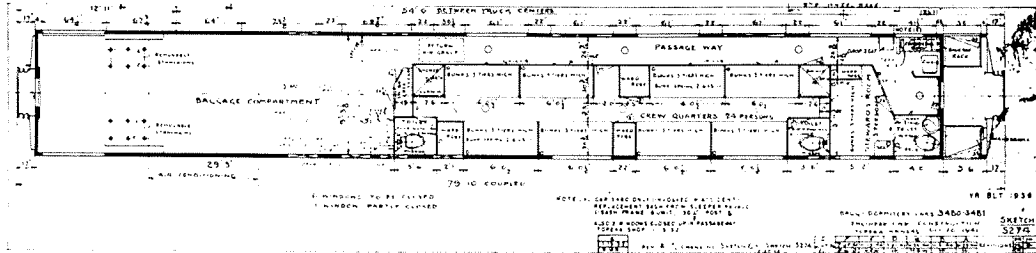
First 19&20 Christmas-New Year's 1967-68 (all lightweight)

|                               |                     |                                 |
|-------------------------------|---------------------|---------------------------------|
| baggage mail (on 1st 19 only) | Chicago&Los Angeles |                                 |
| baggage-dormitory             | "                   | - " " (1380-81, 83, 85-86 asgd) |
| coach 48-seat                 | "                   | -La Junta                       |
| coach 44-seat                 | "                   | -Los Angeles                    |
| coach 44-seat                 | "                   | - " "                           |
| coach 48-seat                 | "                   | - " "                           |
| coach 44-seat                 | "                   | - " "                           |
| coach 44-seat                 | "                   | - " "                           |
| coach 44-seat                 | "                   | - " "                           |
| fulldome bar lounge           | "                   | - " " (506-series)              |
| diner 46-seat                 | "                   | - " " (1490-95 assigned)        |
| sleeper (4-4-2)               | "                   | - " " (Regal-series)            |
| sleeper (10-3-2)              | "                   | - " "                           |
| sleeper (10-6)                | "                   | - " "                           |



The beginning and end of Puye: First, the builder's photo in 1938, and below that, as stored after retirement in the late 1960's. This sleeper-lounge-observation operated on the CHIEF until 1954-55, then on the SAN FRANCISCO CHIEF until 1968. The observation end was flattened in 1955. Below is Cascade Shoals, one of two 10 roomette, 5 bedroom cars; its working life was spent on the KANSAS CITY CHIEF. (top, David Randall; bottom two photos, DK)





Baggage-dorm 3481's career was spent with the EL CAPITAN and SUPER CHIEF. Its 27-man capacity was needed to bed down the crews of two SUPER CHIEF-EL CAP diners. Below is Indian Squaw, after conversion in 1964 from 24 duplex roomettes to 11 bedroom. A drawing of Indian cars before rebuilding is on page 82. (ATSF)



(NOS. 19&20 CHIEF...cont'd)

Chicago-La Junta 14 cars (13 on #20)      La Junta-Los Angeles 13 (12 on #20)

Second 19 Christmas-New Year's 1967-68 (all lightweight)

|                     |                     |                                |
|---------------------|---------------------|--------------------------------|
| baggage             | Chicago-Kansas City | (to Dallas #11)                |
| coach 44/52-seat    | " - " "             | (to Dallas #11)                |
| coach 44/52-seat    | " - " "             | (to Dallas #11)                |
| coach 44/52-seat    | " - " "             | (to Dallas #11)                |
| coach 44/52-seat    | " - " "             | (to Oklahoma City #11)         |
| coach 44/52-seat    | " - " "             | (to Oklahoma City #11)         |
| lunch counter-diner | " - " "             | (to Wichita #11; 1567-68 asgd) |
| fulldome bar lounge | " - " "             | (to Wichita #11; 509-10 asgd)  |

8 cars

Arriving as Second 19 and departing as No. 11, Second 19 operated through Kansas City without a consist change. Equipment returned to Chicago on No. 12. One of its equipment sets then included two 6-6-4 lightweight sleepers (Paradise Valley and Surprise Valley) used as coaches. This wasn't the first time unneeded sleepers had been pressed into service for coach passengers. In the summer of 1965, when the railroad was attempting to eliminate heavy-weight coaches on all regular trains, six 8-2-2 sleepers were stationed at strategic locations on the railroad as protection cars for regular coaches.

Second 20 Christmas-New Year's 1967-68 (all lightweight)

|                            |                     |                      |
|----------------------------|---------------------|----------------------|
| coach 42-seat              | Kansas City-Chicago |                      |
| coach 48-seat              | " " - "             |                      |
| coach 44-seat              | " " - "             |                      |
| coach 44-seat              | " " - "             |                      |
| coach 44-seat              | " " - "             |                      |
| fulldome lounge/bar lounge | " " - "             | (508, 1348 assigned) |
| sleeper (4-4-2)            | " " - "             | (Regal-series)       |
| sleeper (10-6)             | " " - "             |                      |

8 cars

Second 20's equipment doubled back from Chicago as No. 9, the westbound KANSAS CITY CHIEF.

By the start of 1968, as is evident in the above consists, the CHIEF had lost virtually all head end business. No. 19 carried no Tulsa coach for No. 211 (TULSAN) and only one car for No. 11.

In the final months before discontinuance on May 13, 1968, the CHIEF looked like this:

(NOS. 19&20 CHIEF...cont'd)

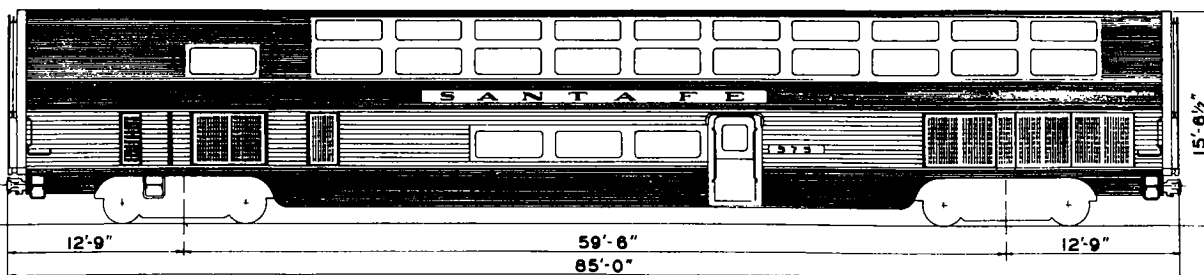
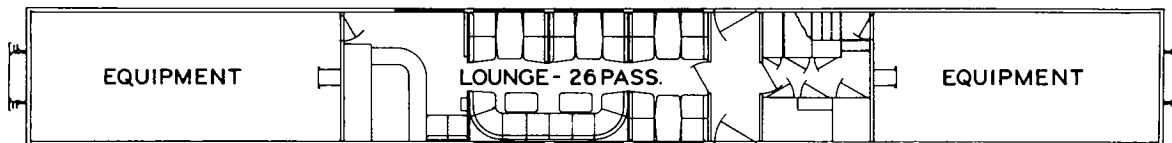
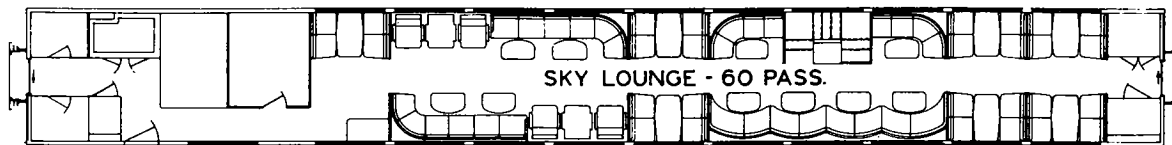
No. 19 Spring 1968 (all lightweight)

|                     |                     |                 |
|---------------------|---------------------|-----------------|
| baggage (TBM)       | Chicago&Los Angeles |                 |
| baggage-dormitory   | " - " "             |                 |
| coach 48-seat       | " -La Junta         |                 |
| coach 44-seat       | " -Los Angeles      |                 |
| coach 44-seat       | " - " "             |                 |
| coach 44-seat       | " - " "             |                 |
| fulldome bar lounge | " - " "             | (506-series)    |
| diner               | " - " "             |                 |
| sleeper (4-4-2)     | " - " "             | (Regal-series)  |
| sleeper (10-6)      | " - " "             | (Palm-series)   |
| coach 44-seat       | " -Kansas City      | (to Dallas #11) |

Chicago-Kansas City 11 cars      La Junta-Los Angeles 9  
 Kansas City-La Junta 10

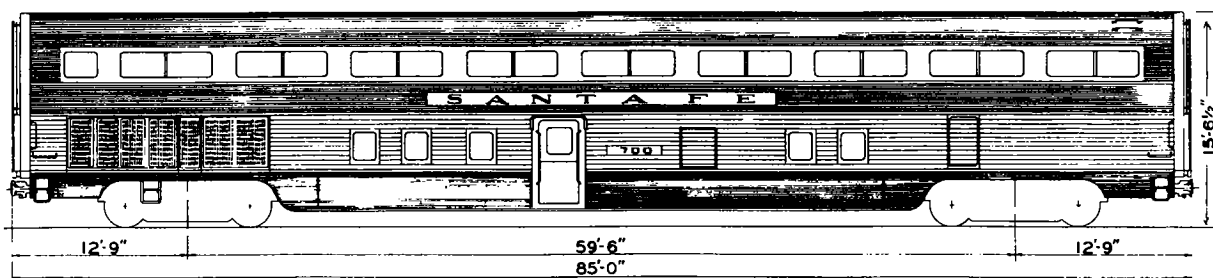
The only difference in No. 20's makeup was a Kansas City-Chicago 10-3-2 sleeper run instead of the rear coach carried by No. 19.

There is a pleasant footnote to the story of the CHIEF: It was revived for three all-too-short months in the summer of 1973 under Amtrak auspices -- with its old schedule and numbers to boot!



The EL CAPITAN's high-level lounge (575-580).





These high-level coaches contained 68 or 72 seats upstairs, and restrooms, luggage storage and a crew room on the lower level.

#### NOS. 21&22 EL CAPITAN Chicago and Los Angeles

This all-coach, streamlined train, begun in 1938, ranked behind only the SUPER CHIEF in the priority given it by the Santa Fe. Even the all-Pullman CHIEF of the late 1940's and early 50's took five more hours to cover the identical transcontinental route.

Beginning in September, 1946, the EL CAPITAN moved from twice-weekly to every-odd-day operation, alternating with the SUPER CHIEF. Until both trains switched to daily runs in early 1948, the EL CAP used the SUPER CHIEF's schedule and numbers. But since public timetables always referred to the EL CAPITAN as Nos. 21&22, we'll use that designation also to avoid confusion.

Nos. 21&22 Fall 1946 (all lightweight)

|                           |                     |                             |
|---------------------------|---------------------|-----------------------------|
| storage mail              | Chicago&Los Angeles |                             |
| baggage-dormitory         | " - "               | "                           |
| coach 52-seat             | " - "               | "                           |
| coach 52-seat             | " - "               | "                           |
| lunch counter-diner       | " - "               | "                           |
| coach 52-seat             | " - "               | "                           |
| coach 52-seat             | " - "               | "                           |
| bar lounge                | " - "               | " (1388-89 assigned)        |
| coach 52-seat             | " - "               | "                           |
| coach 52-seat             | " - "               | "                           |
| lunch counter-diner       | " - "               | "                           |
| coach 52-seat             | " - "               | "                           |
| coach-observation 50-seat | " - "               | " (round end; 3197-99 asgd) |

13 cars

New 44-seat coaches of the 2861-series arrived in 1947 for use on the EL CAP. A ninth coach was added just behind the baggage-dormitory cars the same year. Except for the addition of some more storage mail business and RPO cars after the train started daily service, the EL CAPITAN changed little in the next six or seven years. Either seven or eight coaches would run in off-seasons, and nine or more in busier periods. Ten coaches were the norm in summer from 1954 until mid-1956, when the train got new high-level equipment.

The consists below, in which equipment assignments were those in effect in the winter of 1953, show how little things had changed since 1946. The 48-seat coaches were from the 2816-60 series delivered in 1953 for the EL CAP

(NOS. 21&22 EL CAPITAN...cont'd)

and SAN FRANCISCO CHIEF. Two of the storage mail cars had run on No. 23 before being assigned to No. 21 in early 1954 to shorten GRAND CANYON train lengths.

No. 21 Winter 1953-54 (all lightweight)

|                      |                         |                                 |
|----------------------|-------------------------|---------------------------------|
| storage mail         | Kansas City-Los Angeles |                                 |
| storage mail         | " " - " "               |                                 |
| storage mail         | Chicago - " "           |                                 |
| storage mail         | " - " "                 |                                 |
| baggage-dormitory    | " - " "                 | (3478-82 assigned)              |
| coach 48-seat        | " - " "                 |                                 |
| lunch counter-diner  | " - " "                 | (1571-77 assigned)              |
| coach 48-seat        | " - " "                 |                                 |
| coach 48-seat        | " - " "                 |                                 |
| bar lounge           | " - " "                 | (1346-48, 88-89 assigned)       |
| coach 48-seat        | " - " "                 | (FSS only in February & March)  |
| coach 48-seat        | " - " "                 |                                 |
| lunch counter-diner  | " - " "                 | (1564-70 assigned)              |
| coach 48-seat        | " - " "                 |                                 |
| coach-obs 38/42-seat | " - " "                 | (round end; 3197-98, 3246-48 as |

Chicago-Kansas City 13 cars

Kansas City-Los Angeles 15

This was No. 22's head end lineup at the time (all lightweight):

|                   |                     |                    |
|-------------------|---------------------|--------------------|
| RPO-baggage       | Kansas City-Chicago |                    |
| RPO               | " " - " "           |                    |
| storage mail      | Los Angeles- "      |                    |
| baggage-dormitory | " " - " "           | (3478-82 assigned) |

In the early months of 1954, the EL CAP got new lounge cars built by the Budd Company. The Santa Fe called the cars "Big Dome Lounges." Numbered from 506 to 513, these full-domed cars had lounge and viewing seats upstairs and a bar, cocktail seats and equipment compartments on the lower level. In the years ahead, these cars would grace train consists on nearly every main line: until mid-1956 on the EL CAPITAN, 1956-68 on the CHIEF, 1968 on the TEXAS CHIEF and 1968-71 on the SAN FRANCISCO CHIEF. In addition, they were used when available on the KANSAS CITYAN, CHICAGOAN and KANSAS CITY CHIEF. All cars but one were sold to Auto-Train in 1971; the Santa Fe kept car 506 for special services and renumbered it 60 in 1973.

About the time the fulldome lounges came along, the Santa Fe ordered from Budd two high-level coaches for testing as prototypes. These unique cars resembled in shape the bi-level commuter cars coming into use in Chicago and San Francisco. Inside, though, the bottom level had only large restrooms, luggage space and machinery. A spiral staircase in the center led to the upper level, which contained almost unbroken lines of reclining, leg-rest seats. The Santa Fe, satisfied with the ride qualities, noise reduction characteristics and high capacity of the prototypes, decided to re-equip the EL CAPITAN in this manner. The equipment order -- for coaches, diners and lounges, all high-level -- began arriving in early 1956. On July 15 of that year the changeover took place. Here are the consists, with summer-only cars noted:

(NOS. 21&22 EL CAPITAN...cont'd)

No. 21 1956-57 (all lightweight)

|                          |                     |                    |
|--------------------------|---------------------|--------------------|
| storage mail             | Chicago-Los Angeles |                    |
| baggage                  | " - " "             |                    |
| baggage-dormitory        | " - " "             | (3477-82 assigned) |
| hi-level coach 68-seat   | " - " "             | (steps down)       |
| hi-level coach 72-seat   | " - " "             | (summer)           |
| hi-level coach 72-seat   | " - " "             |                    |
| hi-level diner 80-seat   | " - " "             | (650-55 assigned)  |
| hi-level lounge (2 bars) | " - " "             |                    |
| hi-level coach 72-seat   | " - " "             | (summer)           |
| hi-level coach 72-seat   | " - " "             |                    |
| hi-level coach 72-seat   | " - " "             |                    |
| hi-level coach 68-seat   | " - " "             | (steps down)       |

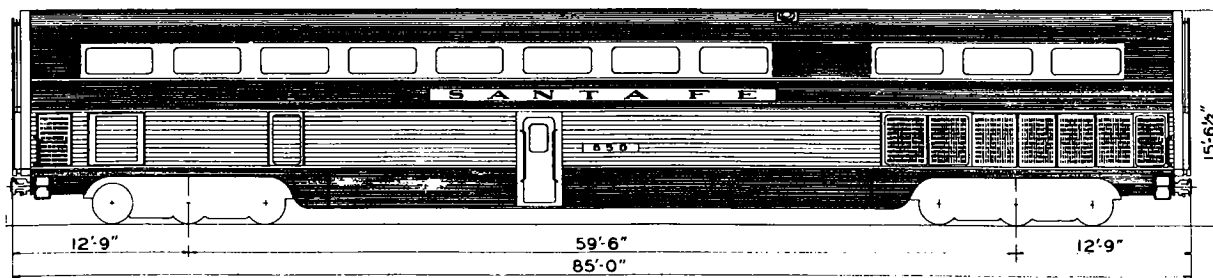
10 cars (12 summer)

No. 22 carried this head end equipment (all lightweight):

|                   |                       |                    |
|-------------------|-----------------------|--------------------|
| RPO               | Kansas City-Chicago   |                    |
| RPO               | La Junta -Kansas City |                    |
| baggage           | Los Angeles-Chicago   |                    |
| baggage-dormitory | " " - "               | (3477-82 assigned) |

The baggage-dormitory cars were modified in 1956 in Topeka for EL CAP service. False raised roofs on the rear (dormitory) ends were added to act as an eye-pleasing transition between the conventional-level head end cars and the high-level equipment.

The high-level EL CAPITAN lasted precisely 18 months as an independent train. On Jan. 12, 1958, the EL CAP and SUPER CHIEF were consolidated under the SUPER's numbers, 17&18. The EL CAP regularly ran separately through 1969 during summers and Christmas seasons. Details can be found in the discussion of Nos. 17&18.



A dumbwaiter hoisted food from the downstairs kitchen of these high-level diners (650-55) to the 80-seat dining room above.

NOS. 23&24, 123&124 and 23 North & 24 North GRAND CANYON Chicago and Los Angeles, Barstow and Oakland

The GRAND CANYON in the quarter century after World War II did about everything -- except run up the 60-mile branch to reach the national park for which it was named. Over the years, the GRAND CANYON probably generated more car-miles than any other two Santa Fe trains combined. There were all-Pullman sections, tour sections, all-heavyweight consists as well as lightweight periods. The GRAND CANYON ran via Amarillo, and it ran via La Junta; it reached Oakland in Northern California, and, through connecting trains such as Nos. 223&224 and 27&28, sent many a passenger on his way to Denver and Oklahoma City.

Almost bigger than life, the GRAND CANYON never got its due from cameraman or writer. Neither, for that matter, did it achieve all-lightweight status until after it had lost its name.

Because schedules and consists of all GRAND CANYON trains were so inter-related, the entire service will be covered in this section. To clear the air a bit, this chronology shows the various numberings and routings:

|                                               |         |              |
|-----------------------------------------------|---------|--------------|
| Chicago-Los Angeles via Southern District     | 1946-54 | Nos. 23&24   |
| Kansas City-Los Angeles via Southern District | 1954-55 | " "          |
| Kansas City-Albuquerque via Southern District | 1955    | " "          |
| Kansas City-Winslow via Southern District     | 1955-58 | " "          |
| Kansas City-Los Angeles via Northern District | 1950-54 | Nos. 123&124 |
| Chicago-Los Angeles via Northern District     | 1954-71 | " "          |

(renumbered 23&24 in 1963)

In addition, Barstow-Oakland connections of Nos. 23&24 ran until early 1955. Since they carried the same numbers as the main line trains to Los Angeles, we will call them No. 23 North and No. 24 North (for Northern California).

There was still another segment of GRAND CANYON service that lasted through the summer of 1946. This was the EL TOVAR, Nos. 123&124, which ran between Grand Canyon station and Los Angeles. It was inaugurated in 1940 as a summer-only Kansas City-Los Angeles train via the Grand Canyon to supplement the GRAND CANYON LIMITED, as Nos. 23&24 was still known. The next summer, however, its route was shortened; after 1946 it never reappeared. Though it carried a different name, the EL TOVAR was very much a part of the GRAND CANYON train network, as the next consist table will attest. The heavyweight sleeper-lounge-observation cars it hauled were the last open platform Pullmans to be assigned regularly to Santa Fe trains. This was the EL TOVAR's 1946 consist:

Nos. 123&124 (EL TOVAR) Summer 1946

|                             |              |             |   |
|-----------------------------|--------------|-------------|---|
| baggage-express             | Grand Canyon | Los Angeles |   |
| coach                       | "            | "           | " |
| tourist sleeper (14 sec)    | "            | "           | " |
| diner                       | "            | "           | " |
| bar lounge-dormitory        | "            | "           | " |
| sleeper (8-1-2)             | "            | "           | " |
| sleeper-lounge-obs (10 sec) | "            | "           | " |

(fm/to Chgo #23/24)  
(fm/to Chgo #23/24)  
(open platform)

7 cars

(GRAND CANYON trains...cont'd)

The fall of 1946 found No. 23 running in separate coach and sleeping car sections west of Kansas City. Eastbound, No. 24's second, or coach, section continued into Chicago, thanks to head end business off Second 8 (FAST MAIL EXPRESS) at Kansas City.

No. 23 (1st 23 Kansas City-Los Angeles) Fall 1946

|                           |                         |              |                               |
|---------------------------|-------------------------|--------------|-------------------------------|
| express                   | Chicago                 | -Kansas City |                               |
| baggage-express           | "                       | - "          | " (to Los Angeles 2d 23)      |
| coach (partition)(non-AC) | "                       | - "          | " (to Los Angeles 2d 23)      |
| coach (non-AC)            | "                       | - "          | " (to Los Angeles 2d 23)      |
| coach (partition)         | "                       | - "          | " (to Los Angeles 2d 23)      |
| coach                     | "                       | - "          | " (to Oakland 2d 23)          |
| sleeper (10-1-2)          | Kansas City-Los Angeles |              |                               |
| tourist sleeper (16 sec)  | Chicago                 | - "          | "                             |
| sleeper (10-1-2)          | "                       | - "          | "                             |
| diner                     | "                       | - "          | "                             |
| bar lounge-dormitory      | "                       | - "          | "                             |
| sleeper (10-2)            | Clovis                  | -Barstow     | (fm Dlls 75; to Okld 23 Nrth) |
| sleeper (10-1-2)          | "                       | - "          | (fm Hstn 75; to Okld 23 Nrth) |
| tourist sleeper (16 sec)  | Chicago                 | -Williams    | (to Grand Canyon #14)         |
| sleeper (8-1-2)           | "                       | - "          | (to Grand Canyon #14)         |
| tourist sleeper (16 sec)  | Williams                | -Los Angeles | (fm Grand Canyon #15)         |
| sleeper (8-1-2)           | "                       | - "          | (fm Grand Canyon #15)         |

|                     |         |                     |   |
|---------------------|---------|---------------------|---|
| Chicago-Kansas City | 12 cars | Williams-Barstow    | 9 |
| Kansas City-Clovis  | 7       | Barstow-Los Angeles | 7 |
| Clovis-Williams     | 9       |                     |   |

Second 23 (Kansas City-Los Angeles) Fall 1946

|                           |                      |                                    |
|---------------------------|----------------------|------------------------------------|
| express                   | Kansas City-Wichita  |                                    |
| baggage-mail-express      | Newton               | - " (fm Dodge City #128)           |
| RPO-baggage               | "                    | -Amarillo                          |
| exM-baggage-mail-express  | Wichita              | - "                                |
| RPO-baggage               | Amarillo             | -Belen                             |
| express                   | Kansas City-Amarillo |                                    |
| storage mail              | "                    | - "                                |
| baggage-mail-express      | "                    | -Los Angeles                       |
| baggage-express           | "                    | - " " (fm Chicago #23)             |
| coach (partition)(non-AC) | "                    | - " " (fm Chicago #23)             |
| coach (non-AC)            | "                    | - " " (fm Chicago #23)             |
| coach (partition)         | "                    | - " " (fm Chicago #23)             |
| coach                     | "                    | - " "                              |
| coach                     | "                    | -Barstow (fm Chgo 23; to Okld 23N) |
| coach (non-AC)            | "                    | - " (to Oakland #23 North)         |
| diner (non-AC)            | Wellington           | -Gallup (1435, 39 assigned)        |
| coach                     | Clovis               | -Barstow (fm Hstn 75; to Okld 23N) |
| coach (non-AC)            | "                    | -Los Angeles (fm Houston #75)      |

|                     |           |                     |    |
|---------------------|-----------|---------------------|----|
| Kansas City-Newton  | 11 cars   | Clovis-Belen        | 12 |
| Newton-Wichita      | 13        | Belen-Gallup        | 11 |
| Wichita-Wellington  | 12 (10 M) | Gallup-Barstow      | 10 |
| Wellington-Amarillo | 13 (11 M) | Barstow-Los Angeles | 7  |
| Amarillo-Clovis     | 10        |                     |    |

(GRAND CANYON trains...cont'd)

Nos. 23&24 North hauled cars from both sections of the main line trains on their runs between Barstow and Oakland:

No. 23 North & No. 24 North Fall 1946

|         |                      |                  |                                     |
|---------|----------------------|------------------|-------------------------------------|
|         | baggage-mail-express | Stockton-Oakland |                                     |
|         | baggage-mail-express | Fresno           | - "                                 |
|         | storage mail-baggage | Barstow          | - " (fm/to Kansas City 1st 7/2d 24) |
| exWThF- | storage mail-baggage | "                | - " (fm Chicago 1st 7)              |
|         | baggage-express      | "                | - "                                 |
|         | storage mail         | "                | - "                                 |
|         | RPO-baggage          | "                | - "                                 |
|         | coach (smoker)       | "                | - "                                 |
|         | coach                | "                | - " (fm/to Chicago 2d 23/2d 24)     |
|         | coach (non-AC)       | "                | - " (fm/to Kansas City 2d 23/2d 24) |
|         | coach                | "                | - " (fm/to Houston 2d 23/2d 24)     |
|         | sleeper (10-2)       | "                | - " (fm/to Dallas 1st 23/1st 24)    |
|         | sleeper (10-1-2)     | "                | - " (fm/to Houston 1st 23/1st 24)   |

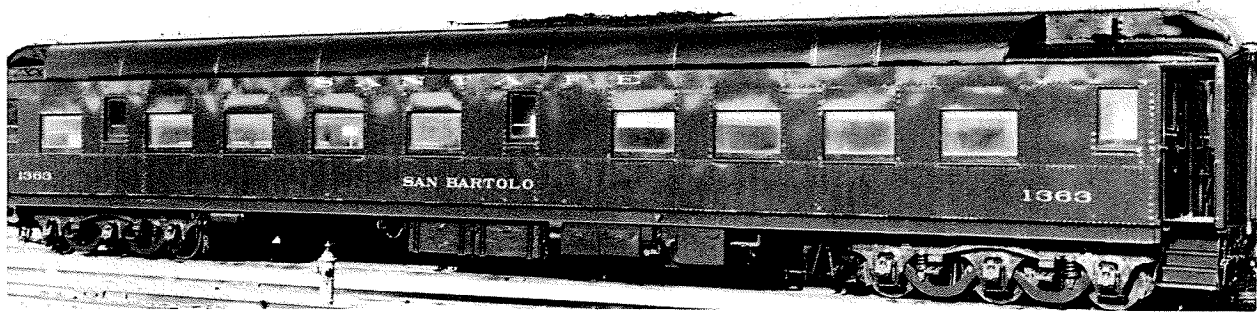
|                  |                   |
|------------------|-------------------|
| Barstow-Fresno   | 11 cars (10 WThF) |
| Fresno-Stockton  | 12 (11 WThF)      |
| Stockton-Oakland | 13 (12 WThF)      |

Here are eastbound GRAND CANYON consists for the same period:

First 24 Fall 1946

|                          |             |              |                               |
|--------------------------|-------------|--------------|-------------------------------|
| RPO-baggage              | Belen       | -Amarillo    |                               |
| storage mail             | Amarillo    | -Kansas City |                               |
| RPO-baggage              | "           | -Newton      |                               |
| storage mail             | Los Angeles | -Amarillo    | (to Wichita 2d 24)            |
| baggage-express          | "           | -Kansas City | (to Chicago 2d 24)            |
| express                  | Kansas City | -Chicago     |                               |
| sleeper (10-1-2)         | Los Angeles | -Kansas City |                               |
| tourist sleeper (16 sec) | "           | -Chicago     |                               |
| sleeper (10-1-2)         | "           | - "          |                               |
| diner                    | "           | - "          |                               |
| bar lounge-dormitory     | "           | - "          |                               |
| sleeper (10-1-2)         | "           | -Williams    | (to Grand Canyon #14)         |
| tourist sleeper (16 sec) | "           | - "          | (to Grand Canyon #14)         |
| sleeper (10-1-2)         | Williams    | -Chicago     | (fm Grand Canyon #15)         |
| tourist sleeper (16 sec) | "           | - "          | (fm Grand Canyon #15)         |
| sleeper (10-2)           | Barstow     | -Clovis      | (fm Okld #24N; to Dallas #98) |
| sleeper (10-1-2)         | "           | - "          | (fm Okld #24N; to Hstn #98)   |

|                     |        |
|---------------------|--------|
| Los Angeles-Barstow | 9 cars |
| Barstow-Williams    | 11     |
| Williams-Belen      | 11     |
| Belen-Clovis        | 12     |
| Clovis-Amarillo     | 10     |
| Amarillo-Newton     | 10     |
| Newton-Kansas City  | 9      |
| Kansas City-Chicago | 7      |



Some 1360-series heavyweight lounge dorms got shadow-stripe paint schemes about 1947. Here's 1363 before and after its repainting.



(GRAND CANYON trains...cont'd)

Second 24 Fall 1946

|                           |        |                      |                             |
|---------------------------|--------|----------------------|-----------------------------|
| baggage                   |        | Kansas City-Chicago  | (fm Oakland 2d 8)           |
| express (msgr)            |        | " " - "              | (fm Los Angeles 2d 8)       |
| storage mail              |        | " " - "              | (fm Los Angeles 2d 8)       |
| storage mail              |        | " " - "              | (fm Los Angeles 2d 8)       |
| storage mail              |        | " " - "              |                             |
| baggage-express           |        | " " - "              | (fm Los Angeles 1st 24)     |
| baggage-mail-express      |        | Wichita -Newton      | (to Dodge City #127)        |
| baggage (DH)              |        | " -Kansas City       |                             |
| baggage-mail-express      |        | " - " "              |                             |
| baggage-mail-express      |        | Amarillo -Wichita    | (fm Los Angeles 1st 24)     |
| baggage-express           |        | " -Kansas City       |                             |
| baggage                   |        | Barstow - " "        | or Clovis (fm Okld #24N)    |
| coach (partition)(non-AC) |        | Los Angeles-Chicago  |                             |
| coach (non-AC)            |        | " " - "              |                             |
| coach                     |        | " " - "              |                             |
| coach (partition)         |        | " " - "              |                             |
| coach (non-AC)            |        | Barstow -Kansas City | (fm Oakland #24 North)      |
| coach                     |        | " -Clovis            | (fm Okld #24N; to Hstn #76) |
| coach (non-AC)            |        | Los Angeles- "       | (to Houston #76)            |
| diner (non-AC)            |        | Gallup -Wellington   | (1435, 39 assigned)         |
|                           |        |                      |                             |
| Los Angeles-Barstow       | 5 cars | Wellington-Wichita   | 8                           |
| Barstow-Gallup            | 8      | Wichita-Newton       | 10                          |
| Gallup-Clovis             | 9      | Newton-Kansas City   | 9                           |
| Clovis-Amarillo           | 7      | Kansas City-Chicago  | 10                          |
| Amarillo-Wellington       | 9      |                      |                             |

In January, 1947, the two-section policy for Nos. 23&24 ended temporarily. Still entirely heavyweight, the combined GRAND CANYON looked like this:

(GRAND CANYON trains...cont'd)

Nos. 23&24 Winter-Spring 1947

|                          |              |              |                                      |
|--------------------------|--------------|--------------|--------------------------------------|
| express                  | Chicago      | -Kansas City | (baggage-express on #24)             |
| RPO-baggage              | Newton       | -Amarillo    |                                      |
| baggage-mail-express     | Kansas City- | "            | (storage mail on #24)                |
| RPO-baggage              | Amarillo     | -Belen       |                                      |
| baggage-mail-express     | Kansas City- | Los Angeles  | (mail-express on #24)                |
| baggage-express          | "            | "            | "                                    |
| baggage-express          | Chicago      | - "          | "                                    |
| coach (partition)        | "            | - "          | "                                    |
| coach                    | "            | - "          | "                                    |
| coach                    | "            | -Barstow     | (to/fm Oakland #23/24 North)         |
| coach                    | Clovis       | - "          | (fm/to Hstn 75/76; to/fm Okd         |
| diner (overflow)         | "            | -Belen       | 23/24N)                              |
| diner                    | Chicago      | -Los Angeles |                                      |
| bar lounge-dormitory     | "            | - "          | "                                    |
| tourist sleeper (14 sec) | "            | - "          | "                                    |
| sleeper (10-1-2)         | "            | - "          | "                                    |
| sleeper (8-1-2)          | "            | -Williams    | (to Grand Canyon #14)                |
| sleeper (8-1-2)          | Williams     | -Los Angeles | (fm Grand Canyon #15)                |
| sleeper (10-1-2)         | Kansas City- | "            | "                                    |
| sleeper (10-2)           | Clovis       | -Barstow     | (fm/to Dlls 75/76; to/fm Okd 23/24N) |
| sleeper (10-1-2)         | "            | - "          | (fm/to Hstn 75/76; to/fm Okd 23/24N) |
| lounge                   | Ash Fork     | -Los Angeles |                                      |
| diner (overflow)         | "            | "            | "                                    |

|                     |         |                     |    |
|---------------------|---------|---------------------|----|
| Chicago-Kansas City | 10 cars | Clovis-Belen        | 17 |
| Kansas City-Newton  | 13      | Belen-Ash Fork      | 15 |
| Newton-Amarillo     | 14      | Ash Fork-Barstow    | 17 |
| Amarillo-Clovis     | 13      | Barstow-Los Angeles | 13 |

You wouldn't have recognized the GRAND CANYON just six months later. For a brief season, this maid-of-all-work threw off her old Pullman green colors and went practically all lightweight. The schedule was shortened, too. This odd change needs explanation. The probable reason was that, in the summer and fall of 1947, car builders were delivering new coaches and head end cars which, in early 1948, would establish the TEXAS CHIEF and allow the SUPER CHIEF and EL CAPITAN to run daily. As new cars arrived for these trains, the prewar lightweight equipment that they replaced went to the GRAND CANYON. Nos. 23&24 also got a 6-6-4 sleeper and its diner from Nos. 3&4 (CALIFORNIA LIMITED).



This is the floor plan of heavyweight lounges 1360-69, pictured on the preceding page. They were used most frequently on the GRAND CANYON.



(GRAND CANYON trains...cont'd)

Nos. 23&24 Summer 1947

|                         |                |                                          |
|-------------------------|----------------|------------------------------------------|
| express                 | LW Chicago     | -Kansas City (storage mail on #24)       |
| RPO-baggage             | LW Kansas City | -Belen                                   |
| baggage-mail-express    | LW "           | -Amarillo                                |
| baggage-express         | LW Chicago     | -Los Angeles                             |
| coach 44/52-seat        | LW "           | - " "                                    |
| coach 44/52-seat        | LW "           | - " "                                    |
| coach 44/52-seat        | LW "           | - " "                                    |
| coach 44/52-seat        | LW "           | -Barstow (to/fm Oakland #23/24 North)    |
| diner                   | LW "           | -Los Angeles                             |
| bar lounge-dormitory    | LW "           | - " "                                    |
| sleeper (24 dup rte)    | LW "           | - " " (Indian-series)                    |
| sleeper (6-6-4)         | LW "           | -Barstow (to/fm Oakland #23/24 North)    |
| sleeper (6-6-4)         | LW Wichita     | -Los Angeles (fm/to Fort Worth #28/27)   |
| slpr (6-6-4/10-5/6-2-2) | LW Chicago     | -Williams (to/fm Grand Canyon #14/15)    |
| sleeper (8-1-2)         | "              | - " (to/fm Grand Canyon #14/15)          |
| slpr (6-6-4/10-5/6-2-2) | LW Williams    | -Los Angeles (fm/to Grand Canyon #15/14) |
| sleeper (8-1-2)         | "              | - " " (fm/to Grand Canyon #15/14)        |
| sleeper (10-2)          | "              | - " " (fm/to Grand Canyon #15/14)        |
| sleeper (10-1-2)        | Chicago        | - " "                                    |

|                     |         |                     |    |
|---------------------|---------|---------------------|----|
| Chicago-Kansas City | 13 cars | Belen-Williams      | 13 |
| Kansas City-Wichita | 14      | Williams-Barstow    | 14 |
| Wichita-Amarillo    | 15      | Barstow-Los Angeles | 12 |
| Amarillo-Belen      | 14      |                     |    |

Notice that the Texas-to-Oakland cars were missing from the GRAND CANYON. This occurred due to a schedule change which made Nos. 1&2 (SCOUT) the connection for these cars at Clovis.

Meanwhile, the Oakland section of the GRAND CANYON underwent a downgrading. The lightweight cars off the main line section were carried by No. 23 North only from Barstow to Bakersfield. At Bakersfield, these cars were cut into No. 61 (GOLDEN GATE) for a faster run to Oakland. No. 23 North between Bakersfield and Oakland was thus reduced to little more than a local train. No. 24 North was eliminated entirely between Oakland and Bakersfield. It carried head end equipment and a coach off a new Oakland-Bakersfield local train, No. 6 North, and the two lightweight cars off No. 60 (GOLDEN GATE).

No. 23 North Summer 1947

|                          |                   |                                  |
|--------------------------|-------------------|----------------------------------|
| express (msgr)           | Barstow-Oakland   | (fm Chicago 2d 3)                |
| baggage-mail             | " - "             |                                  |
| baggage-mail             | " - "             |                                  |
| storage mail             | " - "             |                                  |
| RPO-baggage              | " - "             |                                  |
| coach                    | " - "             | (fm Chicago #1)                  |
| tourist sleeper (16 sec) | " - "             | (fm Chicago #1)                  |
| diner                    | " - "             |                                  |
| sleeper (10-2)           | " - "             | (fm Fort Worth #1)               |
| sleeper (10-1-2)         | " - "             | (fm Chicago 1st 3)               |
| coach 44/52-seat         | LW " -Bakersfield | (fm Chicago #23; to Oakland #61) |
| sleeper (6-6-4)          | LW " - "          | (fm Chicago #23; to Oakland #61) |

(GRAND CANYON trains...cont'd)

Barstow-Bakersfield 12 cars

Bakersfield-Oakland 10

No. 24 North Summer 1947

|                     |                     |                                  |
|---------------------|---------------------|----------------------------------|
| baggage-express     | Bakersfield-Barstow | (fm Oakland #6 North)            |
| storage mail        | " - "               | (fm Oakland #6 North)            |
| baggage-express     | " - "               | (fm Oakland #6 North)            |
| RPO-baggage         | " - "               | (fm Oakland #6 North)            |
| coach (smoker)      | " - "               | (fm Oakland #6 North)            |
| coach 44/52-seat LW | " - "               | (fm Oakland #60; to Chicago #24) |
| sleeper (6-6-4) LW  | " - "               | (fm Oakland #60; to Chicago #24) |

7 cars

When we next see the GRAND CANYON, in the spring of 1949, it is again running in sections, this time all the way between Chicago and the West Coast. Public timetables referred to the coach section as Nos. 123&124, but showed them as separate trains only between Kansas City and Wellington, via the Topeka Subdivision in Eastern Kansas. The motif of the trains had become semi-lightweight.

First 23 Spring 1949 (sleeping cars)

|                         |                         |                             |
|-------------------------|-------------------------|-----------------------------|
| storage mail            | Kansas City-Los Angeles | (fm New York MoPac)         |
| storage mail            | " - " - "               | (fm New York MoPac)         |
| express                 | Chicago - " - "         |                             |
| sleeper (24 dup rte) LW | " - " - "               |                             |
| sleeper (14 sec) LW     | " - " - "               |                             |
| sleeper (6-1-4)         | " - " - "               |                             |
| sleeper (6-3)           | " - " - "               |                             |
| diner                   | " - " - "               | (1401,10,17,61,67 assigned) |
| bar lounge-dormitory    | " - " - "               | (1360-62; 1532, 37 asgd)    |
| sleeper (6-6-4) LW      | " - Barstow             | (to Oakland #23 North)      |
| sleeper (6-6-4) LW      | Clovis - "              | (fm Hstn #97; to Okld #23N) |
| sleeper (10-1-2)        | " - Los Angeles         | (fm Dallas #75)             |
| sleeper (6-3)*          | Chicago - Williams      | (to Grand Canyon #14)       |
| sleeper (8-1-2)         | " - "                   | (to Grand Canyon #14)       |
| sleeper (6-3)*          | Williams - Los Angeles  | (fm Grand Canyon #15)       |
| sleeper (8-1-2)         | " - " - "               | (fm Grand Canyon #15)       |

\* -- run even days of month only

Chicago-Kansas City 9 or 10 cars

Clovis-Barstow 13 or 14

Kansas City-Clovis 11 or 12

Barstow-Los Angeles 11 or 12



HW lounge-dorms 1524-31 were rebuilt for the GRAND CANYON in 1948.

(GRAND CANYON trains...cont'd)

Second 23 Spring 1949 (coaches)

|                      |             |              |                             |
|----------------------|-------------|--------------|-----------------------------|
| exSuMTu-express      | Chicago     | -Kansas City |                             |
| ThFSa-express        | "           | - "          | "                           |
| express              | "           | - "          | "                           |
| exM-storage mail     | "           | - "          | "                           |
| storage mail         | Kansas City | -Los Angeles |                             |
| storage mail         | "           | -Barstow     | (to Oakland #23 North)      |
| baggage-mail-express | Clovis      | - "          | (fm Hstn #75; to Okld #23N) |
| baggage-mail-express | Kansas City | -Amarillo    |                             |
| RPO-baggage          | "           | -Belen       |                             |
| baggage-mail         | Chicago     | -Los Angeles |                             |
| coach (partition)    | "           | - "          | "                           |
| coach                | "           | - "          | "                           |
| coach                | "           | - "          | "                           |
| lunch cntr-diner LW  | "           | - "          | " (1557, 62, 64-65 asgd)    |
| bar lounge-dorm      | "           | - "          | " (1524-25, 27-29 assigned) |
| coach                | Clovis      | - "          | " (fm Houston #75)          |
| coach 44/52-seat LW  | Chicago     | -Barstow     | (to Oakland #23 North)      |
| coach 44/52-seat LW  | "           | - "          | (to Oakland #23 North)      |
| coach 44/52-seat LW  | "           | - "          | (to Oakland #23 North)      |
| sleeper (12-1)       | Kansas City | -Newton      | (to Oklahoma City #27)      |

|                     |         |                       |
|---------------------|---------|-----------------------|
| Chicago-Kansas City | 13 cars | (10 M, 11 SuTu, 12 W) |
| Kansas City-Newton  | 14      |                       |
| Newton-Amarillo     | 13      |                       |
| Amarillo-Clovis     | 12      |                       |
| Clovis-Belen        | 14      |                       |
| Belen-Barstow       | 13      |                       |
| Barstow-Los Angeles | 8       |                       |

No. 23 North Spring 1949

|                      |                 |                                  |
|----------------------|-----------------|----------------------------------|
| express (msgr)       | Barstow-Oakland | (fm Chicago 2d 7)                |
| storage mail         | " - "           | (fm Kansas City 2d 23)           |
| baggage-mail-express | " - "           | (fm Houston 2d 23)               |
| baggage-mail-express | " - "           |                                  |
| RPO-baggage          | " - "           |                                  |
| coach 44/52-seat LW  | " -Bakersfield  | (fm Chgo 2d 23; to Oakland #61)  |
| coach 44/52-seat LW  | " - "           | (fm Chgo 2d 23; to Oakland #61)  |
| coach 44/52-seat LW  | " - "           | (fm Chgo 2d 23; to Oakland #61)  |
| coach                | " -Oakland      | (fm Chicago #3)                  |
| coach                | " - "           |                                  |
| diner 30/36-seat     | " - "           | (1450, 52, 55 assigned)          |
| sleeper (10-1-2)     | " - "           | (fm Chicago #3)                  |
| sleeper (6-6-4) LW   | " -Bakersfield  | (fm Chgo 1st 23; to Oakland #61) |
| sleeper (6-6-4) LW   | " - "           | (fm Hstn 1st 23; to Oakland #61) |

|                     |         |
|---------------------|---------|
| Barstow-Bakersfield | 14 cars |
| Bakersfield-Oakland | 9       |

(GRAND CANYON trains...cont'd)

First 24 Spring 1949 (sleeping cars)

|                      |    |             |              |                                |
|----------------------|----|-------------|--------------|--------------------------------|
| storage mail         |    | Barstow     | -Clovis      | (fm Okld #24N; to Houston #76) |
| storage mail         |    | Amarillo    | -Kansas City |                                |
| RPO-baggage          |    | Belen       | - " "        |                                |
| storage mail         |    | Kansas City | -Chicago     |                                |
| baggage-mail         |    | Los Angeles | - "          |                                |
| sleeper (6-3)        |    | " "         | - "          |                                |
| sleeper (24 dup rte) | LW | " "         | - "          |                                |
| sleeper (14 sec)     | LW | " "         | - "          |                                |
| sleeper (6-1-4)      |    | " "         | - "          |                                |
| diner                |    | " "         | - "          |                                |
| bar lounge-dormitory |    | " "         | - "          |                                |
| sleeper (6-6-4)      | LW | Barstow     | - "          | (fm Oakland #24 North)         |
| sleeper (6-6-4)      | LW | "           | -Clovis      | (fm Okld #24N; to Houston #76) |
| sleeper (10-1-2)     |    | Los Angeles | - "          | (to Dallas #76)                |
| sleeper (6-3)*       |    | " "         | -Williams    | (to Grand Canyon #14)          |
| sleeper (8-1-2)      |    | " "         | - "          | (to Grand Canyon #14)          |
| sleeper (6-3)*       |    | Williams    | -Chicago     | (fm Grand Canyon #15)          |
| sleeper (8-1-2)      |    | "           | - "          | (fm Grand Canyon #15)          |
| coach                |    | Newton      | -Kansas City | (fm Denver #2)                 |
| sleeper (10-2)       |    | "           | - " "        | (fm Denver #2)                 |
| sleeper (12-1)       |    | "           | - " "        | (fm Dodge City #128)           |

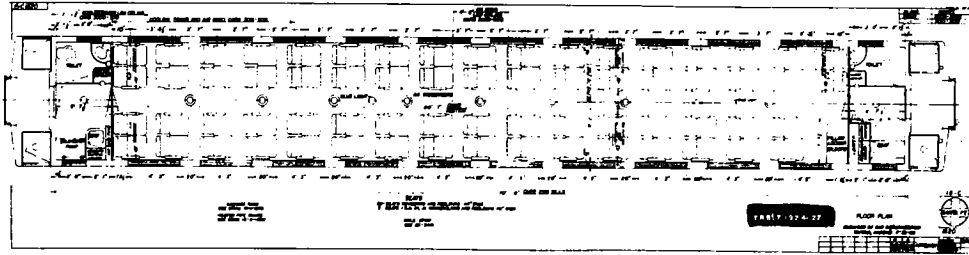
\* -- run even days of month only

|                     |              |
|---------------------|--------------|
| Los Angeles-Barstow | 9 or 10 cars |
| Barstow-Belen       | 12 or 13     |
| Belen-Clovis        | 13 or 14     |
| Clovis-Amarillo     | 10 or 11     |
| Amarillo-Newton     | 11 or 12     |
| Newton-Kansas City  | 14 or 15     |
| Kansas City-Chicago | 10 or 11     |

Second 24 Spring 1949 (coaches)

|                      |    |             |          |                        |
|----------------------|----|-------------|----------|------------------------|
| baggage              |    | Los Angeles | -Chicago |                        |
| coach (partition)    |    | " "         | - "      |                        |
| coach                |    | " "         | - "      |                        |
| coach                |    | " "         | - "      |                        |
| lunch counter-diner  | LW | " "         | - "      |                        |
| bar lounge-dormitory |    | " "         | - "      |                        |
| coach                |    | " "         | -Clovis  | (to Houston #76)       |
| coach 44/52-seat     | LW | Barstow     | -Chicago | (fm Oakland #24 North) |
| coach 44/52-seat     | LW | "           | - "      | (fm Oakland #24 North) |
| coach 44/52-seat     | LW | "           | - "      | (fm Oakland #24 North) |

|                     |        |
|---------------------|--------|
| Los Angeles-Barstow | 7 cars |
| Barstow-Clovis      | 10     |
| Clovis-Chicago      | 9      |



Floor plans on this and the following page are of heavyweight coaches most often seen in transcontinental service. Above is the 3000-19 series, seating 66. Lounge space was at a minimum.

(GRAND CANYON trains...cont'd)

No. 24 North Spring 1949

|                      |                     |                                       |
|----------------------|---------------------|---------------------------------------|
| baggage-mail-express | Bakersfield-Barstow | (fm Oaklnd #6 Nrth; to Houstn 1st 24) |
| baggage-express      | " - "               | (fm Oakland #6 North)                 |
| storage mail         | " - "               | (fm Oakland #6 North)                 |
| RPO-baggage          | " - "               | (fm Oakland #6 North)                 |
| coach 44/52-seat LW  | " - "               | (fm Oaklnd #60; to Chicago 2d 24)     |
| coach 44/52-seat LW  | " - "               | (fm Oaklnd #60; to Chicago 2d 24)     |
| coach 44/52-seat LW  | " - "               | (fm Oaklnd #60; to Chicago 2d 24)     |
| coach                | " - "               | (fm Oakland #6 North)                 |
| sleeper (6-6-4) LW   | " - "               | (fm Oaklnd #60; to Chicago 1st 24)    |
| sleeper (6-6-4) LW   | " - "               | (fm Oaklnd #60; to Houston 1st 24)    |

10 cars

Nos. 123&124 joined the GRAND CANYON fleet in 1950 as Northern District trains running between Kansas City and Los Angeles, with through cars from and to Chicago in conjunction with Nos. 23&24. By now, the GRAND CANYON service had become massive, because added onto the regular operation was a thriving business in prepaid tour travel. In 1953, the first summer for which Santa Fe records are available to show tour car operation on the GRAND CANYON trains, No. 23 would leave Chicago each Saturday and Sunday in three sections. The first section would contain No. 23's regular coaches, plus those for No. 123 at Kansas City. The second section had the regular sleepers for No. 23 and No. 123, plus overflow tour company sleepers. The final section would be solidly reserved by the travel agencies for their customers. At Kansas City, the first two sections would set out cars for No. 123 and continue west via the Southern District. No. 123's train would be assembled from First and Second 23 and depart for Los Angeles via the Northern District. Third 23 either kept that designation and ran on the Southern District, or, if it contained cars booked to such popular stopovers as Lamy or Albuquerque, ran as Second 123 over the north route.

Regardless of which direction the tour train took, it always veered north onto the Grand Canyon branch at Williams for a day's layover at the national park. Then it rejoined the main line 24 hours after leaving it to continue west to Los Angeles. Though no two tour sections contained identical consists, the train shown on the next page (Third 23, via Southern District) is typical of those running that summer. Notice that it was predominantly heavyweight.

(GRAND CANYON trains...cont'd)

Third 23 July 19, 1953

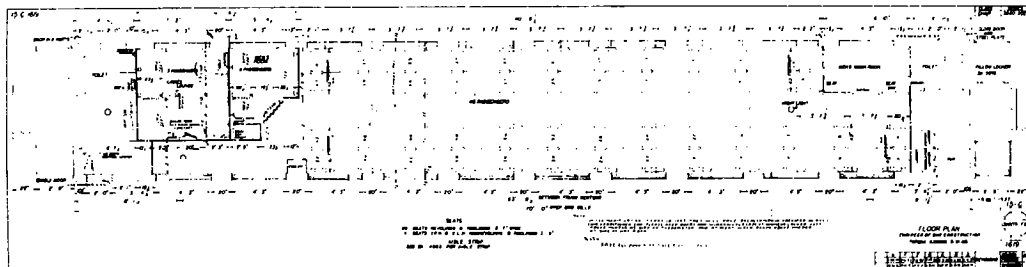
|                                          |                                  |                        |
|------------------------------------------|----------------------------------|------------------------|
| baggage-dorm-lounge                      | Chicago-Grand Canyon-Los Angeles | (1301 assigned)        |
| coach 44-seat LW "                       | " " " " "                        | (Vanderbilt Tour)      |
| coach 44-seat LW "                       | " " " " "                        | (Vanderbilt Tour)      |
| diner 36-seat                            | " " " " "                        | (1414 assigned)        |
| sleeper (6-1-4)                          | " " " " "                        | (Vanderbilt Tour)      |
| sleeper (8-5)                            | " " " " "                        | (Vanderbilt Tour)      |
| sleeper (10-1-2)                         | " " " " "                        | (Vanderbilt Tour)      |
| sleeper (10-1)                           | " " " " "                        | (overflow)             |
| diner 48-seat                            | " " " " "                        | (1408 assigned)        |
| parlor-dorm-lounge                       | " " " " "                        | (3233 assigned)        |
| sleeper (4-4-2) LW "                     | " " " " "                        | (regular Pullman line) |
| sleeper (6-3)                            | " " " " "                        | (Cook Tour)            |
| sleeper (10-1-2)                         | " " " " "                        | (Cook Tour)            |
| diner 48-seat                            | Needles " "                      | (1462 asgd; DH fm LA)  |
| bar lounge-dormitory                     | " " "                            | (1536 asgd; DH fm LA)  |
| sleeper (4-4-2) LW Winslow-Grand Canyon- | " "                              | (fm Chicago #123)      |
| sleeper (8-1-2)                          | " " " " "                        | (fm Chicago #123)      |
| sleeper (8-2-2) LW "                     | " " " " "                        | (fm Chicago 1st 23)    |

|                              |         |
|------------------------------|---------|
| Chicago-Winslow              | 13 cars |
| Winslow-Grand Canyon-Needles | 16      |
| Needles-Los Angeles          | 18      |

The two tour sleepers switched into the train at Winslow from No. 123 had picked up Grand Canyon passengers on the Northern District. The third diner and lounge deadheaded to Needles from Los Angeles on No. 4 the day before to handle the passengers added at Winslow. This train, incidentally, had 225 passengers aboard at Newton and 378 west of Winslow.

We'll detail other typical tour trains from later years elsewhere in this section.

The off-season GRAND CANYON trains the next winter (1953-54) are shown next. No. 23 included a coach, sleeper, diner and lounge out of Chicago to switch onto No. 123 at Kansas City; No. 24 returned them in the opposite direction. By this time, lightweight coaches were showing up on GRAND CANYON trains during slack business periods. Nos. 123&124 usually drew lightweights during the 1953-54 off season.



Heavyweight coaches 3020 to 3069 seated 48 passengers and featured large restrooms. The 3020-29 series shown here was typical of this group.



Shoshone Tribe, pictured above, was a 6 section, drawing room, 4 bedroom car assigned to such trains as the GRAND CANYON. (EA)

(GRAND CANYON trains...cont'd)

The winter 1953-54 consists which follow are for westbound trains only:

No. 23 Winter 1953-54

|                    |             |              |                               |
|--------------------|-------------|--------------|-------------------------------|
| baggage-mail-exprs | Clovis      | -Los Angeles | (fm Dallas #75)               |
| baggage            | Chicago     | - "          | "                             |
| exSuM-storage mail | "           | -Kansas City |                               |
| express            | "           | - "          | "                             |
| exMTu-express      | "           | - "          | " (fm New York City NYC)      |
| exSuM-express      | "           | -Wichita     |                               |
| storage mail       | Kansas City | - "          |                               |
| mail-express       | "           | -Amarillo    |                               |
| RPO-baggage        | "           | -Belen       |                               |
| exSuM-express      | "           | -Winslow     | (to Los Angeles #123)         |
| storage mail       | "           | - "          | (to Oakland #123)             |
| diner 46-seat      | Clovis      | - "          | (1403, 69, 72 assigned)       |
| coach              | Chicago     | -Los Angeles |                               |
| coach              | Clovis      | - "          | " (fm Dallas #75)             |
| coach 44/52-st LW  | "           | -Barstow     | (fm Hstn #75; to Okld 23N)    |
| coach 44/52-st LW  | Chicago     | - "          | (to Oakland #23 North)        |
| coach 44/52-st LW  | Kansas City | - "          | (to Oakland #23 North)        |
| diner              | Wellington  | -Los Angeles |                               |
| bar lounge-dorm    | "           | - "          | "                             |
| sleepr (10-3-2) LW | Chicago     | -Los Angeles |                               |
| sleepr (14 sec) LW | "           | - "          | "                             |
| sleepr (6-6-4) LW  | Clovis      | - "          | " (fm Dallas #75)             |
| sleepr (6-6-4) LW  | "           | -Barstow     | (fm Nw Orlns 75; to Okld 23N) |
| sleepr (6-6-4) LW  | Chicago     | - "          | (to Oakland #23 North)        |
| sleepr (8-2-2) LW  | "           | -Williams    | (to Grand Canyon #14)         |
| sleepr (8-2-2) LW  | Williams    | -Los Angeles | (fm Grand Canyon #15)         |
| coach 44/52-st LW  | Chicago     | -Kansas City | (to Los Angeles #123)         |
| diner              | "           | - "          | " (to Los Angeles #123)       |
| bar lounge-dorm    | "           | - "          | " (to Los Angeles #123)       |
| sleepr (8-1-2)     | "           | - "          | " (to Los Angeles #123)       |
| sleepr (4-4-2) LW  | "           | - "          | " (to Phoenix #123)           |

|                                              |                   |             |
|----------------------------------------------|-------------------|-------------|
| Chicago-Kas City 16 cars (13M, 14 Su, 15 Tu) | Clovis-Belen      | 19 (18 MTu) |
| Kans City-Wichita 14 (12 SuM)                | Belen-Winslow     | 18 (17 MTu) |
| Wichita-Wellgtn 12 (11 MTu)                  | Winslow-Barstow   | 15          |
| Wellgtn-Amarillo 14 (13 MTu)                 | Barstow-Los Angls | 10          |
| Amarillo-Clovis 13 (12 MTu)                  |                   |             |

(GRAND CANYON trains...cont'd)

No. 123 Winter 1953-54

|                          |                         |              |                           |
|--------------------------|-------------------------|--------------|---------------------------|
| exM-baggage-mail-express | La Junta                | -Albuquerque | (fm Denver #14)           |
| baggage-mail-express     | " "                     | -Los Angeles | (fm Denver #14)           |
| baggage-mail-express     | Kansas City-La Junta    |              | (to Pueblo #1)            |
| baggage-mail-express     | " " - " "               |              | (to Denver #1)            |
| RPO                      | " " - " "               |              |                           |
| express                  | " "                     | -Albuquerque |                           |
| storage mail             | " "                     | -            |                           |
| storage mail             | " "                     | -Ash Fork    | (to Phoenix #47)          |
| exMTu-express            | Winslow                 | -Los Angeles | (fm Kansas City #23)      |
| storage mail             | "                       | -Barstow     | (fm KC #23; to Okld #23N) |
| exSSM-storage mail       | Kansas City-Los Angeles |              |                           |
| baggage-mail-express LW  | " - " "                 |              |                           |
| F-coach                  | " " - La Junta          |              |                           |
| coach 44/52-seat LW      | " - " "                 |              | (to Denver #1)            |
| coach 44/52-seat LW      | La Junta -Los Angeles   |              | (fm Denver #14)           |
| coach 44/52-seat LW      | Kansas City- " "        |              | (fm Chicago #23)          |
| diner                    | " " - " "               |              | (fm Chicago #23)          |
| bar lounge-dormitory     | " " - " "               |              | (fm Chicago #23)          |
| sleeper (8-1-2)          | " " - " "               |              | (fm Chicago #23)          |
| sleeper (4-4-2) LW       | " " -Ash Fork           |              | (fm Chgo 23; to Phnx 47)  |
| sleeper (6-6-4) LW       | " " -La Junta           |              | (to Denver #1)            |
| sleeper (6-6-4) LW       | La Junta -Los Angeles   |              | (fm Denver #14)           |

|                      |                        |
|----------------------|------------------------|
| Kansas City-La Junta | 15 cars (14 SSM, 16 F) |
| La Junta-Albuquerque | 14 (12 M, 13 SuTu)     |
| Albuquerque-Winslow  | 11 (10 SuMTu)          |
| Winslow-Ash Fork     | 13 (11 MTu, 12 Su)     |
| Ash Fork-Barstow     | 11 (9 MTu, 10 Su)      |
| Barstow-Los Angeles  | 10 (8 TuW, 9 M)        |

No. 123 received two head end cars from No. 23 at Winslow to equalize the number of cars on the two trains.

No. 23 North Winter 1953-54

|                     |                 |                                   |
|---------------------|-----------------|-----------------------------------|
| storage mail        | Barstow-Oakland | (fm Kansas City #123)             |
| baggage-express     | " - "           |                                   |
| storage mail        | " - "           |                                   |
| RPO-baggage         | " - "           |                                   |
| X-express           | " - "           | (fm East as received)             |
| coach               | " - "           |                                   |
| coach               | " - "           |                                   |
| diner 30-seat       | " - "           | (1444, 49-50 assigned)            |
| sleeper (10-1-2)    | " - "           | (fm Chicago #3)                   |
| coach               | " - "           | (fm Chicago #3)                   |
| coach 44/52-seat LW | " -Bakersfield  | (fm Chicago #23; to Oakland #61)  |
| coach 44/52-seat LW | " - "           | (fm KC #23; to Oakland #61)       |
| coach 44/52-seat LW | " - "           | (fm Houston #23; to Oakland #61)  |
| sleeper (6-6-4) LW  | " - "           | (fm New Orleans #23; to Okld #61) |
| sleeper (6-6-4) LW  | " - "           | (fm Chicago #23; to Oakland #61)  |

|                     |         |                     |   |
|---------------------|---------|---------------------|---|
| Barstow-Bakersfield | 14 cars | Bakersfield-Oakland | 9 |
|---------------------|---------|---------------------|---|



(GRAND CANYON trains...cont'd)

The makeup of No. 23 that winter was typical for the years 1950-54 during those months when only one section operated. During those years, the marshalling order from Chicago was usually:

head end cars

coaches via Southern District

diner and lounge via Southern District

sleepers via Southern District

coaches via Northern District ) set out at

diner and lounge via Northern District ) Kansas City

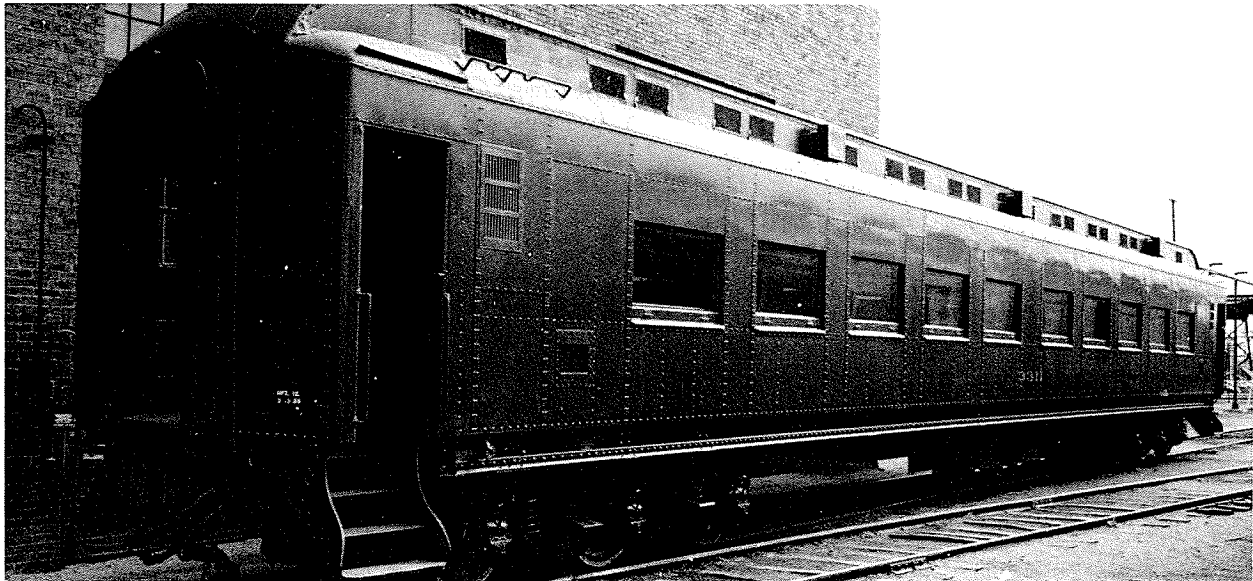
sleepers via Northern District ) for No. 123

This car arrangement allowed No. 123's equipment to be plucked from the rear of No. 23 at Kansas City, and to be placed on No. 24 just as simply.

But in the summer of 1954, GRAND CANYON operations changed considerably. First, inauguration of the SAN FRANCISCO CHIEF (Nos. 1&2) on June 6 left little need for Oakland cars on the GRAND CANYON. Nos. 23 North & 24 North ran only between Barstow and Bakersfield that summer, and in January, 1955, they were discontinued entirely.

Also, Nos. 23&24 carried no cars for or from the Northern District sections. This permitted the trains to be held to one section between Chicago and Kansas City, but meant that passengers out of Chicago for such places as Denver and Hutchinson and Albuquerque had to transfer across the platform in Kansas City to No. 123. West of Kansas City, Nos. 23&24 split (for the last summer) into coach and sleeping car sections.

Westbound consists only of GRAND CANYON trains for the summer of 1954 occupy the following two pages. Contrast the makeup of No. 23 out of Chicago with the prior car arrangements shown at the top of this page:



Many 3000-series coaches were given air-conditioning in 1953, renumbered to the 1101-series and then assigned to transcontinental trains such as the GRAND CANYON and CALIFORNIA LIMITED. Car 3311 became 1125 soon after this picture was taken in 1953. (ATSF)

(GRAND CANYON trains...cont'd)

No. 23 (1st 23 Kansas City-Los Angeles) Summer 1954

|                      |             |              |                          |
|----------------------|-------------|--------------|--------------------------|
| exSu-RPO-baggage     | Amarillo    | -Belen       |                          |
| exSu-express         | Kansas City | -Wichita     |                          |
| storage mail         | "           | "            | (mail-express Sundays)   |
| mail-express         | "           | -Kiowa       | (to Clinton #45)         |
| RPO-baggage          | "           | -Amarillo    |                          |
| storage mail         | "           | "            |                          |
| storage mail         | "           | -Ash Fork    | (to Phoenix #47)         |
| exMTu-express        | Chicago     | -Kansas City | (fm New York NYC)        |
| baggage (TBM)        | "           | -Los Angeles |                          |
| exSuM-storage mail   | "           | -Kansas City |                          |
| exSuM-express        | "           | - "          | "                        |
| baggage-mail-express | Clovis      | -Los Angeles | (fm Dallas #75)          |
| coach                | Chicago     | -Kansas City | (to Los Angeles 2d 23)   |
| coach                | "           | - "          | " (to Los Angeles 2d 23) |
| coach                | "           | - "          | " (to Los Angeles 2d 23) |
| coach                | "           | - "          | " (to Los Angeles 2d 23) |
| diner                | "           | - "          | " (to Los Angeles 2d 23) |
| bar lounge-dormitory | "           | - "          | " (to Los Angeles 2d 23) |
| coach                | "           | - "          | " (to Bakersfield 2d 23) |
| coach                | "           | - "          | " (to Bakersfield 2d 23) |
| sleeper (6-6-4) LW   | Clovis      | -Los Angeles | (fm Dallas #75)          |
| sleeper (14 sec) LW  | Chicago     | - "          | "                        |
| sleeper (10-3-2) LW  | "           | - "          | "                        |
| diner                | "           | - "          | "                        |
| bar lounge-dormitory | "           | - "          | "                        |
| sleeper (8-2-2) LW   | "           | -Williams    | (to Grand Canyon #14)    |
| sleeper (4-4-2) LW   | "           | - "          | (to Grand Canyon #14)    |
| SS-coach             | LW "        | -Kansas City | (to Grand Canyon 2d 23)  |

|                     |                                |                         |
|---------------------|--------------------------------|-------------------------|
| Chicago-Kansas City | 18 cars (15 M, 17 SuTu, 19 Sa) |                         |
| Kansas City-Wichita | 13 (12 Su)                     | Clovis-Belen 11 (10 Su) |
| Wichita-Kiowa       | 11                             | Belen-Williams 10       |
| Kiowa-Amarillo      | 10                             | Williams-Ash Fork 8     |
| Amarillo-Clovis     | 9 (8 Su)                       | Ash Fork-Los Angeles 7  |

Second 23 (Kansas City-Los Angeles) Summer 1954

|                 |             |              |                                             |
|-----------------|-------------|--------------|---------------------------------------------|
| mail-express    | Kansas City | -Topeka      |                                             |
| mail-express    | "           | "            | -Newton                                     |
| storage mail    | "           | "            | -Los Angeles                                |
| X-storage mail  | "           | "            | - "                                         |
| coach           | "           | "            | - " (fm Chicago #23)                        |
| coach           | "           | "            | - " (fm Chicago #23)                        |
| coach           | "           | "            | - " (fm Chicago #23)                        |
| coach           | "           | "            | - " (fm Chicago #23)                        |
| diner           | "           | "            | - " (fm Chg 23; 1403,63-64,66,68-69,71)     |
| bar lounge-dorm | "           | "            | - " (fm Chg 23; 1355,58-59,64;1526,34)      |
| coach           | "           | "            | -Barstow (fm Chicago #23; to Bksfld #23N)   |
| coach           | "           | "            | - " (fm Chicago #23; to Bksfld #23N)        |
| SS-coach        | LW "        | "            | -Williams (fm Chicago #23; to G Canyon #14) |
| MTu-coach       | LW Williams | -Los Angeles | (fm Grand Canyon #15)                       |
| coach           | Clovis      | - "          | " (fm Dallas #75)                           |

(GRAND CANYON trains...cont'd)

|                    |                 |                     |             |
|--------------------|-----------------|---------------------|-------------|
| Kansas City-Topeka | 11 cars (12 SS) | Clovis-Williams     | 10 (11 SuM) |
| Topeka-Newton      | 10 (11 SS)      | Williams-Barstow    | 10 (11 MTu) |
| Newton-Clovis      | 9 (10 SuM)      | Barstow-Los Angeles | 8 (9 TuW)   |

No. 123 picked up at Williams the two Grand Canyon sleepers left there the previous evening by First 23. It also operated, as did No. 124, via the Great Bend District in Western Kansas as a replacement for Nos. 127&128, Newton-and-Dodge City locals discontinued that June. In the fall, a new Kansas City-and-Denver train, Nos. 223&224, replaced Nos. 123&124 on the Great Bend segment.

No. 123 Summer 1954

|                          |             |                 |                             |
|--------------------------|-------------|-----------------|-----------------------------|
| baggage-mail-express     | La Junta    | -Albuquerque    | (fm Denver #14)             |
| baggage-mail-express     | Kansas City | -Hutchinson     |                             |
| baggage-mail-express     | "           | " - Albuquerque |                             |
| express                  | "           | " - "           |                             |
| baggage-mail-express     | "           | " - Dodge City  |                             |
| baggage-mail-express     | "           | " - Los Angeles |                             |
| exM-baggage-mail-express | La Junta    | - " "           | (fm Denver #14)             |
| baggage-mail-express     | Kansas City | - La Junta      | (to Pueblo #1)              |
| baggage-mail-express LW  | Newton      | - " "           | (fm Wichita #2; to Dnvr #1) |
| baggage-mail-express     | Kansas City | - " "           | (to Denver #1)              |
| RPO                      | "           | " - " "         |                             |
| coach                    | "           | " - " "         | (to Denver #1)              |
| coach                    | "           | " - " "         | (to Denver #1)              |
| coach                    | "           | " - Los Angeles |                             |
| coach                    | "           | " - " "         |                             |
| diner                    | "           | " - " "         |                             |
| bar lounge-dormitory     | "           | " - " "         |                             |
| sleeper (8-1-2)          | "           | " - " "         |                             |
| sleeper (8-1-2)          | "           | " - " "         |                             |
| sleeper (6-6-4)          | LW "        | " - La Junta    | (to Denver #1)              |
| sleeper (8-2-2)          | LW Williams | - Los Angeles   | (fm Grand Canyon #15)       |
| sleeper (4-4-2)          | LW "        | - " "           | (fm Grand Canyon #15)       |

|                       |         |                      |           |
|-----------------------|---------|----------------------|-----------|
| Kansas City-Newton    | 17 cars | La Junta-Albuquerque | 11 (10 M) |
| Newton-Hutchinson     | 18      | Albuquerque-Williams | 8 (7 M)   |
| Hutchinson-Dodge City | 17      | Williams-Los Angeles | 10 (9 Tu) |
| Dodge City-La Junta   | 16      |                      |           |

No. 23 North Summer 1954

|               |      |                     |                    |
|---------------|------|---------------------|--------------------|
| baggage       |      | Barstow-Bakersfield |                    |
| RPO-baggage   | LW " | - "                 | (to Oakland #61)   |
| diner 30-seat | "    | - "                 | (1449 assigned)    |
| coach         | "    | - "                 | (fm Chicago 2d 23) |
| coach         | "    | - "                 | (fm Chicago 2d 23) |

5 cars

That fall, a major restructuring of the GRAND CANYON trains took place. Nos. 23&24 were cut back on the east end, and now operated only west of Kansas City. Nos. 123&124, in turn, became the principal GRAND CANYON trains and were extended into Chicago. To relieve the load on the Northern District

(GRAND CANYON trains...cont'd)

trains, Nos. 123&124, the railroad established a new Kansas City-Denver run, Nos. 223&224, to handle Kansas and Colorado traffic and to replace Nos. 1 (102) & 2 (101) on the La Junta-Denver line.

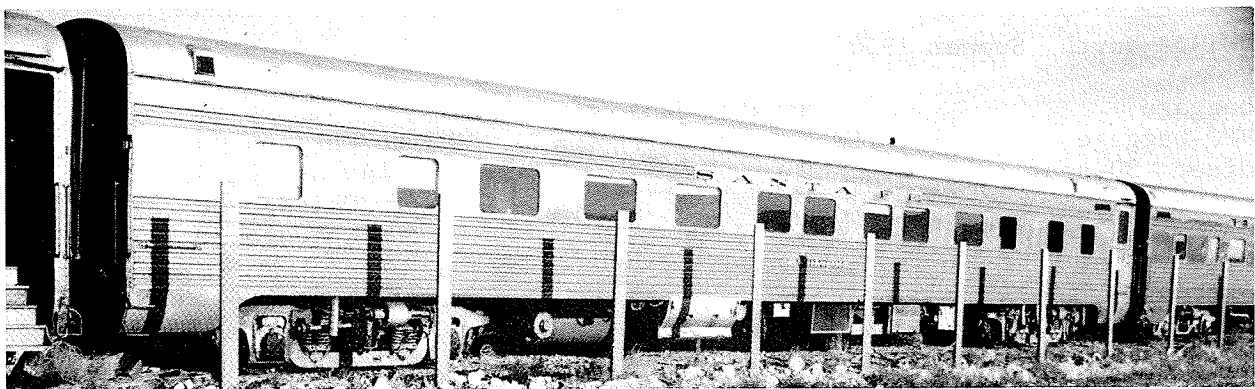
In April, 1955, at the same time that Nos. 3&4, the Kansas City-Clovis-Carlsbad locals, were re-established as Kansas City-Los Angeles mail trains, the Southern District GRAND CANYON was further curtailed. This time it ran only between Kansas City and Albuquerque, and used the El Paso branch main line to reach Albuquerque from Belen. This arrangement lasted only until September, when Nos. 23&24 began consolidating with Nos. 123&124 at Winslow, 289 miles west of Albuquerque.

By the mid-1950's, lightweight coaches outnumbered heavyweights on Nos. 123&124 from September through May. In the spring of 1957, for instance, No. 123 would leave Chicago with a lineup of one 66-seat (3000-series) heavyweight and three 44-seat lightweight coaches. The lightweights didn't start appearing on the GRAND CANYON out of Chicago during summer months until the early 1960's, and didn't totally replace heavyweights in transcontinental coach service until after the summer of 1964.

The special tour train sections of the GRAND CANYON still departed Chicago twice a week in the summer of 1957. Westbound that summer, No. 123 ran in one section on Tuesdays and Wednesdays as far west as Kansas City, then split into separate coach and sleeping car trains. On the other five days, the train was split from Chicago. Saturdays and Sundays would find the Tour Special either operating from Chicago as Third 123 or as Second 123 while the regular coaches and sleepers combined as First 123.

Eastbound, No. 124 ran in coach and Pullman sections the entire distance every day. After departing Kansas City at 6:20 a.m. each morning, the first or sleeping car section would run ahead of its schedule and stop only to discharge passengers. Since a train can't run ahead of its own time, this section operated as a passenger extra or as a section of an earlier eastbound train. It was due into Chicago at 3:30 p.m., or an hour ahead of the coach section, in order that the Pullman passengers could make connections with trains bound for the East from Chicago.

On following pages are consists of the GRAND CANYON on the weekdays it ran from Chicago in two sections, plus a typical weekend Tour Special consist.



The prewar 4-4-2 sleeper Saydatooh, shown in storage after retirement, was a "regular" on Tour Special trains in the 1960's. Pullman called the car Saydatooh; Santa Fe literature had it "Saydotah." (DK)

(GRAND CANYON trains...cont'd)

First 123 Summer 1957 (sleeping cars)

|                         |                        |  |                                  |
|-------------------------|------------------------|--|----------------------------------|
| X-storage mail (sealed) | Chicago-Kansas City    |  |                                  |
| X-express refrigerator  | " - " "                |  | (fm Buffalo NYC)                 |
| X-sealed mail/express   | " - Los Angeles        |  | (when available)                 |
| baggage-mail-express    | Winslow- " "           |  | (fm Dallas #23)                  |
| baggage-mail-express    | " - " "                |  | (fm Kansas City #23)             |
| sleeper (14 section)    | LW Chicago- " "        |  |                                  |
| sleeper (6-1-4)         | " - " "                |  |                                  |
| diner 36-seat           | " - " "                |  | (1401,04-05,07,10,58,62,66 asgd) |
| bar lounge-dormitory    | " - " "                |  | (1526-30, 1366 assigned)         |
| sleeper (6-6)           | Winslow- " "           |  | (fm Dallas #23)                  |
| sleeper (8-1-2)         | " - " "                |  | (fm Kansas City #23)             |
| sleeper (8-1-3)         | Chicago-Ash Fork       |  | (to Phoenix #47; fm Pllmn pool)  |
| sleeper (8-2-2)         | LW " -Williams         |  | (to Grand Canyon #14)            |
| sleeper (6-6-4)         | LW " - " "             |  | (to Grand Canyon #14)            |
| X-extra tour sleepers   | LW " - " "             |  | (to Grand Canyon #14)            |
| sleeper (8-2-2)         | LW Willms -Los Angeles |  | (fm Grand Canyon #15)            |
| sleeper (6-6-4)         | LW " - " "             |  | (fm Grand Canyon #15)            |
| X-extra tour sleepers   | LW " - " "             |  | (fm Grand Canyon #15)            |

|                                    |                      |            |
|------------------------------------|----------------------|------------|
| Chicago-Kansas City 7 or more cars | Williams-Ash Fork    | 11 or more |
| Kansas City-Winslow 7 or more      | Ash Fork-Los Angeles | 10 or more |
| Winslow-Williams 11 or more        |                      |            |

Second 123 Summer 1957 (coaches)

|                    |                    |              |                              |
|--------------------|--------------------|--------------|------------------------------|
| exM-box express    | Chicago            | -Kansas City |                              |
| exSuM-storage mail | "                  | - " "        |                              |
| mail-express       | La Junta           | -Los Angeles | (fm Denver #200)             |
| mail-express       | " "                | -Albuquerque | (fm Denver #200)             |
| mail-express       | Kansas City-       | "            |                              |
| RPO                | LW " "             | -La Junta    |                              |
| express            | " "                | - " "        |                              |
| storage mail       | " "                | - " "        |                              |
| storage mail       | " "                | -Albuquerque |                              |
| baggage-mail(TBM)  | Chicago            | -Los Angeles |                              |
| coach              | Winslow            | -Los Angeles | (fm Kansas City #23)         |
| coach              | "                  | - " "        | (fm Houston #23)             |
| coach              | "                  | - " "        | (fm Dallas #23)              |
| coach 48-seat      | Chicago            | - " "        | (3030-series)                |
| coach 48-seat      | "                  | - " "        | (3030-series)                |
| lnch cntr-dinr     | LW " "             | - " "        | (1552-53,55,60-62,64 asgd)   |
| bar lounge-dorm    | "                  | - " "        | (1525, 31; 1362-64, 68 asgd) |
| coach 66-seat      | "                  | - " "        | (3000-series)                |
| coach 64-seat      | "                  | - " "        | (1101-series)                |
| coach 48-seat      | "                  | - " "        | (3020-series)                |
| box express        | Kansas City-Topeka |              |                              |
| box express        | Topeka             | -Newton      |                              |
| mail-express       | Newton             | -Dodge City  | (fm Kansas City #23)         |
| mail-express       | "                  | -Hutchinson  | (fm Kansas City #23)         |

(GRAND CANYON trains...cont'd)

|                       |                     |                      |    |
|-----------------------|---------------------|----------------------|----|
| Chicago-Kansas City   | 10 cars (8 M, 9 Su) | Dodge City-La Junta  | 13 |
| Kansas City-Newton    | 14                  | La Junta-Albuquerque | 12 |
| Newton-Hutchinson     | 15                  | Albuquerque-Winslow  | 9  |
| Hutchinson-Dodge City | 14                  | Winslow-Los Angeles  | 12 |

First 124 Summer 1957 (sleeping cars)

|                       |          |                     |                       |
|-----------------------|----------|---------------------|-----------------------|
| exSuM-storage mail    |          | Los Angeles-Winslow | (to Fort Worth #24)   |
| baggage-mail-express  | "        | " - "               | (to Dallas #24)       |
| baggage-mail-express  | "        | " - "               | (to Kansas City #24)  |
| mail/express/buffer   | "        | " - Chicago         | (whichever available) |
| sleeper (14 sec) LW   | "        | " - "               |                       |
| sleeper (6-1-4)       | "        | " - "               |                       |
| diner 36-seat         | "        | " - "               |                       |
| bar lounge-dorm       | "        | " - "               |                       |
| sleeper (6-6)         | "        | " - Winslow         | (to Dallas #24)       |
| sleeper (8-1-2)       | "        | " - "               | (to Kansas City #24)  |
| sleeper (8-2-2) LW    | "        | " - Williams        | (to Grand Canyon #14) |
| sleeper (6-6-4) LW    | "        | " - "               | (to Grand Canyon #14) |
| X-extra tour slprs LW | "        | " - "               | (to Grand Canyon #14) |
| sleeper (8-2-2) LW    | Williams | - Chicago           | (fm Grand Canyon #15) |
| sleeper (6-6-4) LW    | "        | - "                 | (fm Grand Canyon #15) |
| X-extra tour slprs LW | "        | - "                 | (fm Grand Canyon #15) |
| sleeper (8-1-3)       | Ash Fork | - "                 | (fm Phoenix #42)      |

|                      |                          |                  |                   |
|----------------------|--------------------------|------------------|-------------------|
| Los Angeles-Ash Fork | 12 or more cars (11 SuM) | Williams-Winslow | 13 or mre (12SuM) |
| Ash Fork-Williams    | 13 or more (12 SuM)      | Winslow-Chicago  | 8 or more         |

Second 124 Summer 1957 (coaches)

|                        |   |                         |                         |
|------------------------|---|-------------------------|-------------------------|
| mail-express           |   | Dodge City -Newton      | (to Kansas City #24)    |
| mail-express           |   | Newton -Kansas City     | (fm Wichita #2)         |
| X-storage mail         |   | Los Angeles- "          | " (to Pittsburgh MoPac) |
| X-storage mail         |   | " " -Chicago            | (to Buffalo NYC)        |
| X-storage mail         |   | " " - "                 | (to Springfield NYC)    |
| X-storage mail         |   | " " - "                 | (to New York City NYC)  |
| DH baggage             |   | Kansas City- "          |                         |
| mail-express (msgr)    |   | " " - "                 |                         |
| DH baggage             |   | Albuquerque-Kansas City |                         |
| bagg-mail-exprs (TBM)  |   | Los Angeles-Chicago     |                         |
| coach                  |   | " " -Winslow            | (to Kansas City #24)    |
| coach                  |   | " " - "                 | (to Houston #24)        |
| coach                  |   | " " - "                 | (to Dallas #24)         |
| coach 48-seat          |   | " " -Chicago            |                         |
| coach 48-seat          |   | " " - "                 |                         |
| lunch counter-diner LW | " | " " - "                 |                         |
| bar lounge-dormitory   | " | " " - "                 |                         |
| coach 66-seat          | " | " " - "                 |                         |
| coach 64-seat          | " | " " - "                 |                         |
| coach 48-seat          | " | " " - "                 |                         |

|                        |                 |                     |            |
|------------------------|-----------------|---------------------|------------|
| Los Angeles-Winslow    | 11 or more cars | Dodge City-Newton   | 10 or more |
| Winslow-Albuquerque    | 8 or more       | Newton-Kansas City  | 10 or more |
| Albuquerque-Dodge City | 9 or more       | Kansas City-Chicago | 10 or more |

(GRAND CANYON trains...cont'd)

Tour Special June 29, 1957 (all lightweight)

|                            |                             |                   |
|----------------------------|-----------------------------|-------------------|
| coach 52-seat              | Chicago-Lamy                | 3091              |
| coach 40-seat              | " -Winslow                  | 3102              |
| coach 44-seat              | " - "                       | 2862              |
| sleeper (4-4-2)            | " -Grand Canyon-Los Angeles | Naslini           |
| sleeper (14 section)       | " - " " - " "               | Hotauta           |
| bar lounge-dormitory       | " - " " - " "               | 1371              |
| diner 36-seat              | " - " " - " "               | 1474              |
| diner 36-seat              | " -Winslow                  | 1475              |
| bar lounge-dormitory       | " - "                       | 1370              |
| sleeper (4-4-2)            | " -Grand Canyon-Los Angeles | Polacca           |
| sleeper (4-4-2)            | " - " " - " "               | Klethla           |
| sleeper (6-6-4)            | " - " " - " "               | Estancia Valley   |
| sleeper (8-2-2) (reg. car) | " - " " - " "               | Tolchico          |
| sleeper (6-6-4) (reg. car) | " - " " - " "               | Salt River Valley |

Chicago-Lamy 14 cars Lamy-Winslow 13 Winslow-Los Angeles 9

If more than one or two cars contained tourists going only as far as Lamy or Winslow, one of the dining and lounge cars usually would be cut off at Winslow and doubled back to Chicago to increase equipment utilization.

Nos. 23&24, meanwhile, were languishing as passenger carriers on the Southern District. On May 30, 1958, they would be discontinued entirely.

No. 23 Summer 1957

|                         |                     |                                |
|-------------------------|---------------------|--------------------------------|
| box express             | Kansas City-Wichita |                                |
| storage mail            | " " - "             |                                |
| exMTu-bagg-mail-express | Wichita -Amarillo   |                                |
| bagg-mail-express       | Kansas City-Winslow | (to Los Angeles 1st 123)       |
| mail-express            | " " -Clovis         |                                |
| express                 | " " -Amarillo       |                                |
| storage mail            | " " - "             |                                |
| mail-express            | " " -Newton         |                                |
| mail-express            | " " - "             | (to Dodge City 2d 123)         |
| mail-express            | " " - "             | (to Hutchinson 2d 123)         |
| RPO                     | Newton -Amarillo    |                                |
| bagg-express LW         | Amarillo -Clovis    | (to Carlsbad #25)              |
| bagg-mail-express       | Clovis -Winslow     | (fm Dallas #75; to LA 1st 123) |
| exSu-RPO-baggage        | Amarillo -Belen     |                                |
| coach                   | Kansas City-Winslow | (to Los Angeles 2d 123)        |
| coach                   | " " - "             |                                |
| coach-snack diner       | Waynoka -Clovis     | (1518 assigned)                |
| coach                   | Clovis -Winslow     | (fm Houston #75; to LA 2d 123) |
| coach                   | " - "               | (fm Dallas #75; to LA 2d 123)  |
| lunch cntr-dnr LW       | " - "               | (fm Houston #75; 1557-59 asgd) |
| parlor-dorm-lnge        | " - "               | (fm Houston #75; 3230-32 asgd) |
| sleeper (6-6)           | " - "               | (fm Dallas #75; to LA 1st 123) |
| sleeper (8-1-2)         | Kansas City- "      | (to Los Angeles 1st 123)       |
| mail-express            | " " -Kiowa          | (to Clinton #45)               |
| mail-express            | " " -Wellington     |                                |
| box express             | " " -Emporia        |                                |

(GRAND CANYON trains...cont'd)

|                     |             |                  |            |
|---------------------|-------------|------------------|------------|
| Kansas City-Emporia | 15 cars     | Kiowa-Waynoka    | 9 (8 MTu)  |
| Emporia-Newton      | 14          | Waynoka-Amarillo | 10 (9 MTu) |
| Newton-Wichita      | 12          | Amarillo-Clovis  | 8 (7 Su)   |
| Wichita-Wellington  | 11 (10 MTu) | Clovis-Belen     | 11         |
| Wellington-Kiowa    | 10 (9 MTu)  | Belen-Winslow    | 10         |

No. 24 Summer 1957

|                        |                        |                                       |
|------------------------|------------------------|---------------------------------------|
| X-DH head end cars     | Winslow                | -Kansas City (as available)           |
| RPO-baggage            | Amarillo               | - " "                                 |
| baggage-mail-express   | "                      | - " "                                 |
| exMTu-storage mail     | Winslow                | -Clovis (fm LA 1st 124; to FtW 76)    |
| baggage-mail-express   | "                      | - " (fm LA 1st 124; to Dlls 76)       |
| RPO-baggage (DH)       | Clovis                 | -Amarillo                             |
| exSu-RPO-baggage       | Belen                  | - "                                   |
| baggage-express LW     | Clovis                 | - " (fm Carlsbad #26)                 |
| baggage-mail-express   | Winslow                | -Kansas City (fm Los Angeles 1st 124) |
| baggage-mail-express   | Newton                 | - " " (fm Dodge City 2d 124)          |
| mail-express           | "                      | - " " (fm Wichita #2)                 |
| coach                  | Winslow                | - " " (fm Los Angeles 2d 124)         |
| coach                  | "                      | - " "                                 |
| coach                  | "                      | -Clovis (fm LA 2d 124; to Hstn 76)    |
| coach                  | "                      | - " (fm LA 2d 124; to Hstn 76)        |
| lunch counter-diner LW | "                      | - " (to Houston #76)                  |
| parlor-bar lounge-dorm | "                      | - " (to Houston #76)                  |
| sleeper (6-6)          | "                      | - " (fm LA 1st 124; to Dlls 76)       |
| sleeper (8-1-2)        | "                      | -Kansas City (fm Los Angeles 1st 124) |
| coach-snack diner      | Clovis                 | -Waynoka (1518 assigned)              |
| baggage (DH)           | Wellington-Kansas City |                                       |
| express                | Wichita                | - " "                                 |
| mail-express           | "                      | - " "                                 |

|                  |                  |                    |    |
|------------------|------------------|--------------------|----|
| Winslow-Belen    | 11 cars (10 MTu) | Waynoka-Wellington | 6  |
| Belen-Clovis     | 12 (11 SuMTu)    | Wellington-Wichita | 7  |
| Clovis-Amarillo  | 8 (7 Su)         | Wichita-Newton     | 9  |
| Amarillo-Waynoka | 7                | Newton-Kansas City | 11 |

Beginning in 1959, the special tour traffic was consolidated into a once-a-week, all-lightweight special train leaving Chicago each Sunday at No. 123's departure time (11 a.m.), and returning from Los Angeles each Thursday as Second 20. So, for the first time in perhaps several decades, the GRAND CANYON ran an entire summer without being regularly divided into sections. Beginning in July, 1960, however, Nos. 123&124 were again split west of Winslow due to long consists and the need to keep up with schedules over the mountainous western end of the system.

Winslow was the logical place to break up the trains. From there to Los Angeles, No. 123 would have to negotiate several mountain ranges. Also, this was the point where No. 1 (SAN FRANCISCO CHIEF) gave No. 123 Texas traffic for Los Angeles, swelling the GRAND CANYON's size considerably. This is how the operation looked that summer:



(GRAND CANYON trains...cont'd)

No. 123 (1st 123 Winslow-Los Angeles) Summer 1960

|                           |       |                     |                                 |
|---------------------------|-------|---------------------|---------------------------------|
| ThFSa-box express         |       | Chicago-Winslow     | (to Los Angeles 2d 123)         |
| X-extra mail/express cars | "     | - "                 | (when avlble; to LA 2d 123)     |
| X-extra mail/express cars | "     | -Kansas City        | (when available)                |
| exSuM-storage mail        | "     | - " "               |                                 |
| box express               | "     | - " "               |                                 |
| storage mail              | HW/LW | " - " "             | (to San Bernardino #3 or 7)     |
| storage mail              | LW    | Kans Cy-Los Angeles | (fm Chgo #7; to SDgo #74)       |
| storage mail              | "     | " -Winslow          | (to Los Angeles 2d 123)         |
| storage mail              | "     | " -Albuquerque      |                                 |
| RPO                       | "     | " -La Junta         |                                 |
| baggage-mail-express      | LW    | " " - " "           | (to Denver #191)                |
| baggage-express           | "     | " -Albuquerque      |                                 |
| exSSM-mail-express        |       | LaJunta-            | "                               |
| mail-express              | LW    | " " -Winslow        | (fm Dnvr 200; to LA 2d 123)     |
| bagg-mail-express (TBM)   |       | Chicago-            | " (to Los Angeles 2d 123)       |
| coach                     | "     | - "                 | (to LA 2d 123; August only)     |
| coach                     | "     | - "                 | (to LA 2d 123; August only)     |
| coach 48-seat             | "     | - "                 | (to LA 2d 123; 3030-series)     |
| lunch cntr-diner-dorm     | LW    | DodgeCy-            | " (to Los Angeles 2d 123)       |
| coach 48-seat             |       | Chicago-            | " (to LA 2d 123; 3020-series)   |
| coach 66-seat             | "     | - "                 | (to LA 2d 123; 3000-series)     |
| coach 48-seat             | "     | - "                 | (to LA 2d 123; 3020-series)     |
| coach 48-seat             | "     | - "                 | (to LA 2d 123; 3030-series)     |
| sleeper (6-6-4)           | LW    | Winslow-Los Angeles | (fm Dallas #1)                  |
| lunch counter-diner       | LW    | Chicago-            | " " (1551,53,56-57,60-61,64,68) |
| bar lounge-dormitory      | "     | - " "               | (1360,62,68; 1525,28 asgd)      |
| sleeper (8-2-2)           | LW    | " - " "             |                                 |
| sleeper (24 dup rte)      | LW    | Kans Cy-            | " "                             |
| sleeper (4-4-2)           | LW    | Chicago-Williams    | (to Grand Canyon #14)           |
| sleeper (4-4-2)           | LW    | Will'ms-Los Angeles | (fm Grand Canyon #15)           |
| mail-express              |       | Kans Cy-Dodge City  |                                 |
| mail-express              |       | " -Hutchinson       |                                 |
| Tu-express (magazines)    |       | Topeka -Newton      |                                 |
| mail-express              |       | Kans Cy-Emporia     |                                 |

|                     |                    |                       |                 |
|---------------------|--------------------|-----------------------|-----------------|
| Chicago-Kansas City | 15 cars (14 ThFSa) | Hutchinson-Dodge City | 20 (21 FSS)     |
| Kansas City-Topeka  | 22 (23 ThFSa)      | Dodge City-La Junta   | 20 (21 FSS)     |
| Topeka-Emporia      | 23 (22 SuMW)       | La Junta-Albuquerque  | 20 (19M, 21FSa) |
| Emporia-Newton      | 22 (21 MTT)        | Albuquerque-Winslow   | 17 (18 FSS)     |
| Newton-Hutchinson   | 21 (22 FSS)        | Winslow-Los Angeles   | 7               |

(GRAND CANYON trains...cont'd)

Second 123 (Winslow-Los Angeles) Summer 1960

|                           |             |                     |                                 |
|---------------------------|-------------|---------------------|---------------------------------|
| FSS-box express           |             | Winslow-Los Angeles | (fm Chicago #123)               |
| X-extra mail/express cars | "           | - "                 | " (fm Chgo #123 if available)   |
| storage mail              | "           | - "                 | " (fm Kansas City #123)         |
| mail-express              | "           | - "                 | " (fm Denver #123)              |
| bagg-mail-express (TBM)   | "           | - "                 | " (fm Chicago #123)             |
| coach                     | LW "        | - "                 | " (fm Houston #1)               |
| coach                     | LW "        | - "                 | " (fm Houston #1)               |
| coach                     | LW "        | - "                 | " (fm Houston #1)               |
| coach                     | "           | - "                 | " (fm Chgo #123; August only)   |
| coach                     | "           | - "                 | " (fm Chgo #123; August only)   |
| coach 48-seat             | "           | - "                 | " (fm Chgo #123; 3030-series)   |
| lunch cntr-diner-dorm     | LW "        | - "                 | " (fm Dodge City #123)          |
| coach 48-seat             | "           | - "                 | " (fm Chgo #123; 3020-series)   |
| coach 66-seat             | "           | - "                 | " (fm Chgo #123; 3000-series)   |
| coach 48-seat             | "           | - "                 | " (fm Chgo #123; 3020-series)   |
| coach 48-seat             | "           | - "                 | " (fm Chgo #123; 3030-series)   |
| Th-lunch counter-diner    | LW Needles- | "                   | " (extra for heavy travel day)  |
| Th-bar lounge-dorm        | "           | - "                 | " (dorm for LCD crew; bar clsd) |

14 cars (15 FSS, 16 Th from Needles)

No. 123 Spring and Fall 1960

|                           |         |                         |              |                              |
|---------------------------|---------|-------------------------|--------------|------------------------------|
| ThFSa-box express         |         | Chicago                 | -Los Angeles |                              |
| X-extra mail/express cars | "       | - "                     | "            | (when available)             |
| X-extra mail/express cars | "       | -                       | Kansas City  | (when available)             |
| exSuM-storage mail        | "       | - "                     | "            |                              |
| box express               | "       | - "                     | "            |                              |
| storage mail              | LW/HW " | - "                     | "            | (to San B'dino #3 or 7)      |
| storage mail              | LW      | Kansas City-Los Angeles |              | (fm Chgo #7; to SDgo #74)    |
| storage mail              | "       | "                       | - "          | "                            |
| storage mail              | "       | "                       | -            | Albuquerque                  |
| RPO                       | "       | "                       | -            | La Junta                     |
| bagg-mail-express         | LW "    | "                       | - "          | " (to Denver #191)           |
| baggage-express           | "       | "                       | -            | Albuquerque                  |
| exSuM-bagg-mail-express   |         | La Junta                | - "          |                              |
| mail-express              | LW "    | "                       | -            | Los Angeles (fm Denver #200) |
| bagg-mail-express (TBM)   |         | Chicago                 | - "          | "                            |
| coach                     | LW "    | "                       | -            | La Junta                     |
| coach                     | LW "    | "                       | -            | Los Angeles                  |
| coach                     | LW "    | "                       | - "          | "                            |
| coach                     | LW "    | "                       | - "          | "                            |
| lunch counter-diner       | LW "    | "                       | - "          | "                            |
| bar lounge-dormitory      | "       | "                       | - "          | "                            |
| sleeper (8-2-2)           | LW "    | "                       | - "          | "                            |
| sleeper (24 dup rte)      | LW      | Kansas City-            | "            | "                            |
| coach                     | LW      | Barstow                 | - "          | " (fm Dallas #1)             |
| sleeper (6-6-4)           | LW "    | "                       | - "          | " (fm Dallas #1)             |
| mail-express              |         | Kansas City-Dodge City  |              |                              |
| mail-express              |         | "                       | "            | -Hutchinson                  |
| Tu-express (magazines)    |         | Topeka                  | -            | Newton                       |
| mail-express              |         | Kansas City-Emporia     |              |                              |

(GRAND CANYON trains...cont'd)

|                     |                  |                       |             |
|---------------------|------------------|-----------------------|-------------|
| Chicago-Kansas City | 11 cars (12 TuW) | Hutchinson-Dodge City | 16 (17 FSS) |
| Kansas City-Topeka  | 18 (19 ThFSa)    | Dodge City-La Junta   | 15 (16 FSS) |
| Topeka-Emporia      | 19 (18 SuMW)     | La Junta-Albuquerque  | 15 (14 M)   |
| Emporia-Newton      | 18 (17 MTT)      | Albuquerque-Barstow   | 11 (12 FSS) |
| Newton-Hutchinson   | 17 (18 FSS)      | Barstow-Los Angeles   | 13 (14 SSM) |

No. 124 had the same passenger-carrying equipment and these head end cars:

No. 124 Spring and Fall 1960

|                                 |                  |                         |                            |
|---------------------------------|------------------|-------------------------|----------------------------|
| X-DH baggage cars               |                  | Los Angeles-Kansas City | (when available)           |
| X-extra mail/express cars       | " " - " "        |                         | (when available)           |
| X-storage mail                  | " " - " "        |                         | (to Ptsbrgh or Phil'ia MP) |
| TuF-storage mail                | " " - Chicago    |                         | (to NY West Side NYC)      |
| TuF-storage mail                | " " - " "        |                         | (to Springfield NYC)       |
| TuF-storage mail                | " " - " "        |                         | (to Buffalo NYC)           |
| express (msgr)                  | Kansas City-     | "                       |                            |
| storage mail                    | " " - " "        |                         |                            |
| bagg-mail-exp (TBM)             | Los Angeles-     | "                       |                            |
| exM-storage mail                | LW " " - Winslow |                         | (to Fort Worth #2)         |
| bagg-mail-express               | LW " " - " "     |                         | (to Dallas #2)             |
| mail-express                    | Dodge City -     | Kansas City             |                            |
| passenger cars in this position |                  |                         |                            |
| storage mail                    | Newton - " "     |                         | (fm Wichita #2)            |
| mail-express                    | Topeka - " "     |                         |                            |

|                     |                        |                     |              |
|---------------------|------------------------|---------------------|--------------|
| Los Angeles-Winslow | 12 cars (11 M, 15 TuF) | Newton-Topeka       | 11 (14 ThSu) |
| Winslow-La Junta    | 8 (11 WSa)             | Topeka-Kansas City  | 12 (15 ThSu) |
| La Junta-Dodge City | 9 (12 WSa)             | Kansas City-Chicago | 10 (13 ThSu) |
| Dodge City-Newton   | 10 (13 ThSu)           |                     |              |

Starting that fall, No. 123 began receiving the Texas cars from No. 1 at Barstow instead of Winslow. But eastbound, No. 124 still took these cars to Winslow before giving them to No. 2. The reason: Westbound passengers on these Texas cars complained they were still enjoying dinner in No. 1's diner or a cocktail in the dome lounge when the train arrived in Winslow early each evening; they had to flee to their coach or sleeper or be left behind by No. 123. Barstow was reached by both trains in the dead of night; passenger inconvenience was lessened. Headed east, the two trains reached Winslow before breakfast, so No. 2 continued picking up No. 124's Texas cars there.

Another point worth mentioning: The lunch counter-diner-dormitory cars ran only as far east as Dodge City in the summer of 1960 because just four of them could be spared for the GRAND CANYON; the other five cars of this type were in use for passengers on conventional coaches hauled by the SUPER CHIEF's sleeping car section.

The new weekly tour train, meanwhile, carried No. 123's regular Grand Canyon sleeper on Sundays. The following consist was a typical one out of Chicago that summer. Dining and lounge cars were assigned to this service, but coaches and sleepers were seldom the same from one Sunday to the next. The eastbound Tour Special leaving Los Angeles on Thursday afternoons was usually identical to the one out of Chicago the previous Sunday.

(GRAND CANYON trains...cont'd)

Tour Special Summer 1960 (all lightweight)

|                       |                                  |                      |
|-----------------------|----------------------------------|----------------------|
| baggage (as buffer)   | Chicago-Grand Canyon-Los Angeles | 3516                 |
| sleeper (4-4-2)       | " - " " - " "                    | Bacobi               |
| sleeper (4-4-2)       | " - " " - " "                    | Mojave               |
| sleeper (21 roomette) | " - " " - " "                    | Sunbury Inn (PRR)    |
| sleeper (13 BR)       | " - " " - " "                    | LaPorte County (NYC) |
| diner 46-seat         | " - " " - " "                    | 1486 (assigned)      |
| bar lounge-dormitory  | " - " " - " "                    | 1394 (assigned)      |
| sleeper (6-6-4)       | " - " " - " "                    | Redondo Valley       |
| sleeper (4-4-2)       | " - " " - " "                    | Naslini              |
| sleeper (4-4-2)       | " - " " - " "                    | Saydatooh            |
| sleeper (10-6)        | " - " " - " "                    | Palm Stream          |
| diner 46-seat         | " - " " - " "                    | 1485 (assigned)      |
| bar lounge-dormitory  | " - " " - " "                    | 1391 (assigned)      |
| coach 48-seat         | " - " " - " "                    | 2849                 |
| coach 48-seat         | " - " " - " "                    | 2857                 |
| coach 48-seat         | " - " " - " "                    | 2805                 |

16 cars

Throughout the eight summers of weekly Tour Special operation, the train ran in addition to Nos. 14&15 on the Grand Canyon branch. This train would reach Williams Junction on Monday night and park at Grand Canyon National Park station until Tuesday evening, when it returned to Williams Junction. Again heading west, it arrived in Los Angeles on Wednesday morning.

The last year for the Tour Special to operate separately was 1966. As always, the train's makeup varied each Sunday, but the following is typical:

Tour Special Summer 1966 (typical consist on August 14) (all lightweight)

|                     |                                  |                         |
|---------------------|----------------------------------|-------------------------|
| baggage (as buffer) | Chicago-Grand Canyon-Los Angeles |                         |
| sleeper (4-4-2)     | " - " " - " "                    | Seboyeta (asgd as dorm) |
| coach 44-seat       | " - " " - " "                    | 2917                    |
| coach 48-seat       | " - " " - " "                    | 2792                    |
| coach 44-seat       | " - " " - " "                    | 2872                    |
| sleeper (4-4-2)     | " - " " - " "                    | Saydatooh               |
| sleeper (10-6)      | " - " " - " "                    | Pine Crest              |
| bar lounge          | " - " " - " "                    | 3117 (assigned)         |
| diner 36-seat       | " - " " - " "                    | 1477                    |
| sleeper (6-6-4)     | " - " " - " "                    | Rio Grande Valley       |
| sleeper (4-4-2)     | " - " " - " "                    | Mojave                  |
| sleeper (4-4-2)     | " - " " - " "                    | Hotevilla               |
| sleeper (10-6)      | " - " " - " "                    | Pine Ring               |

13 cars

In 1967, the major tour companies could not book enough space to justify a special train, so three to nine extra cars would run on the rear of No. 123 each Sunday to handle this business. And after 1967, the railroad booked the packaged tour business into its regular sleeping cars, mostly those of the SUPER CHIEF. Thus ended a Santa Fe tradition that never found its way into the timetables.

(GRAND CANYON trains...cont'd)

The GRAND CANYON of mid-1967 was running four transcontinental coaches a day, as opposed to six or seven the previous summer. The trains (renumbered 23&24 in 1963) now had all-lightweight coaches during summer -- a change that must have delighted passenger sales reps who had complained in vain for two decades about the need for modern coaches on these trains. Gone, though, was the daily summer-only sleeper for the Grand Canyon. Starting in 1964, No. 17 (SUPER CHIEF) westbound and No. 20 (CHIEF) eastbound carried this car.

No. 23 Summer 1967

|                           |    |                         |                                                  |
|---------------------------|----|-------------------------|--------------------------------------------------|
| storage mail              |    | Kansas City-Los Angeles |                                                  |
| baggage-mail-exp (msgr)   | LW | " "                     | -La Junta (to Denver #191)                       |
| storage mail              | LW | " "                     | -Albuquerque                                     |
| exSuM-mail-express        | LW | La Junta                | - " (fm Denver #200)                             |
| SuM-mail-express          | LW | " "                     | -Los Angeles (fm Denver #200)                    |
| mail-express              | LW | " "                     | - " "                                            |
| TWT-box storage mail      |    | Chicago                 | - " "                                            |
| FSa-box exprs (magazines) |    | "                       | - " "                                            |
| X-1/5 mail/express cars   |    | "                       | -Kansas City/LA (as rec'd fm EL or NYC)          |
| exSu-box storage mail     |    | "                       | - " "                                            |
| baggage-exp (msgr)        | LW | " "                     | - " " (to Albuquerque #7)                        |
| storage mail              | LW | " "                     | - " " (to Fort Worth #15)                        |
| baggage (TBM)             | LW | "                       | -Los Angeles                                     |
| coach 48-seat             | LW | Barstow                 | - " " (fm Houston #1)                            |
| coach 48-seat             | LW | "                       | - " " (fm Dallas #1)                             |
| coach 48-seat             | LW | "                       | - " " (fm Chicago #1)                            |
| Su-coach (laborers)       |    | Chicago                 | -Kansas City (usually 3000-series)               |
| FSu-coach 48-seat         | LW | "                       | -La Junta                                        |
| coach                     | LW | "                       | -Los Angeles                                     |
| coach                     | LW | "                       | - " "                                            |
| coach                     | LW | "                       | - " "                                            |
| coach                     | LW | "                       | - " "                                            |
| dnr/lncn cntr-dnr         | LW | "                       | - " " (1475,78; 1552-53,57,62-63)                |
| bar lounge-dorm           | LW | "                       | - " " (1370,73,77-78,91,95 asgd)                 |
| sleeper (6-6-4)           | LW | "                       | - " "                                            |
| sleeper (10-3-2)          | LW | Barstow                 | - " " (fm Dallas #1)                             |
| Su-2/9 tour cars          | LW | Chicago                 | -Willms Jct (to Grand Canyon #15)                |
| W-2/9 tour cars           | LW | Willms Jct              | -Los Angeles (fm Grand Canyon #14)               |
| W-lunch cntr-diner        | LW | Chicago                 | -Albuquerque (return Ths on 2d 20, Tour Special) |
| mail-express              |    | Kansas City-Hutchinson  |                                                  |
| mail-express              |    | " "                     | -Emporia                                         |

12-26 cars en route

As a general rule, if more than four tour coaches and sleepers were booked on a Sunday by the travel companies, a fulldome bar lounge (usually 507) would be added between the special coaches and special sleepers. If more than five revenue cars were booked, a full diner (car 1482 in each instance) went along as well; otherwise, a full 46-seat diner (1475 or 1478) would substitute for the regular lunch counter car on No. 23 to handle the extra load. Thus, on July 23, 1967, No. 23 carried these chartered tour cars on its rear out of Chicago:

(GRAND CANYON trains...cont'd)

|                     |                                  |                 |
|---------------------|----------------------------------|-----------------|
| coach 42-seat       | Chicago-Grand Canyon-Los Angeles | 3141            |
| coach 44-seat       | " - " " - " "                    | 2911            |
| fulldome bar lounge | " - " " - " "                    | 507             |
| sleeper (4-4-2)     | " - " " - " "                    | Regal Ruby      |
| sleeper (6-6-4)     | " - " " - " "                    | Sunshine Valley |
| sleeper (10-6)      | " - " " - " "                    | SP 9023         |

From Williams Junction to Grand Canyon and back, these cars ran as part of Nos. 14&15. The equipment ran as Second 20 out of Los Angeles each Thursday. Eastbound, the tour train carried No. 20's Los Angeles-Chicago storage mail, an overflow LA-Chicago sleeper (SP 9030) and the two regular Kansas City-Chicago sleepers. At Albuquerque, it picked up the lunch counter-diner dead-headed on No. 23 from Chicago on Wednesdays. The heavyweight laborers' coach run to Kansas City each Sunday returned to Chicago on Friday nights behind the express-rider car of No. 8 (FAST MAIL EXPRESS).

No. 24 Summer 1967

|                         |                            |                       |
|-------------------------|----------------------------|-----------------------|
| X-DH bagg/box/COFC cars | LA/Barstow -KC/Chicago     | (as available)        |
| WSa-storage mail        | Los Angeles-Chicago        | (to NY West Side NYC) |
| WSa-storage mail        | " " - "                    | (to Buffalo NYC)      |
| X-storage mail          | " " - "                    | (to Springfield NYC)  |
| exSuM-storage mail      | LW Albuquerque-Kansas City |                       |
| express (msgr)          | LW Kansas City-Chicago     |                       |
| bagg-mail-exp (TBM)     | LW Los Angeles- "          |                       |
| coach 48-seat           | LW " " -Winslow            | (to Houston #2)       |
| coach 48-seat           | LW " " - "                 | (to Dallas #2)        |
| coach 48-seat           | LW " " - "                 | (to Chicago #2)       |
| coach                   | LW " " -Chicago            |                       |
| coach                   | LW " " - "                 |                       |
| coach                   | LW " " - "                 |                       |
| coach                   | LW " " - "                 |                       |
| lunch counter-diner     | LW " " - "                 |                       |
| bar lounge-dormitory    | LW " " - "                 |                       |
| sleeper (6-6-4)         | LW " " - "                 |                       |
| sleeper (10-3-2)        | LW " " -Winslow            | (to Dallas #2)        |

|                         |                       |
|-------------------------|-----------------------|
| Los Angeles-Winslow     | 12 cars (14 WSa)      |
| Winslow-Albuquerque     | 8 (10 ThSu)           |
| Albuquerque-Kansas City | 9 (8 M, 10 Su, 11 Th) |
| Kansas City-Chicago     | 9 (11 MF)             |

For a couple of years previously, the lunch counter-diner and lounge cars had been cut off No. 23 and added to No. 24 at Winslow in off-season months. In the winter of 1967-68, these cars, as well as all mail and express traffic, vanished entirely. Gone too was the name. From then until the inauguration of Amtrak in 1971, these trains were officially called only by their numbers. Ironically, Nos. 23&24 were now all-lightweight trains.

The Santa Fe expected regulatory approval to remove Nos. 23&24 in the spring of 1968. They were cut to as few as two cars west of La Junta or Albuquerque; meals had to be eaten outside the train or out of boxes. Principally on the strength of vigorous opposition in Western Kansas, the I.C.C. ordered Nos. 23&24 retained (but allowed the CHIEF to be discontinued).

(GRAND CANYON trains...cont'd)

Following the I.C.C. order, some amenities were reintroduced:

No. 23 Spring 1968 (all lightweight)

|                      |                     |
|----------------------|---------------------|
| baggage              | Chicago-Albuquerque |
| coach 44/48-seat     | " -Los Angeles      |
| coach 44/48-seat     | " - " "             |
| FSu-coach 44/48-seat | " -La Junta         |
| coach (DH)           | Barstow-Los Angeles |

2-4 cars en route

No. 24 Spring 1968 (all lightweight)

|                  |                     |
|------------------|---------------------|
| baggage          | Albuquerque-Chicago |
| coach 44/48-seat | Los Angeles- "      |
| coach 44/48-seat | " " - "             |
| coach            | " " -Barstow        |

2-3 cars en route

That summer, the dining and lounge cars were back, as were a coach and sleeper for Los Angeles off the SAN FRANCISCO CHIEF on the Southern District:

Nos. 23&24 Summer 1968 (all lightweight)

|                            |                     |                             |
|----------------------------|---------------------|-----------------------------|
| baggage                    | Chicago&Los Angeles |                             |
| coach 44-seat              | " - " "             |                             |
| coach 44-seat              | " - " "             |                             |
| coach 44-seat              | " - " "             |                             |
| lunch counter-diner-dorm   | " -Barstow          | (1569, 73-75, 77 assigned)  |
| bar lounge-dorm/bar lounge | " - "               | (1348-49, 1375-78 assigned) |
| coach 44-seat              | " -Los Angeles      |                             |
| coach 44-seat              | " - " "             |                             |
| coach 44-seat              | Barstow- " "        | (fm/to Chicago #1/2)        |
| sleeper (10-3-2)           | " - " "             | (fm/to Chicago #1/2)        |

8 cars

No. 23 Summer 1970 (all lightweight)

|                          |              |              |                 |
|--------------------------|--------------|--------------|-----------------|
| baggage-mail             | Chicago      | -Los Angeles |                 |
| coach 44-seat            | "            | - " "        |                 |
| coach 44-seat            | "            | - " "        |                 |
| lunch counter-diner-dorm | "            | -Barstow     |                 |
| coach 44-seat            | "            | -Albuquerque |                 |
| storage mail             | Kansas City- | "            |                 |
| coach 44-seat            | Barstow      | -Los Angeles | (fm Chicago #1) |
| sleeper (10-3-2)         | "            | - " "        | (fm Chicago #1) |

|                         |        |                     |   |
|-------------------------|--------|---------------------|---|
| Chicago-Kansas City     | 5 cars | Albuquerque-Barstow | 4 |
| Kansas City-Albuquerque | 6      | Barstow-Los Angeles | 5 |

(GRAND CANYON trains...cont'd)

No. 24 Summer 1970 (all lightweight)

|                          |                     |                 |
|--------------------------|---------------------|-----------------|
| baggage-mail             | Los Angeles-Chicago |                 |
| coach 44-seat            | " " - "             |                 |
| coach 44-seat            | " " - "             |                 |
| lunch counter-diner-dorm | Barstow - "         |                 |
| coach 44-seat            | Albuquerque- "      |                 |
| coach 44-seat            | Los Angeles-Barstow | (to Chicago #2) |
| sleeper (10-3-2)         | " " - "             | (to Chicago #2) |
| storage mail             | " " -Albuquerque    |                 |

Los Angeles-Barstow 6 cars  
Barstow-Albuquerque 5  
Albuquerque-Chicago 5

#### NOS. 25&26 CAVERN Clovis and Carlsbad

These trains didn't appear in consist books until 1955. It is possible, through references to it in consists of other trains, in public timetables and in RPO directories of the Railway Mail Service, to reconstruct its makeup with a high degree of accuracy.

From 1946 until 1954, the CAVERN's connection with the outside world was the SCOUT (Nos. 1&2 until 1949, Nos. 105&106 afterward). It always gave No. 25 two sleepers a day -- one in each direction -- plus a baggage car from Amarillo.

Nos. 25&26 Fall 1946

|                          |                 |                           |
|--------------------------|-----------------|---------------------------|
| baggage-mail-express     | Clovis&Carlsbad | (fm/to Amarillo #1/2)     |
| RPO (15')-baggage        | " - "           |                           |
| coach (smoker)           | " - "           |                           |
| tourist sleeper (14 sec) | " - "           | (fm Waynoka; to Belen #1) |
| tourist sleeper (14 sec) | " - "           | (fm Belen; to Waynoka #2) |

5 cars

In 1947, the tourist sleepers were replaced by 8 section, drawing room, 2 compartment cars which ran between Chicago and Los Angeles via Carlsbad. In 1948, the smokers were replaced by regular heavyweight coaches; the next year, 10 section, drawing room, 2 compartment sleepers ran in place of the 8-1-2's. In the early 1950's, the sleeping cars (again 8-1-2 cars) were cut back to Waynoka-and-Albuquerque runs via Carlsbad.



(NOS. 25&26 CAVERN...cont'd)

When Nos. 105&106 were dropped in the Southern District train realignment of early 1954, the rerouted CALIFORNIA LIMITED (Nos. 3&4) became the CAVERN's connection. The sleeping cars now operated between Chicago and Carlsbad:

Nos. 25&26 Summer 1954

|                      |                 |                          |
|----------------------|-----------------|--------------------------|
| baggage-mail-express | Clovis&Carlsbad | (fm/to Kansas City #3/4) |
| coach                | " - "           |                          |
| sleeper (8-1-2)      | " - "           | (fm/to Chicago #3/4)     |

3 cars

From the fall of 1954 until April, 1955, Nos. 25&26 were discontinued. Nos. 3&4 were rerouted to run between Kansas City, Clovis and Carlsbad (see consist in section on Nos. 3&4). When Nos. 25&26 were reinstated in 1955, the sleeping cars were taken off and this lightweight consist substituted, with the GRAND CANYON as the connecting train:

Nos. 25&26 Fall 1955 (all lightweight)

|                      |                 |                         |
|----------------------|-----------------|-------------------------|
| baggage-mail-express | Clovis&Carlsbad | (fm/to Amarillo #23/24) |
| coach 52-seat        | " - "           |                         |

2 cars

The final phase in the career of Nos. 25&26 began about 1958. The Santa Fe's unique doodlebug, articulated motor car M-190, was assigned as the power and baggage car. Lightweight coach-observation cars joined M-190 to make these trains among the most unusual to be found anywhere. In the last years, motor car M-160, a more conventional doodlebug, shared this assignment with M-190.

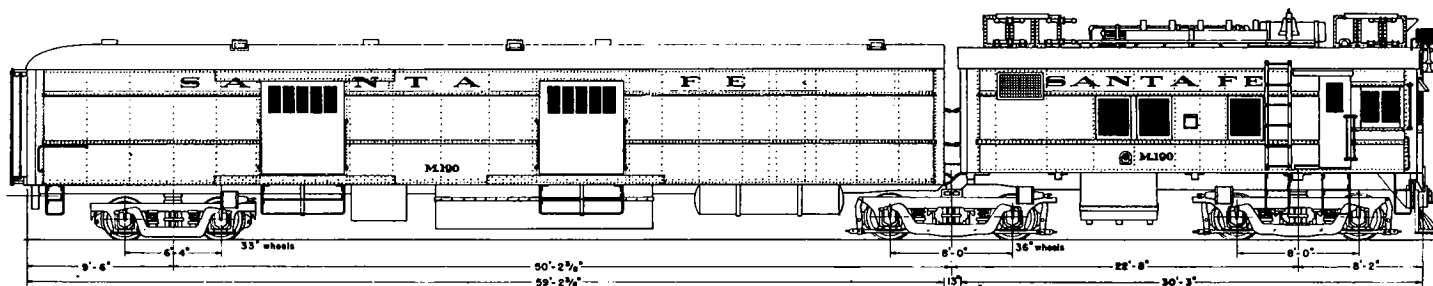
Nos. 25&26 1959 to 1967

|                       |                 |                                  |
|-----------------------|-----------------|----------------------------------|
| power-baggage (M-190) | Clovis&Carlsbad |                                  |
| coach-observation     | LW " - "        | (usually 3197 assigned; 38-seat) |

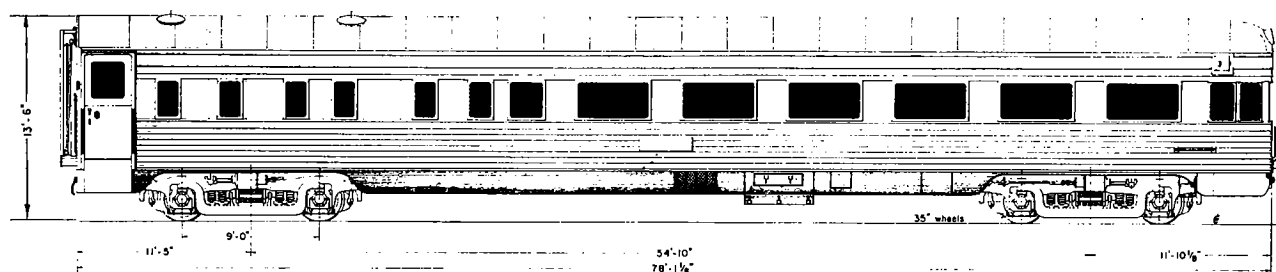
2 cars

Time and time again in this book, we will see coach-observation cars assigned to trains on secondary routes. After 1957, the railroad quit using them on transcontinental trains. By placing these observations on short-haul runs, the Santa Fe freed regular lightweight coaches for assignment to the long-distance trains.

The trains were discontinued on August 28, 1967.



M-190, a dieselized, articulated motor-baggage car, and coach-observation 3197 made an unlikely but eye-pleasing combination on the Carlsbad train. The 38-seat coach, an EL CAPITAN veteran, was the last Santa Fe car of its type.



#### NOS. 27&28 ANTELOPE Kansas City and Fort Worth

These trains, never much more than glorified locals, connected throughout the postwar period with the GRAND CANYON at Kansas City. They were companion trains to Nos. 127&128, which ran west of Newton to La Junta and later Dodge City on the Northern District line. For passengers, the ANTELOPE offered overnight service between Kansas City and Oklahoma City or Wichita.

For a while after the war's end, the ANTELOPE went as far south as Fort Worth:

No. 27 Fall 1946

|                         |              |                                   |
|-------------------------|--------------|-----------------------------------|
| baggage-express         | Wichita      | -Oklahoma Cy (fm Chicago #15)     |
| RPO-baggage             | Newton       | - " "                             |
| storage mail            | Kansas City- | " "                               |
| baggage-express         | " "          | - " "                             |
| baggage-express         | " "          | -Fort Worth                       |
| coach (partition) 76-st | " "          | - " " (805-series)                |
| coach                   | " "          | - " "                             |
| cafe-lounge             | Oklahoma Cy- | " " (fm Newton #15; 1515-16 asgd) |
| sleeper (12-1)          | Kansas City- | " "                               |
| sleeper (14 sec)        | " "          | -Oklahoma Cy                      |
| sleeper (10-2)          | " "          | -Wichita                          |

|                          |        |
|--------------------------|--------|
| Kansas City-Newton       | 8 cars |
| Newton-Wichita           | 9      |
| Wichita-Oklahoma City    | 9      |
| Oklahoma City-Fort Worth | 5      |

(NOS. 27&28 ANTELOPE...cont'd)

No. 28 Fall 1946

|                         |                    |                                            |
|-------------------------|--------------------|--------------------------------------------|
| RPO-baggage             | Oklahoma Cy-Newton |                                            |
| RPO-baggage             | Newton             | -Kansas City (fm Dodge City #128)          |
| storage mail            | Oklahoma Cy-       | " "                                        |
| baggage-express         | "                  | " "                                        |
| baggage-express         | Fort Worth         | " "                                        |
| coach (partition) 76-st | "                  | " (805-series)                             |
| coach                   | "                  | " "                                        |
| cafe-lounge             | "                  | -Oklahoma Cy (to Newton #16; 1515-16 asgd) |
| sleeper (12-1)          | "                  | -Kansas City                               |
| sleeper (14 sec)        | Oklahoma Cy-       | " "                                        |
| sleeper (10-2)          | Wichita            | " "                                        |
| sleeper (10-2)          | Newton             | " (fm Dodge City #128)                     |

|                          |        |
|--------------------------|--------|
| Fort Worth-Oklahoma City | 5 cars |
| Oklahoma City-Wichita    | 8      |
| Wichita-Newton           | 9      |
| Newton-Kansas City       | 10     |

The ANTELOPE's finest hour was in 1947, when it carried cars of the CENTENNIAL STATE (Nos. 9&10) between Kansas City and Newton:

No. 27 Summer 1947

|                      |                |                |                        |
|----------------------|----------------|----------------|------------------------|
| baggage-mail-express | Kansas City    | -Newton        | (to Pueblo #9)         |
| baggage-mail-express | "              | "              | (to Denver #9)         |
| baggage-mail-express | "              | -Wichita       | (to Clinton #45)       |
| baggage-mail-express | "              | "              | "                      |
| baggage-mail-express | Newton         | -              | (fm Dodge City #128)   |
| RPO-baggage          | "              | -Oklahoma City |                        |
| storage mail         | Kansas City    | -              | " "                    |
| baggage-express      | "              | "              | " "                    |
| baggage-express      | "              | -Fort Worth    |                        |
| coach (partition)    | "              | "              | " "                    |
| coach                | "              | "              | " "                    |
| sleeper (12-1)       | "              | "              | " "                    |
| sleeper (14 sec)     | "              | "              | -Oklahoma City         |
| sleeper (12-1)       | "              | "              | -Wichita               |
| coach (smoker)       | "              | "              | -Newton (to Denver #9) |
| coach                | "              | "              | (to Denver #9)         |
| sleeper (10-2)       | "              | "              | (to Denver #9)         |
| sleeper (12-1)       | Newton         | -Oklahoma City | (fm Denver #10)        |
| sleeper (6-6-4)      | LW Wichita     | -Fort Worth    | (fm Los Angeles #24)   |
| diner                | Arkansas City- | " "            |                        |

|                             |    |
|-----------------------------|----|
| Kansas City-Newton          | 15 |
| Newton-Wichita              | 13 |
| Wichita-Arkansas City       | 10 |
| Arkansas City-Oklahoma City | 11 |
| Oklahoma City-Fort Worth    | 6  |

(NOS. 27&28 ANTELOPE...cont'd)

No. 28 Summer 1947

|                      |                |                |                       |
|----------------------|----------------|----------------|-----------------------|
| RPO-baggage          | Newton         | -Kansas City   | (fm Dodge City #128)  |
| storage mail         | "              | - " "          | (fm Denver #10)       |
| storage mail         | "              | - " "          | (fm Denver #10)       |
| baggage-express      | "              | - " "          | (fm Denver #10)       |
| baggage-mail-express | Wichita        | -Newton        | (to Dodge City #127)  |
| baggage-mail-express | "              | - " "          | (to Kansas City #128) |
| RPO-baggage          | Oklahoma City- | "              |                       |
| storage mail         | "              | " -Kansas City |                       |
| baggage-express      | "              | " - " "        |                       |
| baggage-express      | Fort Worth     | - " "          |                       |
| coach (partition)    | " "            | - " "          |                       |
| coach                | " "            | - " "          |                       |
| sleeper (12-1)       | " "            | - " "          |                       |
| sleeper (14 sec)     | Oklahoma City- | " "            |                       |
| sleeper (12-1)       | "              | " -Newton      | (to Denver #9)        |
| sleeper (12-1)       | Wichita        | -Kansas City   |                       |
| sleeper (6-6-4)      | LW Fort Worth  | -Wichita       | (to Los Angeles #23)  |
| diner                | " "            | -Arkansas City |                       |
| coach (smoker)       | Newton         | -Kansas City   | (fm Denver #10)       |
| coach                | "              | - " "          | (fm Denver #10)       |
| sleeper (10-2)       | "              | - " "          | (fm Denver #10)       |

|                             |        |                    |    |
|-----------------------------|--------|--------------------|----|
| Fort Worth-Oklahoma City    | 6 cars | Wichita-Newton     | 12 |
| Oklahoma City-Arkansas City | 11     | Newton-Kansas City | 15 |
| Arkansas City-Wichita       | 10     |                    |    |

When the TEXAS CHIEF was begun in 1948, Nos. 27&28 quit running south of Oklahoma City. In February, 1949, the CENTENNIAL STATE again started running into Kansas City on its own.

As we last see the ANTELOPE, just before its discontinuance in June, 1954, it hauled cars to and from Nos. 127&128, then Newton-Dodge City locals:

No. 27 Winter 1953-54

|                           |                           |                      |
|---------------------------|---------------------------|----------------------|
| express                   | Kansas City-Wichita       |                      |
| X-express                 | " " -Oklahoma City        | (fm St. Louis MoPac) |
| baggage-mail-express      | " " -Wichita              | (to Clinton #45)     |
| exM-baggage-mail-express  | Newton - "                | (fm Dodge City #128) |
| baggage-express (msgr)    | Kansas City-Oklahoma City |                      |
| exSu-baggage-mail-express | Wichita - " "             |                      |
| baggage-mail (TBM)        | Kansas City- " "          |                      |
| storage mail              | " " - " "                 |                      |
| storage mail              | " " -Newton               | (to Dodge City #127) |
| baggage-express           | " " - "                   | (to Dodge City #127) |
| baggage-mail-express      | " " - "                   | (to Hutchinson #127) |
| RPO-baggage               | Newton -Oklahoma City     |                      |
| coach                     | Kansas City- " "          |                      |
| coach                     | " " - " "                 |                      |
| sleeper (10-1-2)          | " " - " "                 |                      |
| box express               | " " -Emporia              |                      |
| box express               | " " -Topeka               |                      |

(NOS. 27&28 ANTELOPE...cont'd)

|                    |         |                       |          |
|--------------------|---------|-----------------------|----------|
| Kansas City-Topeka | 13 cars | Newton-Wichita        | 10 (9 M) |
| Topeka-Emporia     | 12      | Wichita-Oklahoma City | 8 (7 Su) |
| Emporia-Newton     | 11      |                       |          |

No. 28 Winter 1953-54

|                        |                           |                      |
|------------------------|---------------------------|----------------------|
| mail-express           | Oklahoma City-Kansas City |                      |
| baggage-express (msgr) | " " - " "                 |                      |
| baggage (TBM)          | " " - " "                 |                      |
| storage mail           | " " - " "                 |                      |
| exSu-RPO-baggage       | " " -Newton               |                      |
| baggage-mail-express   | Newton -Kansas City       | (fm Dodge City #128) |
| baggage-mail-express   | " - " "                   | (fm Dodge City #128) |
| baggage-mail-express   | " - " "                   | (fm Hutchinson #128) |
| coach                  | Oklahoma City- " "        |                      |
| coach                  | " " - " "                 |                      |
| sleeper (10-1-2)       | " " - " "                 |                      |

Oklahoma City-Newton 8 cars (7 Su)      Newton-Kansas City 10

NOS. 42&47 Ash Fork/Williams Jct. and Phoenix

This nameless pair of trains also missed inclusion in the railroad's consist book until 1955. The makeup is easily compiled from other sources. This, for example, was how they appeared in 1946:

Nos. 42&47 Fall 1946

|                         |                  |                                |
|-------------------------|------------------|--------------------------------|
| baggage-mail-express    | Ash Fork&Phoenix |                                |
| RPO (15')-baggage       | " " - "          |                                |
| coach                   | " " - "          |                                |
| sleeper (6-6-4)         | LW " " - "       | (fm/to Chicago #19/20)         |
| sleeper (8-1-2)         | " " - "          | (fm/to Denver #3/4)            |
| cafe-parlor-observation | " " - "          | (open platform; 1514 assigned) |

6 cars

Cafe-observation 1514, assigned to this service until it was switched to Nos. 9&10 late in 1946, was the only car of its type to have regular parlor car chairs in its lounge section. Fifteen such swivel chairs were bolted to the floor.

In 1950, the Phoenix-Cadiz trains, Nos. 117&118, ran as part of Nos. 42&47 between Phoenix and Wickenburg, where the Ash Fork and Cadiz portions of the combined train were split. Nos. 117&118 were discontinued in early 1955.

The first consist book entry for Nos. 42&47 is in 1955, just after the 15-foot RPO sections had been discontinued:

(NOS. 42&47...cont'd)

Nos. 42&47 Fall 1955

|                      |                  |                      |
|----------------------|------------------|----------------------|
| baggage-mail-express | Ash Fork&Phoenix |                      |
| coach                | " " - "          |                      |
| cafe-lounge          | " " - "          | (1516 assigned)      |
| sleeper (10-3-2)     | " " - "          | (fm/to Chicago #1/2) |

4 cars

In the summer of 1957, Nos. 123&124 handled the Phoenix sleeper from Chicago. Six 8 section, drawing room, 3 bedroom sleepers were assigned by Pullman to this service: Bok Tower (owned by the New Haven), Canonbury Tower (Southern), Martello Tower (NYC), Siebers Tower (SAL), Tait's Tower (Southern) and Weeper's Tower (SAL). These were the last heavyweight sleepers to run regularly from Chicago on Santa Fe trains.

Starting in 1959, Nos. 42&47 ran with seasonal consists. These were the basic makeups:

Nos. 42&47 December to April 1959-67

|                    |                  |                               |
|--------------------|------------------|-------------------------------|
| baggage-express    | Ash Fork&Phoenix |                               |
| coach              | LW " " - "       | (HW coach usually on standby) |
| snack diner-lounge | LW " " - "       | (HW cafe-lge 1516 until 1960) |
| sleeper (4-4-2)    | LW " " - "       | (fm/to Chicago #1/20)         |

4 cars

Nos. 42&47 May to November 1959-67

|                    |                  |                                        |
|--------------------|------------------|----------------------------------------|
| baggage-express    | Ash Fork&Phoenix |                                        |
| sleeper (6-6-4)    | LW " " - "       | (HW 6-1-4 sleeper until 1960)          |
| snack diner-lounge | LW " " - "       | (HW coach-snack diner 1522 until 1960) |
| coach              | LW " " - "       |                                        |

4 cars

The sleeping car ran locally except in winter seasons, when the SAN FRANCISCO CHIEF brought it from Chicago and the CHIEF took it back from No. 42 at Ash Fork. The coach was usually a 44- or 48-seat lightweight car. In winter seasons, heavyweight cafe-lounge 1516 was used until the end of dining service on the Tulsa trains in late 1960 freed lightweight snack diner-lounges 1396-97 for use.

The summer train had coach-snack diner 1522 (once a Centennial Club lounge on the KANSAS CITY CHIEF) until 1396-97 came west. The trains were a train freak's dream come true in the summer of 1960; they had not only a heavyweight sleeper and the unusual coach-snack diner, but a lightweight coach-observation (3248) to top things off.

After December, 1960, a line relocation of the transcontinental main line isolated Ash Fork; Williams Junction became the northern terminal of Nos. 42&47. Following the Santa Fe's decision in late 1967 to rid itself of branch line passenger runs, these trains were reduced to two lightweight cars -- a 44-seat coach and a baggage. They lasted, however, until 1969.

NOS. 47&48/50 OIL FLYER Kansas City and Tulsa

Until 1948, the eastbound OIL FLYER ran as No. 50. The trains were companions on the Tulsa line to Nos. 211&212, the streamlined TULSAN. No. 47 always left Kansas City late at night, arriving Tulsa after daybreak. No. 48 returned in late afternoon, in time to make connections in Kansas City with an overnight train for Chicago. This is how we first see them:

Nos. 47&50 Fall 1946

|                         |                   |                                |
|-------------------------|-------------------|--------------------------------|
| express                 | Kansas City&Tulsa |                                |
| exSu-baggage-mail       | " " - "           |                                |
| RPO-baggage             | " " - "           |                                |
| coach (partition) 68-st | " " - "           | (801-02 assigned)              |
| coach 68-seat (non-AC)  | " " - "           | (1279, 85 assigned)            |
| sleeper (6-1-4)         | " " - "           | (fm/to Chicago #1/1st 4)       |
| cafe-lounge-observation | " " - "           | (open platform; 1509, 11 asgd) |

7 cars (6 Su)

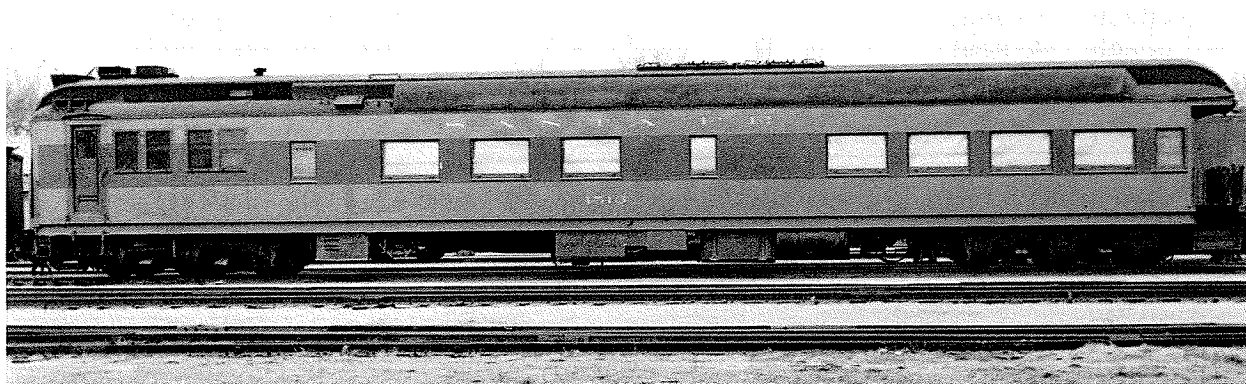
In 1949, the heavyweight sleeper was replaced by a lightweight 8 section, 2 compartment, 2 bedroom car. Otherwise, the OIL FLYER kept its heavyweight equipment. Cafe-lounge-observation car 1510 also was assigned to the trains.

Even by mid-1954, the trains remained basically the same as before:

Nos. 47&48 Summer 1954

|                           |                   |                            |
|---------------------------|-------------------|----------------------------|
| baggage-express (msgr)    | Kansas City&Tulsa |                            |
| storage mail              | " " - "           | (baggage-mail on #48)      |
| RPO-baggage               | " " - "           |                            |
| express refrigerator      | " " - Iola        |                            |
| coach (partition)         | " " - Tulsa       |                            |
| coach                     | " " - "           |                            |
| sleeper (10-3-2) LW       | " " - "           | (fm/to Chicago #15/1st 10) |
| cafe-lounge-observation   | " " - "           | (open platform)            |
| exSu-baggage-mail-express | " " - Ottawa      |                            |

Kansas City-Ottawa 9 cars (8 Su)    Ottawa-Iola 8    Iola-Tulsa 7



Another view of cafe-lounge-observation 1513 is on page 12. (ATSF)

(NOS. 47&48 OIL FLYER...cont'd)

The cafe-lounge-observation cars left late in 1954. They were replaced by a heavyweight cafe-lounge (1515 or 1516) and, in late 1955, by lightweight snack diner-lounge 1396, formerly in SAN DIEGO service. But in the fall of 1960, the dining service was suspended; car 1396 went west to the Phoenix-Ash Fork trains.

By 1958, the OIL FLYER was getting lightweight coaches. In general, the policy was to use lightweights in off-season months, but to substitute heavyweight coaches for some or all of the lightweights in summer. In the 1960-61 period, 60-seat coach-observation 3245 was a regular on Nos. 47&48. At first, it ran just behind the head end cars, with its observation end pointed forward. But in October, 1961, the Pullman started running first behind the mail cars with the observation at the rear, in order to facilitate turning the train in Tulsa.

This was the OIL FLYER consist in 1963:

Nos. 47&48 Summer 1963

|                      |                   |                       |
|----------------------|-------------------|-----------------------|
| exSuMTu-box express  | Kansas City&Tulsa | (exSuTuW on #48)      |
| storage mail         | " " - "           | (on #47 only)         |
| express (msgr)       | " " - "           |                       |
| RPO-baggage          | " " - "           |                       |
| baggage-mail-express | " " - "           |                       |
| coach 66-seat        | " " - "           | (3019 assigned)       |
| coach 48-seat        | " " - "           | (3023 assigned)       |
| sleeper (10-3-2)     | " " - "           | (fm/to Chicago #1/20) |

8 cars on No. 47 (7 SuMTu)

7 cars on No. 48 (6 SuTuW)

The OIL FLYER in 1966 was without its sleeper (discontinued in 1965), but was all lightweight:

Nos. 47&48 Summer 1966 (all lightweight)

|                     |                   |                       |
|---------------------|-------------------|-----------------------|
| exSu-express (msgr) | Kansas City&Tulsa | (3665, 85 assigned)   |
| RPO-baggage         | " " - "           | (3400, 08 assigned)   |
| baggage-mail        | " " - "           | (3540, 3816 assigned) |
| coach 42-seat       | " " - "           | (3160-61 assigned)    |
| coach 44-seat       | " " - "           | (2862, 86 assigned)   |
| Su-coach            | " " - "           |                       |

5 cars

Late that fall, however, the railroad restored both sleeping and dining car service on a trial basis. Snack diner-lounge car 1396 was recalled from Arizona duty. A 10-6 sleeper (Palm View or Palm Stream initially) ran between Tulsa and Chicago in conjunction with No. 1 westbound and No. 20 eastbound.

The experiment didn't work. In September, 1967, the OIL FLYER was again without its dining and sleeping cars. Shortly thereafter, it lost the RPO-baggage car. The trains themselves were discontinued on March 9, 1968, after operating for the final two months with this consist:



(NOS. 47&48 OIL FLYER...cont'd)

Nos. 47&48 January-March 1968 (all lightweight)

|                 |                   |                 |
|-----------------|-------------------|-----------------|
| baggage-mail    | Kansas City&Tulsa | (3899 assigned) |
| baggage-express | " " - "           | (3666 assigned) |
| coach 42-seat   | " " - "           | (3159 assigned) |
| coach 44-seat   | " " - "           | (2912 assigned) |

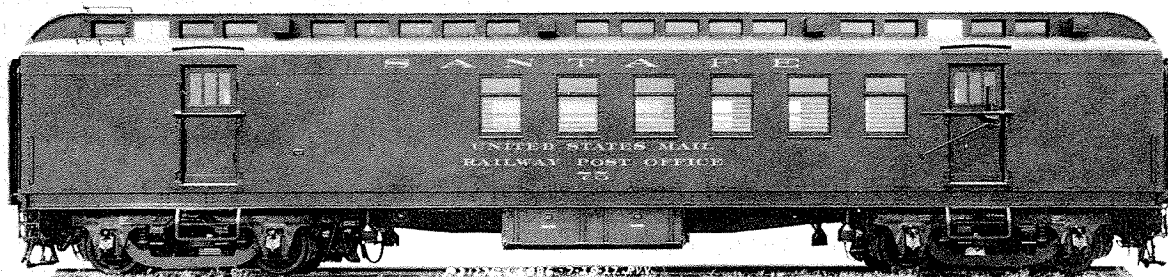
4 cars

NOS. 42-45-51-53-54-55 SAN BERNARDINO LOCALS Los Angeles and San Bernardino

These trains started their lives and exited from the timetables without ever achieving immortality through the Transportation Department's consist book. As of 1946, No. 42 ran to San Bernardino via Pasadena, No. 54 to San Bernardino via Fullerton and Nos. 51 and 53 to Los Angeles via Fullerton. In 1948, No. 55 replaced No. 53 on the same route and schedule. In 1949, No. 45 replaced No. 55, but ran via Pasadena. Nos. 42&45 were discontinued in 1953, and Nos. 51&54 two years later.

These trains never carried more than three cars. In 1946 and 1947, No. 42 had the eastbound RPO (15')-baggage car running on No. 1 (SCOUT) westbound from San Bernardino. Nos. 53&54 also had 15-foot RPO apartments on the Fullerton side. In 1951, only Nos. 42&45, the Pasadena line locals, retained their RPO's. Judging from Railway Mail Service schedule books, these two trains then carried, in addition to the RPO (15')-baggage cars, a full baggage for storage mail. The standard passenger-carrying equipment for all these trains was a single heavyweight coach.

Both passenger and employe timetables always listed the San Berdoo locals as regular passenger trains. Yet the excellent photo book, Steel Rails through California, shows several pictures of these trains as motor cars, with M-181 usually doing the chores. The runs had been handled with motor cars until the early 1940's.



This 60-foot RPO car, 79, was among 23 heavyweights of that type owned after World War II by the Santa Fe. (ATSF)

NOS. 60-61-62-63 GOLDEN GATE Oakland/Richmond and Bakersfield

These all-lightweight trains began in 1938 in reply to the Southern Pacific DAYLIGHT service. Though their runs ended at Bakersfield, buses carried riders between that town and Los Angeles. Their consists were identical at first:

Nos. 60-61-62-63 Fall 1946 (all lightweight)

|                     |         |                     |                    |
|---------------------|---------|---------------------|--------------------|
| baggage-coach       | 36-seat | Oakland&Bakersfield | (3490-91 assigned) |
| coach               | 52-seat | " - "               |                    |
| coach               | 52-seat | " - "               |                    |
| coach               | 52-seat | " - "               |                    |
| lunch counter-diner |         | " - "               | (1501-02 assigned) |
| coach-bar lounge    | 26-seat | " - "               | (3117-18 assigned) |
| coach               | 52-seat | " - "               |                    |
| coach               | 52-seat | " - "               |                    |
| coach-observation   | 60-seat | " - "               | (round end)        |

9 cars

Beginning in 1947, schedules of the GRAND CANYON (Nos. 23&24) were speeded up to enable the Northern California sections (Nos. 23 North & 24 North) to make close connections at Bakersfield with Nos. 60&61. The GOLDEN GATE trains carried two or more through cars to and from Oakland, thanks to this connection. At first, in 1947, this added only a lightweight coach and 6-6-4 sleeper to the consists of Nos. 60&61; the GRAND CANYON cars went just ahead of the coach-observation. In 1949, though, five cars were taken from and given to the GRAND CANYON:

Nos. 60&61 Spring 1949 (all lightweight)

|                     |            |                     |                                    |
|---------------------|------------|---------------------|------------------------------------|
| baggage-coach       | 36-seat    | Oakland&Bakersfield | (3490-91 assigned)                 |
| coach               | 52-seat    | " - "               |                                    |
| coach               | 52-seat    | " - "               |                                    |
| coach               | 52-seat    | " - "               |                                    |
| lunch counter-diner |            | " - "               | (1503-04 assigned)                 |
| coach-bar lounge    | 26-st      | " - "               | (3117-18 assigned)                 |
| coach               | 52-seat    | " - "               |                                    |
| coach               | 52-seat    | " - "               |                                    |
| coach               | 44/52-seat | " - "               | (fm/to Chicago #23 North/24 North) |
| coach               | 44/52-seat | " - "               | (fm/to Chicago #23 North/24 North) |
| coach               | 44/52-seat | " - "               | (fm/to Chicago #23 North/24 North) |
| sleeper             | (6-6-4)    | " - "               | (fm/to Chicago #23 North/24 North) |
| sleeper             | (6-6-4)    | " - "               | (fm/to Houston #23 North/24 North) |
| coach-observation   | 60-st      | " - "               | (round end)                        |

14 cars

Nos. 62&63 remained as in 1946, with nine cars.

The 26-seat coach-lounge cars (3117-18) were missing in early 1954, just before the Northern California section of the GRAND CANYON was replaced by the new SAN FRANCISCO CHIEF:

(NOS. 60-61-62-63 GOLDEN GATE...cont'd)

Nos. 60&61 Winter 1953-54 (all lightweight)

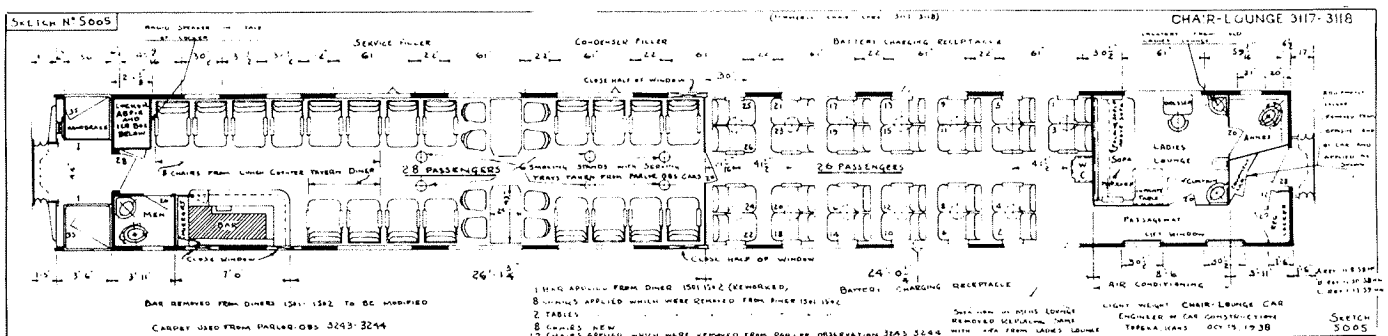
|                     |            |                     |                                    |
|---------------------|------------|---------------------|------------------------------------|
| baggage-coach       | 36-seat    | Oakland&Bakersfield | (3490-91 assigned)                 |
| coach               | 52-seat    | "                   | "                                  |
| coach               | 52-seat    | "                   | "                                  |
| coach               | 52-seat    | "                   | "                                  |
| coach               | 52-seat    | "                   | "                                  |
| lunch counter-diner | "          | "                   | (1504, 53-54 assigned)             |
| coach               | 52-seat    | "                   | "                                  |
| coach               | 44/52-seat | "                   | (fm/to Houston #23 North/24 North) |
| coach               | 44/52-seat | "                   | (fm/to Kas Cty #23 North/24 North) |
| coach               | 44/52-seat | "                   | (fm/to Chicago #23 North/24 North) |
| sleeper (6-6-4)     | "          | "                   | (fm/to Chicago #23 North/24 North) |
| sleeper (6-6-4)     | "          | "                   | (fm/to Nw Orln #23 North/24 North) |
| coach-observatn     | 60-st      | "                   | (round end)                        |

13 cars

Nos. 62&63 Winter 1953-54 (all lightweight)

|                     |         |                     |                        |
|---------------------|---------|---------------------|------------------------|
| baggage-coach       | 36-seat | Oakland&Bakersfield | (3490-91 assigned)     |
| coach               | 52-seat | "                   | "                      |
| coach               | 52-seat | "                   | "                      |
| coach               | 52-seat | "                   | "                      |
| coach               | 52-seat | "                   | "                      |
| lunch counter-diner | "       | "                   | (1504, 53-54 assigned) |
| coach               | 52-seat | "                   | "                      |
| coach-observatn     | 60-st   | "                   | (round end)            |

8 cars



Coach-bar lounge cars 3117-18 worked in GOLDEN GATE service from 1938 until 1953. In 1962, they were modified internally into full bar lounge cars. (ATSF)



One of Santa Fe's less successful rebuildings was of lunch counter-diner 1501 (above); as a 40-seat cafeteria car, it lasted only a year or so on the GOLDEN GATE. Heavyweight bar lounge-dormitories 1532-37 (below), built 1914, appeared on the SCOUT in 1946, the GRAND CANYON in 1949. (DK)



(NOS. 60-61-62-63 GOLDEN GATE...cont'd)

With No. 23 North and No. 4 North, its eastbound counterpart north of Bakersfield, gone, the RPO-baggage cars they had hauled were transferred to Nos. 61&62. That change, plus the absence of the through traffic, had this result:

Nos. 60-61-62-63 Summer 1954 (all lightweight)

|                              |                     |                               |
|------------------------------|---------------------|-------------------------------|
| RPO-baggage (on #61&62 only) | Oakland&Bakersfield | (to/fm Barstow #8 Nth/23 Nth) |
| baggage-coach 36-seat        | " - "               | (3490-91 assigned)            |
| coach 52-seat                | " - "               |                               |
| coach 52-seat                | " - "               |                               |
| coach 52-seat                | " - "               |                               |
| coach 52-seat                | " - "               |                               |
| lunch counter-diner          | " - "               |                               |
| coach 52-seat                | " - "               |                               |
| coach-observation 60-seat    | " - "               | (round end; 3240-series)      |

9 cars (8 on Nos. 62&63)

The delivery of fulldome lounge cars for the EL CAPITAN in early 1954 freed its conventional full bar lounge cars (1347-49, 88-89) for service elsewhere. These conventional-height cars showed up soon afterward on GOLDEN GATE trains and on the CALIFORNIA SPECIAL (Nos. 75&76).

Two of these cars were in use in 1957 on the GOLDEN GATES -- 1349 on Nos. 60&63 and 1348 on Nos. 61&62. In addition, Nos. 60&63 carried in place of the usual lunch counter-diner a cafeteria car (1501), which had a serving buffet where the lunch counter had been located. Car 1501 had been rebuilt in 1954 from a lunch counter-diner of the same number, but seldom saw use until its GOLDEN GATE assignment in 1957.

(NOS. 60-61-62-63 GOLDEN GATE...cont'd)

Nos. 60&61 Summer 1957 (all lightweight)

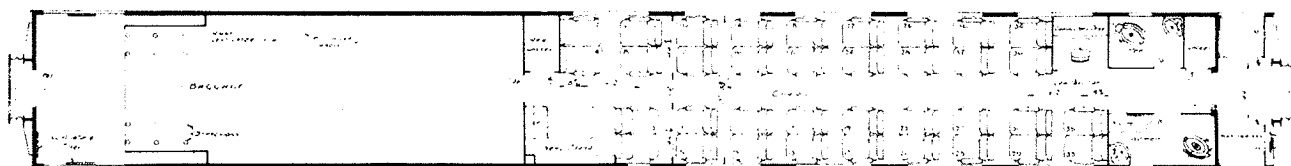
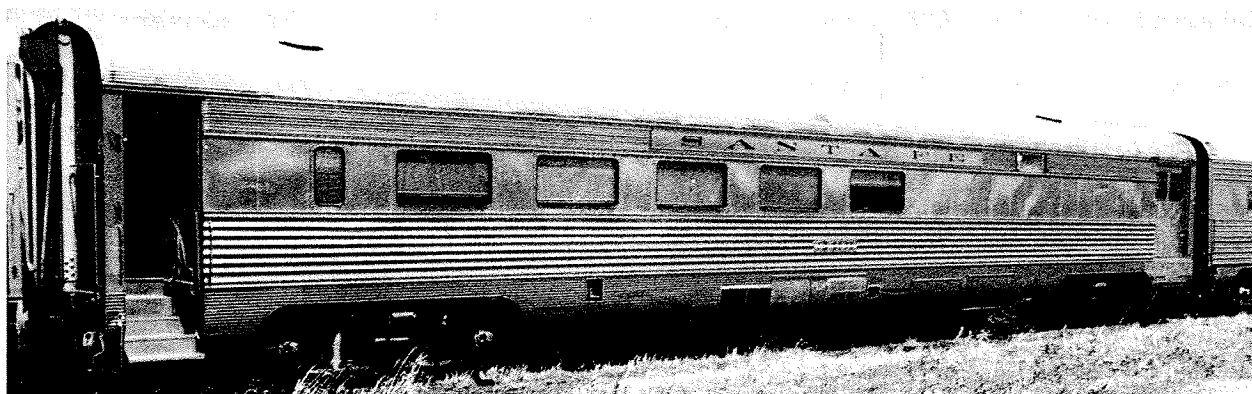
|                       |                     |                    |                             |
|-----------------------|---------------------|--------------------|-----------------------------|
| baggage-coach 36-seat | Oakland&Bakersfield | (3490-91 assigned) |                             |
| coach 52-seat         | "                   | -                  | "                           |
| coach 52-seat         | "                   | -                  | "                           |
| coach 52-seat         | "                   | -                  | "                           |
| cafeteria 40-seat     | "                   | -                  | " (lunch cntr-diner on #60) |
| bar lounge            | "                   | -                  | " (1348-49 assigned)        |
| coach 52-seat         | "                   | -                  | "                           |
| FSS-coach 52-seat     | "                   | -                  | "                           |
| FSS-coach 52-seat     | "                   | -                  | "                           |
| coach-observatn 60-st | "                   | -                  | " (round end; 3240-series)  |

8 cars (10 FSS)

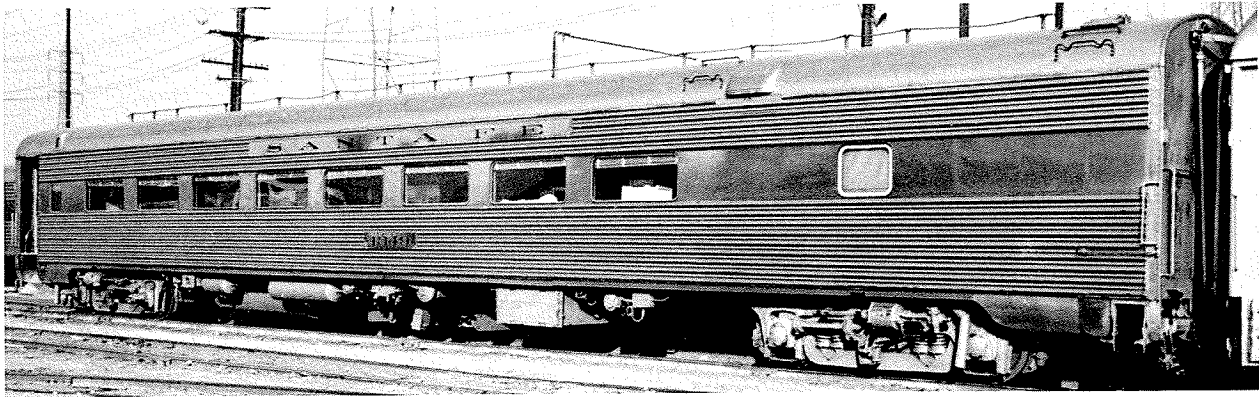
Nos. 62&63 Summer 1957 (all lightweight)

|                       |                     |                       |                                |
|-----------------------|---------------------|-----------------------|--------------------------------|
| RPO-baggage           | Oakland&Bakersfield | (to Barstow #8 North) |                                |
| baggage-coach 36-seat | "                   | -                     | " (3490-91 assigned)           |
| coach 52-seat         | "                   | -                     | "                              |
| coach 52-seat         | "                   | -                     | "                              |
| coach 52-seat         | "                   | -                     | "                              |
| cafeteria 40-seat     | "                   | -                     | " (lunch counter-diner on #63) |
| bar lounge            | "                   | -                     | " (1348-49 assigned)           |
| FSS-coach 52-seat     | "                   | -                     | "                              |
| FSS-coach 52-seat     | "                   | -                     | "                              |
| coach-observatn 60-st | "                   | -                     | " (round end; 3240-series)     |

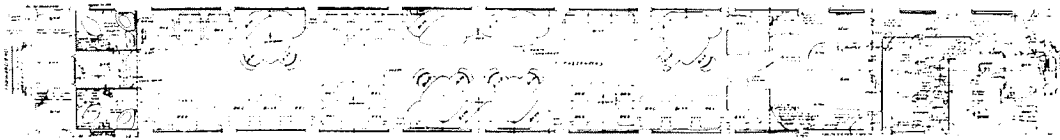
8 cars (10 FSS)



Baggage-coach cars 3490-91 (3491 pictured) stayed on the GOLDEN GATES until the late 1950's, then went to TULSAN, TEXAS CHIEF. (DK)



Pullman built full lounges 1347-49 in 1947 for the daily EL CAPITAN. After full dome lounges came to the EL CAP in 1954, they went to the GOLDEN GATE and specials. Car 1349 is shown here. (DK)



(NOS. 60-61-62-63 GOLDEN GATE...cont'd)

GOLDEN GATE consists underwent no change from 1955 until Sept. 28, 1958. At that time, No. 61 was discontinued westbound and mail train No. 6 North was dropped eastbound. This left in the Bakersfield-Richmond corridor No. 1 (SAN FRANCISCO CHIEF), No. 7 North (FAST MAIL EXPRESS), No. 63 (GOLDEN GATE) to Richmond, and No. 2 (S.F. CHIEF) and Nos. 60 and 62 (GOLDEN GATE) to Bakersfield. Nos. 60&63 ran as one equipment couplet, in this manner:

Nos. 60&63 Summer 1963 (all lightweight)

|                      |                      |                 |
|----------------------|----------------------|-----------------|
| 1 or more DH baggage | Richmond&Bakersfield | (on #60 only)   |
| baggage              | " - "                |                 |
| coach 52-seat        | " - "                |                 |
| coach 52-seat        | " - "                |                 |
| bar lounge           | " - "                | (1349 assigned) |
| lunch counter-diner  | " - "                | (1564 assigned) |
| coach 52-seat        | " - "                |                 |
| coach 52-seat        | " - "                |                 |

7 cars (8 or more on No. 60)

No. 62's equipment turned on No. 7 North and No. 1. In 1959, a coach, bar lounge-dormitory and lunch counter-diner would be set off at Fresno by No. 62, to be picked up in about an hour by No. 7 North and returned to Richmond in time for use the following afternoon on No. 62. By 1963, just a coach and bar lounge-dormitory were dropped at Fresno by No. 62. A dormitory was needed on No. 62 after the schedule changes of 1959 because the lounge was dead-headed on the return trip aboard No. 7 North and sleeping space for the attendant therefore was necessary.

(NOS. 60-62-63 GOLDEN GATE...cont'd)

No. 62 Summer 1963 (all lightweight)

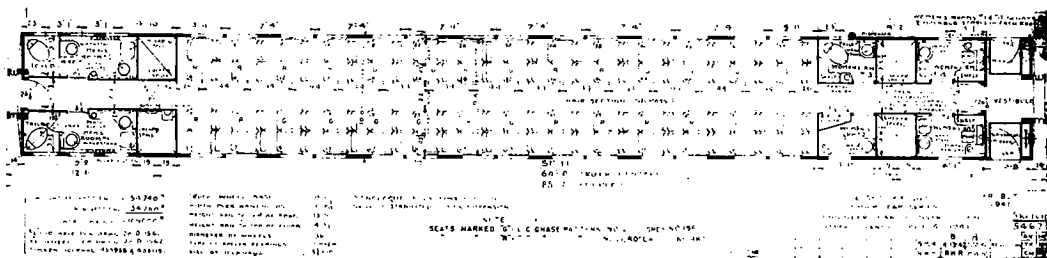
|                      |                      |                                 |
|----------------------|----------------------|---------------------------------|
| X-DH baggage cars    | Richmond-Bakersfield | (to Kansas City #8 North)       |
| X-DH COFC            | " - "                | (to Kansas City #8 North)       |
| RPO-baggage          | " - "                | (to Barstow #8 North)           |
| storage mail         | " - "                | (to Barstow #8 North)           |
| mail-express (TBM)   | " - "                | (to Barstow #8 North)           |
| coach                | " - "                | (to Barstow #8 North)           |
| coach 52-seat        | " - "                | (return on #1)                  |
| coach 52-seat        | " - "                | (return on #1)                  |
| coach 52-seat        | " - Fresno           | (return on #7 North)            |
| bar lounge-dormitory | " - "                | (return on #7 North; 1390 asgd) |

Richmond-Fresno 8 or more cars

Fresno-Bakersfield 6 or more cars

In September of that year, Nos. 60&63 traded in their lunch counter-diner and bar lounge cars for bar lounge car 1346. This car, assigned to the EL CAPITAN until the high-level cars came along in 1956, had bummed around the system since then on specials and as a backup for lounges sent to the shops. Vending machines for dispensing food were installed in the fall of 1963. As a "Vend-O-Lounge," 1346 lasted until the spring of 1964, when it was removed and a conventional lounge put in its place on Nos. 60&63.

The three remaining GOLDEN GATES made their final runs April 12, 1965.



Pendulum-suspended coach 1100, built by Pacific Railway Equipment Company, was one-of-a-kind on the Santa Fe. It spent its career in SAN DIEGAN duty. Note the four suspension chambers.

#### NOS. 65&66 Dallas and Fort Worth

Had these trains carried a name, logic would have dictated RANGER-KANSAS CITYAN-CHICAGOAN-TEXAS EXPRESS-CHICAGO EXPRESS-ANGELO, because they handled equipment from and to all these trains. Leaving Fort Worth at sunup, and returning from Dallas in early evening, they acted as a funnel for cars destined for the Gulf and Pacific coasts in two directions and Chicago in a third. Nos. 65&66 were unusual in another respect: They operated over Santa Fe rails for less than one of the 31 miles between the two terminals; they used Texas & Pacific tracks instead.

Since these trains weren't shown in consist books, one reconstructs their consists by adding up the cars they gave to or received from their connections, with this result:

(NOS. 65&66...cont'd)

No. 65 Fall 1946

|                      |    |                   |                        |
|----------------------|----|-------------------|------------------------|
| baggage-express      |    | Dallas-Fort Worth | (to Killeen #5)        |
| baggage-express      |    | " - " "           | (to Galveston #5)      |
| exSS-baggage-express |    | " - " "           | (to Kansas City #16)   |
| baggage-mail-express |    | " - " "           | (to Kansas City #16)   |
| baggage-express      |    | " - " "           | (to Clovis #77)        |
| baggage-express      |    | " - " "           | (to San Angelo #77)    |
| coach (partition)    |    | " - " "           | (to San Angelo #77)    |
| coach (partition)    |    | " - " "           | (to Newton #16)        |
| coach 52-seat        | LW | " - " "           | (to Chicago #16)       |
| coach 52-seat        | LW | " - " "           | (to Chicago #16)       |
| sleeper (14 sec)     | LW | " - " "           | (to Kansas City #16)   |
| sleeper (14 sec)     |    | " - " "           | (to Oklahoma City #16) |
| sleeper (12-1)       |    | " - " "           | (to Denver #16)        |
| sleeper (10-2)       |    | " - " "           | (to San Angelo #77)    |
| sleeper (10-2)       |    | " - " "           | (to Oakland #77)       |

15 cars (14 SS)

No. 66 Fall 1946

|                           |    |                   |                        |
|---------------------------|----|-------------------|------------------------|
| W-box express (magazines) |    | Fort Worth-Dallas | (fm Chicago #5)        |
| baggage-express           |    | " " - "           | (fm Galveston #6)      |
| baggage-express           |    | " " - "           | (fm Killeen #6)        |
| baggage-express           |    | " " - "           | (fm Clovis #78)        |
| baggage-express           |    | " " - "           | (fm San Angelo #78)    |
| coach (partition)         |    | " " - "           | (fm San Angelo #78)    |
| coach (partition)         |    | " " - "           | (fm Newton #15)        |
| coach 52-seat             | LW | " " - "           | (fm Chicago #15)       |
| coach 52-seat             | LW | " " - "           | (fm Chicago #15)       |
| sleeper (14 sec)          | LW | " " - "           | (fm Kansas City #15)   |
| sleeper (14 sec)          |    | " " - "           | (fm Oklahoma City #15) |
| sleeper (12-1)            |    | " " - "           | (fm Denver #15)        |
| sleeper (10-2)            |    | " " - "           | (fm San Angelo #78)    |
| sleeper (10-2)            |    | " " - "           | (fm Oakland #78)       |

13 cars (14 W)

The next summer, in 1947, found the trains several cars shorter. The Denver sleeper and one of the Chicago coaches had been abolished. The Oakland sleeper was gone, too. Now, it started at Fort Worth in the morning on No. 15 and went to Temple to be picked up by No. 75; the same routing in reverse occurred eastbound. The new routing was mandated by a 12-hour change in the schedule of Nos. 75&76. The change broke the connection in Brownwood between those trains and Nos. 77&78, which had carried the Dallas-Oakland sleeper between Fort Worth and Brownwood.



### NOS. 67&68 Dallas and Paris

These East Texas locals alternated between drawing E-unit locomotives and motor cars for power. In both instances, the trailing cars remained constant:

Nos. 67&68 1946 to 1956

|                   |              |
|-------------------|--------------|
| RPO (15')-baggage | Dallas&Paris |
| coach             | " - "        |

2 cars

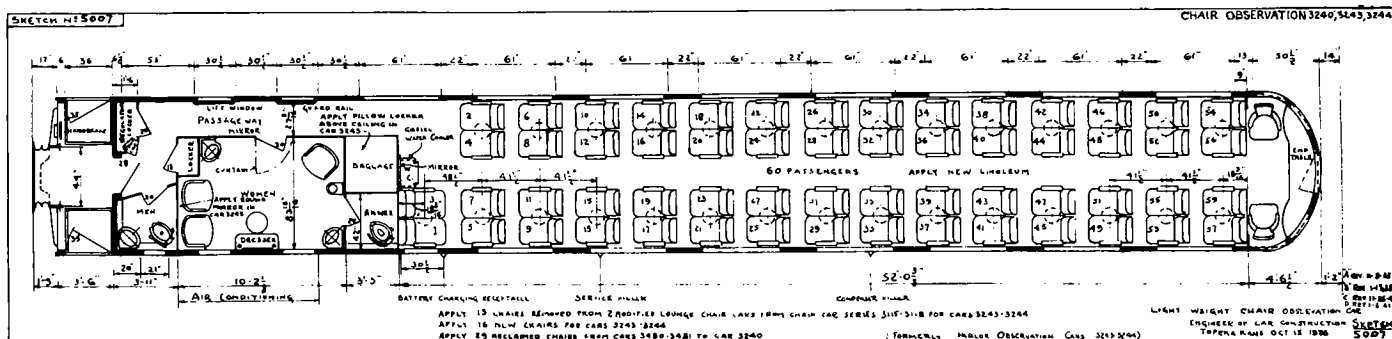
### NOS. 70 to 83 SAN DIEGAN Los Angeles to San Diego

The Los Angeles-San Diego corridor was to the Santa Fe what New York-Philadelphia was to the Pennsylvania. Traffic could reach a density of 10 passenger trains each way daily during summer. Consists of SAN DIEGAN trains rose and fell like the Pacific Ocean waters along the route. The first SAN DIEGAN ran on March 27, 1938, as one set of equipment making two round trips a day. A second trainset delivered in 1941 made possible four streamlined trains each way. In addition, a third set of heavyweight equipment made a fifth trip in each direction. During and after the war, furlough business from San Diego military bases necessitated extra (albeit heavyweight) sections of SAN DIEGANS, and racetrack specials to Del Mar added to passenger train miles.

Although the Transportation Department didn't commit SAN DIEGAN consists to paper before 1955, some generalizations about their makeup can be made. In 1946, 60-seat coach-observations (of the 3240-series), bar lounge cars 1396-97 (with several lounge seats sold as parlor seats) and lunch counter-diners 1500 and 1506 protected all four round trips. In 1947-48, full diners awaiting assignments on transcontinental trains often filled in; diner 1481, for instance, was seen in early 1948 on SAN DIEGAN trains, before its assignment to the new TEXAS CHIEF. In 1952, bar lounges 1396-97 were converted to snack diner-lounge cars and reassigned in 1953 (after a year's duty on the KANSAS CITY CHIEF) to San Diego trains 71-74-77-78. The other quartet of SAN DIEGANS -- Nos. 72-73-76-79 -- were assigned lunch counter-diners and coach-bar lounge cars (1398-99 or 3179). That same year, RDC-1's 191-192 were delivered by Budd and used to establish two new round trips, for a total of seven. Although their schedules were faster than the SAN DIEGAN runs, the RDC trains carried no name. Nos. 70 and 75 remained as unnamed trains carrying mail and express cars and coaches, usually heavyweights.

In 1954, the lunch counter-diners were removed; the two snack diner-lounges furnished light meals on all SAN DIEGAN trips. Later that same year, these cars too were gone, reassigned to duty out of Kansas City on the TULSAN and OIL FLYER. Food service was now confined to snacks on coach-bar lounge cars 1398-99, which had run on the KANSAS CITYAN and CHICAGOAN in the early 1950's.

Here's how the Los Angeles-San Diego operation looked in 1955:



Coach-observations 3240 and sisters 3243-45 spent two decades behind SAN DIEGAN and GOLDEN GATE trains. They were Budd-built.

(NOS. 70 to 83 SAN DIEGAN...cont'd)

No. 70 Summer 1955

|                  |                       |                          |
|------------------|-----------------------|--------------------------|
| Su-box express   | Los Angeles-Oceanside |                          |
| storage mail     | LW " " -San Diego     |                          |
| express          | " " - " "             |                          |
| baggage-mail     | " " - " "             |                          |
| exSu-RPO-baggage | " " - " "             |                          |
| 2 coach          | " " - " "             | (usually 1101-series HW) |

6 cars (5 fm Oceanside Su)

Nos. 71&72 Summer 1955 (all lightweight)

|                        |                       |                    |
|------------------------|-----------------------|--------------------|
| baggage-mail           | Los Angeles&San Diego |                    |
| exSu-RPO-baggage       | " " - " "             | (on #72 only)      |
| 4 coach 52-seat        | " " - " "             |                    |
| coach-bar lounge 26-st | " " - " "             | (1398-99 assigned) |
| 4 coach 52-seat        | " " - " "             |                    |

11 cars (10 Su; 10 on #71)

Nos. 73&74 Summer 1955 (all lightweight)

|                         |                       |             |
|-------------------------|-----------------------|-------------|
| baggage-mail-express    | Los Angeles&San Diego |             |
| 6 coach 52-seat         | " " - " "             |             |
| FSS-coach 52-seat       | " " - " "             |             |
| coach-observation 60-st | " " - " "             | (round end) |

8 cars (9 FSS)

No. 75 Summer 1955

|                     |                       |  |
|---------------------|-----------------------|--|
| SS-DH baggage       | San Diego-Los Angeles |  |
| baggage-express     | " " - " "             |  |
| express             | " " - " "             |  |
| exSu-RPO-baggage    | " " - " "             |  |
| 2 coach             | " " - " "             |  |
| FSS-2 coach 52-seat | LW " " - " "          |  |
| 2 coach 52-seat     | LW " " - " "          |  |

7 cars (9 FSu, 10 Sa)

(NOS. 70 to 83 SAN DIEGAN...cont'd)

No. 76 Summer 1955 (all lightweight)

|                         |                       |             |
|-------------------------|-----------------------|-------------|
| baggage-mail-express    | Los Angeles-San Diego |             |
| 6 coach 52-seat         | " " - " "             |             |
| FSS-coach 52-seat       | " " - " "             |             |
| coach-observation 60-st | " " - " "             | (round end) |

8 cars (9 FSS)

Nos. 77&78 Summer 1955 (all lightweight)

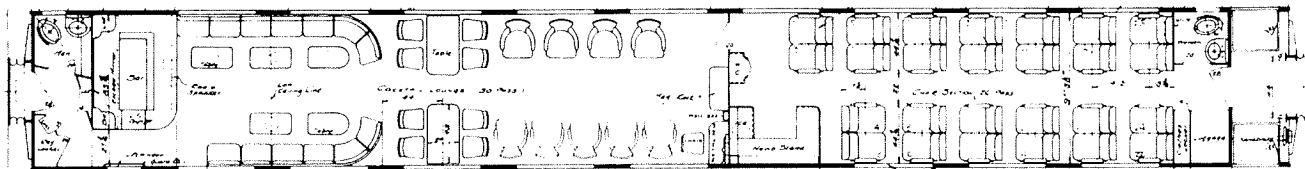
|                          |                       |                    |
|--------------------------|-----------------------|--------------------|
| baggage-mail-express     | Los Angeles&San Diego |                    |
| 4 coach 52-seat          | " " - " "             |                    |
| coach-bar lounge 26-seat | " " - " "             | (1398-99 assigned) |
| 4 coach 52-seat          | " " - " "             |                    |
| FSS-3 coach 52-seat      | " " - " "             |                    |

10 cars (13 FSS)

No. 79 Summer 1955 (all lightweight)

|                         |                       |                 |
|-------------------------|-----------------------|-----------------|
| exSS-mail-express       | San Diego-Los Angeles | (to Chicago #4) |
| baggage-mail-express    | " " - " "             |                 |
| exSu-RPO-baggage        | " " - " "             |                 |
| 6 coach 52-seat         | " " - " "             |                 |
| FSS-2 coach 52-seat     | " " - " "             |                 |
| coach-observation 60-st | " " - " "             | (round end)     |

10 cars (11 Sa, 12 F)



Coach-bar lounges 1398-99 (1399 is pictured) ran on the KANSAS CITY-AN/CHICAGOAN until early 1950's, then went to SAN DIEGANS until Amtrak's arrival. They were similar to 3117-18 on page 159. (DK)

(NOS. 70 to 83 SAN DIEGAN...cont'd)

Nos. 80-81-82-83 Summer 1955 (all lightweight)

2 coach (RDC-1) 86-seat Los Angeles&San Diego

2 cars

The RDC cars overturned at high speed with No. 82 in January, 1956, at Redondo Jct., near Los Angeles. The wreck killed 30 of those aboard. These cars never returned to San Diego service. After repairs, they reappeared in the late 1950's on Nos. 311&312 between Newton and Dodge City.

The RDC round trips were taken over by three-car sets of heavyweight coaches. Later in 1956, Nos. 80&81 got lightweight cars and the SAN DIEGAN name; Nos. 82&83 were discontinued.

The use of coach-observation cars (3240, 43-45) ended in 1956, when the Santa Fe quit turning trains in San Diego due to traffic congestion caused by this practice.

For the summer of 1957, Nos. 80&81 were discontinued too, and replaced by second sections of Nos. 71&72. Now all trains on the six round trips carried the SAN DIEGAN title.

No. 70 Summer 1957 (all lightweight)

|                        |                       |                          |
|------------------------|-----------------------|--------------------------|
| 3 coach 52-seat        | Los Angeles-San Diego |                          |
| coach-bar lounge 26-st | " " - " "             | (1398-99, 3179 assigned) |
| 3 coach 52-seat        | " " - " "             |                          |
| baggage-mail-express   | " " - " "             |                          |

8 cars

First 71 & First 72 Summer 1957 (all lightweight)

|                        |                       |                          |
|------------------------|-----------------------|--------------------------|
| baggage-mail-express   | Los Angeles&San Diego |                          |
| exSu-RPO-baggage       | " " - " "             | (on #72 only)            |
| 4 coach 52-seat        | " " - " "             |                          |
| coach-bar lounge 26-st | " " - " "             | (1398-99, 3179 assigned) |
| 3 coach 52-seat        | " " - " "             |                          |

10 cars (9 Su)

Second 71 & Second 72 Summer 1957 (all lightweight)

|                        |                       |                                |
|------------------------|-----------------------|--------------------------------|
| baggage-mail-express   | Los Angeles&San Diego | (baggage on rear of Second 72) |
| 3 coach 52-seat        | " " - " "             |                                |
| coach-bar lounge 26-st | " " - " "             | (1398-99, 3179 assigned)       |
| 2 coach 52-seat        | " " - " "             |                                |

7 cars

(NOS. 70 to 83 SAN DIEGO...cont'd)

Nos. 73&74 Summer 1957 (all lightweight)

|                        |                       |                          |
|------------------------|-----------------------|--------------------------|
| baggage-mail-express   | Los Angeles-San Diego | (baggage on rear of #74) |
| 4 coach 52-seat        | " " - " "             |                          |
| coach-bar lounge 26-st | " " - " "             | (1398-99, 3179 assigned) |
| 4 coach 52-seat        | " " - " "             |                          |
| FSu-coach 52-seat      | " " - " "             |                          |

10 cars (11 FSu)

No. 75 Summer 1957 (all lightweight)

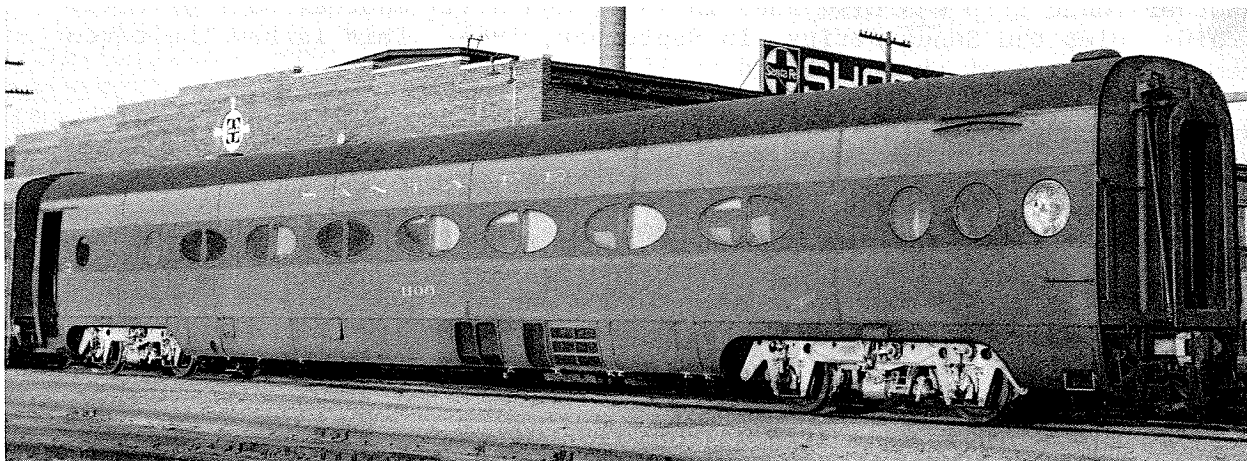
|                        |                       |                          |
|------------------------|-----------------------|--------------------------|
| DH baggage             | San Diego-Los Angeles |                          |
| baggage-mail-express   | " " - " "             |                          |
| RPO-baggage            | " " - " "             |                          |
| 4 coach 52-seat        | " " - " "             |                          |
| coach-bar lounge 26-st | " " - " "             | (1398-99, 3179 assigned) |
| 3 coach 52-seat        | " " - " "             |                          |
| FSS-2 coach 52-seat    | " " - " "             |                          |
| SS-coach 52-seat       | " " - " "             |                          |
| Su-coach 52-seat       | " " - " "             |                          |

11 cars (13 F, 14 Sa, 15 Su)

No. 76 Summer 1957 (all lightweight)

|                        |                       |                          |
|------------------------|-----------------------|--------------------------|
| 4 coach 52-seat        | Los Angeles-San Diego |                          |
| coach-bar lounge 26-st | " " - " "             | (1398-99, 3179 assigned) |
| 3 coach 52-seat        | " " - " "             |                          |
| FSS-2 coach 52-seat    | " " - " "             |                          |
| Su-2 coach 52-seat     | " " - " "             |                          |
| baggage-mail-express   | " " - " "             |                          |

9 cars (11 FSa, 13 Su)



Pendulum coach 1100 seldom if ever left the Los Angeles-San Diego corridor between its construction in 1941 and its retirement in 1961. A floor plan of this car is on page 163. (ATSF)

(NOS. 70 to 83 SAN DIEGO...cont'd)

No. 77 Summer 1957 (all lightweight)

|                        |                       |                          |
|------------------------|-----------------------|--------------------------|
| exSS-express           | San Diego-Los Angeles |                          |
| baggage-mail-express   | " " - " "             |                          |
| exSu-RPO-baggage       | " " - " "             |                          |
| 3 coach 52-seat        | " " - " "             |                          |
| coach-bar lounge 26-st | " " - " "             | (1398-99, 3179 assigned) |
| 3 coach 52-seat        | " " - " "             |                          |
| mail-express           | Oceanside- " "        |                          |

San Diego-Oceanside 10 cars (8 Su, 9 Sa)  
Oceanside-Los Angeles 11 (9 Su, 10 Sa)

No. 78 Summer 1957 (all lightweight)

|                  |                       |                     |
|------------------|-----------------------|---------------------|
| storage mail     | Los Angeles-San Diego | (fm Kansas City #3) |
| mail-express     | " " -Oceanside        |                     |
| baggage-express  | " " -San Diego        |                     |
| storage mail     | " " - " "             |                     |
| exSa-RPO-baggage | " " - " "             |                     |
| 2 coach 52-seat  | " " - " "             |                     |

Los Angeles-Oceanside 7 cars (6 Sa)  
Oceanside-San Diego 6 (5 Su)

No. 79 Summer 1957 (all lightweight)

|                      |                       |
|----------------------|-----------------------|
| DH baggage           | San Diego-Los Angeles |
| baggage-mail-express | " " - " "             |
| 2 coach 52-seat      | " " - " "             |

4 cars

A pair of daily trains was reduced to Sunday-only service in late 1957. Another round trip was discarded in 1964, and still another pair of daily trains, plus the Sunday trips, in September, 1965. This is how the three remaining pairs of trains looked in 1967:

No. 73 Summer 1967 (all lightweight)

|                        |                       |                          |
|------------------------|-----------------------|--------------------------|
| baggage-express        | San Diego-Los Angeles |                          |
| Sa-coach 52-seat       | " " - " "             |                          |
| 2 coach 52-seat        | " " - " "             |                          |
| coach-bar lounge 26-st | " " - " "             | (1398-99, 3179 assigned) |
| 2 coach 52-seat        | " " - " "             |                          |

6 cars (7 Sa)

No. 74 Summer 1967 (all lightweight)

|                  |                       |
|------------------|-----------------------|
| Sa-coach 52-seat | Los Angeles-San Diego |
| 4 coach 52-seat  | " " - " "             |

4 cars (5 Sa)

(NOS. 70 to 83 SAN DIEGAN...cont'd)

No. 75 Summer 1967 (all lightweight)

3 coach 52-seat San Diego-Los Angeles

3 cars

No. 76 Summer 1967 (all lightweight)

|                        |                       |                          |
|------------------------|-----------------------|--------------------------|
| FSS-coach 52-seat      | Los Angeles-San Diego |                          |
| 2 coach 52-seat        | " " - " "             |                          |
| coach-bar lounge 26-st | " " - " "             | (1398-99, 3179 assigned) |
| 2 coach 52-seat        | " " - " "             |                          |
| baggage                | " " - " "             |                          |

6 cars (7 FSS)

No. 77 Summer 1967 (all lightweight)

|                        |                       |                          |
|------------------------|-----------------------|--------------------------|
| baggage-express        | San Diego-Los Angeles |                          |
| FSu-2 coach 52-seat    | " " - " "             |                          |
| 2 coach 52-seat        | " " - " "             |                          |
| coach-bar lounge 26-st | " " - " "             | (1398-99, 3179 assigned) |
| 3 coach 52-seat        | " " - " "             |                          |

7 cars (9 FSu)

No. 78 Summer 1967 (all lightweight)

|                        |                       |                          |
|------------------------|-----------------------|--------------------------|
| FSu-coach 52-seat      | Los Angeles-San Diego |                          |
| F-coach 52-seat        | " " - " "             |                          |
| 2 coach 52-seat        | " " - " "             |                          |
| coach-bar lounge 26-st | " " - " "             | (1398-99, 3179 assigned) |
| 2 coach 52-seat        | " " - " "             |                          |
| baggage                | " " - " "             |                          |

6 cars (7 Su, 8 F)

The pre-World War II 52-seat coaches were phased out of regular service on the San Diego line in the summer of 1968. Replacing them were 44-seat, sometimes 48-seat, lightweights. Nos. 73&78 lost their lounge cars in the spring of 1968. The consists below indicate summer-only cars in use in mid-1968:

No. 73 Summer 1968 (all lightweight)

3 coach 44-seat San Diego-Los Angeles

3 cars

No. 74 Summer 1968 (all lightweight)

|                    |                       |               |
|--------------------|-----------------------|---------------|
| SS-8 coach 44-seat | Los Angeles-San Diego | (summer only) |
| SS-coach 44-seat   | " " - " "             |               |
| 5 coach 44-seat    | " " - " "             |               |

5 cars (14 SS)

(NOS. 70 to 83 SAN DIEGAN...cont'd)

No. 75 Summer 1968 (all lightweight)

|                  |                       |               |
|------------------|-----------------------|---------------|
| SS-coach 44-seat | San Diego-Los Angeles |               |
| SS-coach 44-seat | " " - " "             | (summer only) |
| 3 coach 44-seat  | " " - " "             | (summer only) |
| 2 coach 44-seat  | " " - " "             |               |

5 cars (7 SS)

No. 76 Summer 1968 (all lightweight)

|                        |                       |                    |
|------------------------|-----------------------|--------------------|
| SS-coach 44-seat       | Los Angeles-San Diego |                    |
| 2 coach 44-seat        | " " - " "             | (summer only)      |
| coach-bar lounge 26-st | " " - " "             | (1398-99 assigned) |
| 4 coach 44-seat        | " " - " "             |                    |
| baggage                | " " - " "             |                    |

8 cars (9 SS)

No. 77 Summer 1968 (all lightweight)

|                        |                       |                    |
|------------------------|-----------------------|--------------------|
| baggage                | San Diego-Los Angeles |                    |
| SS-4 coach 44-seat     | " " - " "             |                    |
| 2 coach 44-seat        | " " - " "             | (summer only)      |
| coach-bar lounge 26-st | " " - " "             | (1398-99 assigned) |
| 2 coach 44-seat        | " " - " "             |                    |
| 4 coach 44-seat        | " " - " "             | (summer only)      |

10 cars (14 SS)

No. 78 Summer 1968 (all lightweight)

|                 |                       |
|-----------------|-----------------------|
| 5 coach 44-seat | Los Angeles-San Diego |
|-----------------|-----------------------|

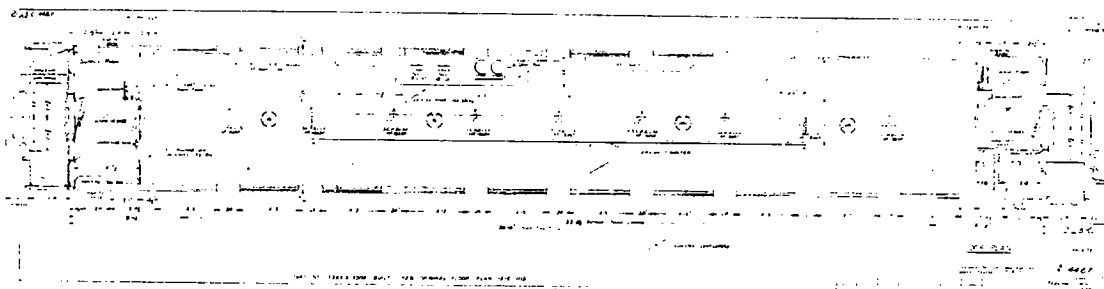
5 cars

The only summer consist changes before Amtrak assumed responsibility for the SAN DIEGANS affected Nos. 74&77. In 1970 the two trains ran with as many as 22 coaches on Saturdays and Sundays, as circumstances required.



Alongside the Pacific Ocean near San Clemente, a northbound SAN DIEGAN hauls pendulum coach 1100 and a 3240-series 60-seat observation. (ATSF)





Rebuilt from former coaches, snack cars 3365-66 were furnished only with 35-foot counters. Nobody seemed to mind on the Del Mar race trains, where they were used exclusively.

(NOS. 70 to 83 SAN DIEGAN...cont'd)

There were still other regularly operated trains on the San Diego line until the late 1960's -- the Del Mar race specials. For years all-heavyweight trains, they ran from Los Angeles to the Del Mar station, near the famous racetrack 23 miles north of San Diego. In 1949, as many as three nine-car trains made up entirely of non-air-conditioned coaches would leave Los Angeles daily. In 1962, one race train ran each day, and a second one on Saturdays, usually with this consist:

5 HW coaches  
baggage-bar      LW (3882, 87 assigned)  
snack car          (3365-66 assigned)  
5 HW coaches

The snack bar cars, 3365-66, were two of only four such cars on the Santa Fe. In 1956 they replaced identical snack cars 3335 and 3355, which had been in Del Mar service since 1948. Seats had been removed from old coaches; a counter boxed in about half of one side wall. To supplement the snack bars, lightweight baggage cars 3882 and 3887 were outfitted with bars and sandwiched into the trains, usually next to the snack car.

By 1969, the last summer of Del Mar specials, only one train ran each week, on Saturdays; but it was a monster -- usually 16 lightweight, 52-seat coaches, plus a heavyweight snack car and a baggage-bar car.

#### NOS. 75&76 CALIFORNIA SPECIAL/TEXAN Houston and Clovis

In the latter half of the 1940's, these trains ran under as many as four different timetable numbers on their way across Texas -- 66-75-92-97 going west and 98-91-76-65 headed east. In the early 1950's, the designations were simplified to Nos. 66 (Houston-Temple)-75 (Temple-Clovis) and 76-65. To spare the reader undue agony, we will refer to them as simply No. 75 (west) and No. 76 (east), since these were the numbers used over the greater portion of their route.

(NOS. 75&76 CALIFORNIA SPECIAL/TEXAN...cont'd)

Until the TEXAS CHIEF came along in 1948, Nos. 75&76 were merged between Houston and Temple in 1946-47 with Nos. 5&6 (RANGER) and then with old Nos. 15&16 (FAST FIFTEEN/CHICAGO EXPRESS). On the west end of their runs, the trains (named CALIFORNIA SPECIAL westbound and TEXAN eastbound) swapped West Coast cars in Clovis with Nos. 23&24 (GRAND CANYON) in 1946-47, with Nos. 1&2 (SCOUT) in 1947-49, and then again with Nos. 23&24.

The 1946 consist book had No. 75 entering Temple from Houston as the first section of No. 6, and No. 76 merging eastbound into a single section of No. 5. See the chapter on the RANGER for particulars. Below is the CAL SPECIAL as a separate train between Temple and Clovis; No. 76 was identical.

No. 75 Fall 1946

|                   |           |            |                                          |
|-------------------|-----------|------------|------------------------------------------|
| baggage-express   | Temple    | -Killeen   | (fm Dallas #5)                           |
| baggage-express   | Brownwood | -Clovis    | (fm Dallas #77)                          |
| baggage-express   | Temple    | - "        | (fm Houston 1st 6)                       |
| RPO-baggage       | "         | - "        |                                          |
| coach (partition) | "         | - "        | (fm Houston 1st 6)                       |
| coach (non-AC)    | "         | - "        | (fm Houston 1st 6; to Los Angeles 2d 23) |
| coach             | "         | - "        | (fm Houston 1st 6; to Oakland 2d 23)     |
| diner 40-seat     | Brownwood | - "        | (1450, 54 assigned)                      |
| sleeper (10-2)    | "         | - "        | (fm Dallas #77; to Oakland 1st 23)       |
| sleeper (10-1-2)  | Temple    | - "        | (fm Houston 1st 6; to Oakland 1st 23)    |
| sleeper (10-2)    | "         | -Brownwood | (fm Houston 1st 6; to San Angelo #77)    |

|                   |        |                  |   |
|-------------------|--------|------------------|---|
| Temple-Killeen    | 8 cars | Brownwood-Clovis | 9 |
| Killeen-Brownwood | 7      |                  |   |

Schedules were changed about 12 hours in both directions in 1947. Instead of leaving Houston in the evening on No. 6's train, the CAL SPECIAL cars departed in the morning on No. 16. The former morning arrival at Houston as part of No. 5 became an evening arrival on No. 15. The Clovis connections, rather than Nos. 23&24, became Nos. 1&2 (SCOUT). The connection with Nos. 77&78 was broken at Brownwood because of the schedule change; the Oakland sleeper ran via Temple on Nos. 15&16.

This schedule change, which remained in effect about a year, had this effect on the consist of No. 75 (No. 76 had the same cars):

No. 75 Summer 1947

|                   |        |          |                                       |
|-------------------|--------|----------|---------------------------------------|
| baggage-express   | Temple | -Clovis  | (fm Dallas #5)                        |
| RPO-baggage       | "      | - "      |                                       |
| coach (partition) | "      | - "      |                                       |
| coach             | "      | - "      |                                       |
| coach             | "      | - "      | (fm Galveston #16; to Los Angeles #1) |
| diner 48-seat     | "      | -Lubbock | (fm Galveston #16; SAL 225, 29 asgd)  |
| sleeper (10-1-2)  | "      | -Clovis  | (fm Galveston #16; to Los Angeles #1) |
| sleeper (10-2)    | "      | - "      | (fm Ft Worth #15; to Oakland #1)      |

|                |        |                |   |
|----------------|--------|----------------|---|
| Temple-Lubbock | 8 cars | Lubbock-Clovis | 7 |
|----------------|--------|----------------|---|

(NOS. 75&76 CALIFORNIA SPECIAL/TEXAN...cont'd)

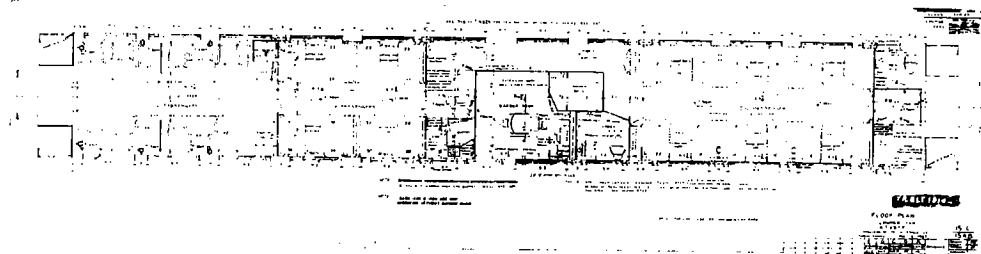
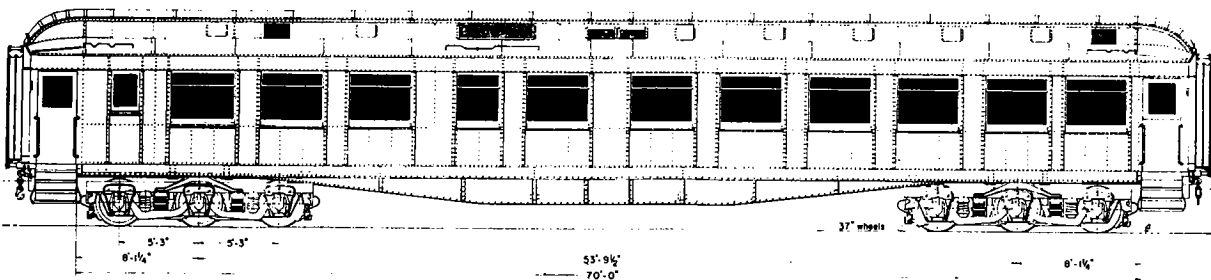
The CAL SPECIAL/TEXAN was extended into Houston in August, 1948, when the TEXAS CHIEF assumed the schedule of Nos. 15&16. The former evening departure and morning arrival at Houston were resumed early in 1949, as was the Clovis connection with Nos. 23&24 and the Brownwood connection with Nos. 77&78. The trains ran as Nos. 65&66 between Temple and Houston because of a change in timetable directions at Temple, but we will refer to them throughout as 75&76. This was the new consist:

Nos. 75&76 Spring 1949

|                         |                 |                                       |
|-------------------------|-----------------|---------------------------------------|
| RPO-baggage             | Temple & Clovis |                                       |
| baggage-mail-express    | Houston-        | "                                     |
| baggage-mail-express    | "               | - " (to/fm Oakland 2d 23/2d 24)       |
| coach (partition)       | "               | - "                                   |
| coach                   | "               | - "                                   |
| coach                   | "               | - " (to/fm Los Angeles 2d 23/2d 24)   |
| diner 40/48-seat        | "               | - " (1444-45 assigned)                |
| bar lounge-dormitory    | "               | - " (1358-59, 1526 assigned)          |
| sleeper (10-1-2)        | "               | - " (to/fm Los Angeles 1st 23/1st 24) |
| sleeper (6-6-4) LW      | "               | - " (to/fm Oakland 1st 23/1st 24)     |
| sleeper-lounge (10 sec) | "               | - Brownwood (to/fm San Angelo #77/78) |

Houston-Temple 10 cars      Temple-Brownwood 11      Brownwood-Clovis 10

In 1954, the trains began using the same name in both directions; TEXAN was dropped on No. 76 in favor of CALIFORNIA SPECIAL. Also, by early 1954, the Dallas-Fort Worth connections with Nos. 77&78 (ANGELO) had resulted in a lengthened Brownwood-Clovis consist:



Heavyweight bar lounge-dormitory cars 1358-59, assigned to the CALIFORNIA SPECIAL/TEXAN in 1946, were rebuilt in 1937 from coach-buffet lounges 1530-31. The barber shop was inoperative by 1946.

(NOS. 75&76 CALIFORNIA SPECIAL...cont'd)

No. 75 Winter 1953-54

|                       |    |                    |                              |
|-----------------------|----|--------------------|------------------------------|
| storage mail          |    | Sweetwater-Lubbock | (fm Texarkana T&P #7)        |
| baggage-mail-express  |    | Brownwood - "      | (fm Fort Worth #77)          |
| exSu-storage mail     |    | " - "              | (fm Dallas #77)              |
| baggage-mail-express  |    | " -Clovis          | (fm Dallas #77; to LA #23)   |
| baggage-mail-express  |    | Houston - "        |                              |
| RPO-baggage           |    | Temple - "         |                              |
| coach (partition)     |    | Houston - "        |                              |
| coach                 |    | Brownwood - "      | (fm Dallas #77; to LA #23)   |
| coach                 |    | Houston - "        | (to Oakland #23)             |
| lunch cntr-diner-dorm | LW | " - "              | (1576-77 assigned)           |
| bar lounge            | LW | " - "              | (1347, 89 assigned)          |
| sleeper (6-6-4)       | LW | Brownwood - "      | (fm Dallas #77; to LA #23)   |
| sleeper (6-6-4)       | LW | Houston - "        | (fm Nw Orls MP; to Okld #23) |
| sleeper (6-1-4)       |    | " - "              |                              |
| sleeper (10-1-2)      |    | " -Brownwood       | (to San Angelo #77)          |

|                      |            |                    |            |
|----------------------|------------|--------------------|------------|
| Houston-Temple       | 8 cars     | Sweetwater-Lubbock | 14 (13 Su) |
| Temple-Brownwood     | 9          | Lubbock-Clovis     | 11         |
| Brownwood-Sweetwater | 13 (12 Su) |                    |            |

No. 76 Winter 1953-54

|                       |    |                    |                            |
|-----------------------|----|--------------------|----------------------------|
| Sa-baggage (papers)   |    | Clovis -Houston    | (fm Los Angeles #24)       |
| exSu-storage mail     |    | Lubbock -Brownwood | (to Dallas #78)            |
| baggage-mail-express  |    | " - "              | (to Fort Worth #78)        |
| baggage-mail          |    | Clovis - "         | (fm LA #24; to Dallas #78) |
| baggage-mail-express  |    | " -Houston         |                            |
| RPO-baggage           |    | " -Temple          |                            |
| coach (partition)     |    | " -Houston         |                            |
| coach                 |    | " -Brownwood       | (fm LA #24; to Dallas #78) |
| coach                 |    | " -Houston         | (fm Oakland #24)           |
| lunch cntr-diner-dorm | LW | " - "              | (1576-77 assigned)         |
| bar lounge            | LW | " - "              | (1347, 89 assigned)        |
| sleeper (6-6-4)       | LW | " -Brownwood       | (fm LA #24; to Dallas #78) |
| sleeper (6-6-4)       | LW | " -Houston         | (fm Oakland #24)           |
| sleeper (6-1-4)       |    | " - "              |                            |
| sleeper (10-1-2)      |    | Brownwood- "       | (fm San Angelo #78)        |

|                   |                   |                  |           |
|-------------------|-------------------|------------------|-----------|
| Clovis-Lubbock    | 11 cars (12 Sa)   | Brownwood-Temple | 9 (10 Su) |
| Lubbock-Brownwood | 13 (12 Su, 14 Sa) | Temple-Houston   | 8 (9 Su)  |

Full lounge cars 1347 and 1389 came to Nos. 75&76 from the EL CAPITAN in March, 1954, to replace heavyweight bar lounge-dormitory cars 1527 and 1531. Lightweight lunch counter-diner-dormitory cars 1576-77 took the place of regular LCD cars 1506-07 at the same time to provide dormitory space. Regular LCD's minus dormitories and heavyweight lounge-dormitory cars returned that summer.

The SAN FRANCISCO CHIEF (Nos. 1&2), which began operating that spring, brought about more consist changes on Nos. 75&76. The Houston-San Angelo sleeper was taken off. The Oakland-New Orleans sleeper became an 8-2-2 lightweight and the Clovis-Houston sleeper a lightweight 6-6-4 car. A lightweight Oakland-Houston coach was added just ahead of the diner. The Oakland sleeper and

(NOS. 75&76 CALIFORNIA SPECIAL...cont'd)

coach connected with Nos. 1&2 at Clovis, and the Los Angeles equipment with Nos. 23&24.

The diner and lounge-dormitory began running between Houston and Winslow in 1955, to provide service west of Clovis on Nos. 23&24. Also that year, the Houston-Clovis sleeper reverted to heavyweight class (10-1-2), as did the Dallas-Los Angeles car (to six section, six bedroom). The RPO car type changed, too, with a 60-foot full RPO replacing the 70-foot combination RPO-baggage.

The CAL SPECIAL slowly took on a lightweight shape, however. Cars for Nos. 1&2 had to be lightweight to conform to the S.F. CHIEF's streamlined appearance. After the Southern District GRAND CANYON trains were discontinued in 1958, all California cars connected at Clovis with Nos. 1&2, which passed Los Angeles cars back and forth with the Northern District GRAND CANYON (Nos. 123&124) in Winslow or Barstow.

Beginning about 1957, lightweight lounge-dormitory cars (usually 1370, 72 or 76) operated from September to May, then were dispatched to Chicago for use on special trains. The summer replacements were usually heavyweight parlor-bar lounge-dormitory cars of the 3230-33 series, which were staples on Nos. 5&6 (RANGER) until the late 1940's. After about 1962, lightweight lounge cars remained on Nos. 75&76 the year around.

No. 75 Summer 1959

|                          |    |                    |                           |
|--------------------------|----|--------------------|---------------------------|
| storage mail             |    | Sweetwater-Lubbock | (fm Texarkana T&P #7)     |
| baggage-mail-express     |    | Brownwood - "      | (fm Fort Worth #77)       |
| exM-baggage-mail-express |    | " - "              | (fm Dallas #77)           |
| baggage-mail-express     | LW | " - Clovis         | (fm Dallas #77; to LA #1) |
| baggage-mail-express     |    | Houston - "        |                           |
| RPO                      |    | Brownwood - "      |                           |
| coach                    |    | Houston - "        |                           |
| coach                    |    | Brownwood - "      | (fm Dallas #77)           |
| coach                    | LW | Houston - "        | (to Oakland #1)           |
| coach                    | LW | " - "              | (to Los Angeles #1)       |
| coach                    | LW | " - "              | (to Los Angeles #1)       |
| coach                    | LW | Brownwood - "      | (fm Dallas #77; to LA #1) |
| parlor-bar lng-dorm      |    | Houston - "        | (3230-31 assigned)        |
| lunch counter-diner      | LW | " - "              | (1562-63 assigned)        |
| sleeper (6-6-4)          | LW | " - "              |                           |
| sleeper (8-2-2)          | LW | " - "              | (to Richmond #1)          |
| sleeper (6-6-4)          | LW | Brownwood - "      | (fm Dallas #77; to LA #1) |

|                      |           |                    |           |
|----------------------|-----------|--------------------|-----------|
| Houston-Brownwood    | 9 cars    | Sweetwater-Lubbock | 17 (16 M) |
| Brownwood-Sweetwater | 16 (15 M) | Lubbock-Clovis     | 14        |

(NOS. 75&76 CALIFORNIA SPECIAL...cont'd)

No. 76 Summer 1959

|                           |    |                   |                               |
|---------------------------|----|-------------------|-------------------------------|
| exTu-storage mail         |    | Clovis -Brownwood | (fm LA #2; to Fort Worth #78) |
| baggage-mail-express      |    | Lubbock-          | " (to Fort Worth #78)         |
| exSu-baggage-mail-express |    | " - "             | (to Dallas #78)               |
| baggage-mail-express      | LW | Clovis - "        | (fm LA #2; to Dallas #78)     |
| baggage-mail-express      |    | " -Houston        |                               |
| RPO                       |    | " -Brownwood      |                               |
| coach                     |    | " -Houston        |                               |
| coach                     |    | " -Brownwood      | (to Dallas #78)               |
| coach                     | LW | " -Houston        | (fm Richmond #2)              |
| coach                     | LW | " - "             | (fm Los Angeles #2)           |
| coach                     | LW | " - "             | (fm Los Angeles #2)           |
| coach                     | LW | " -Brownwood      | (fm LA #2; to Dallas #78)     |
| lunch counter-diner       | LW | " -Houston        |                               |
| parlor-bar lng-dorm       |    | " - "             |                               |
| sleeper (6-6-4)           | LW | " - "             |                               |
| sleeper (8-2-2)           | LW | " - "             | (fm Richmond #2)              |
| sleeper (6-6-4)           | LW | " -Brownwood      | (fm LA #2; to Dallas #78)     |

|                   |                 |                   |   |
|-------------------|-----------------|-------------------|---|
| Clovis-Lubbock    | 15 cars (14 Tu) | Brownwood-Houston | 9 |
| Lubbock-Brownwood | 17 (16 SuTu)    |                   |   |

To grasp just how fast the CALIFORNIA SPECIAL fell from grace once the Santa Fe decided to seek its discontinuance late in 1967, compare the 1967 spring and summer consists with the ones for that fall:

No. 75 Spring and Summer 1967 (all lightweight)

|                      |                   |                                    |
|----------------------|-------------------|------------------------------------|
| baggage-mail-express | Brownwood-Lubbock | (fm Fort Worth #77)                |
| baggage-mail-express | " -Clovis         | (fm Dallas #77; to Los Angeles #3) |
| baggage-mail-express | " - "             | (fm Dallas #77; to Los Angeles #3) |
| baggage-mail-express | Houston - "       |                                    |
| RPO-baggage (HW)     | Brownwood-        | (discontinued during summer)       |
| coach                | Houston - "       |                                    |
| coach                | " - "             | (summer only)                      |
| coach 48-seat        | Brownwood-        | (fm Dallas #77; summer only)       |
| coach 48-seat        | " - "             | (fm Dallas #77)                    |
| coach 48-seat        | Houston - "       | (to Richmond #1; summer only)      |
| coach 48-seat        | " - "             | (to Los Angeles #1; summer only)   |
| coach 48-seat        | Brownwood-        | (fm Dallas #77; to Los Angeles #1) |
| bar lounge-dormitory | Houston - "       | (1390, 92 assigned)                |
| lunch counter-diner  | " - "             | (1550-51 assigned)                 |
| sleeper (6-6-4)      | " - "             | (summer only)                      |
| sleeper (10-6)       | " - "             | (to Richmond #1)                   |
| sleeper (10-3-2)     | Brownwood-        | (fm Dallas #77; to Los Angeles #1) |

|                   |               |
|-------------------|---------------|
| Houston-Brownwood | 9 cars summer |
| Brownwood-Lubbock | 17            |
| Lubbock-Clovis    | 16            |

No. 76's consist eastbound was identical, except that it also carried a Los Angeles-Houston baggage-express car and a Los Angeles-Fort Worth storage mail car off of No. 4 at Clovis -- both daily except Monday and Tuesday.

(NOS. 75&76 CALIFORNIA SPECIAL...cont'd)

Nos. 75&76 Fall 1967 (all lightweight)

|                      |            |         |                       |
|----------------------|------------|---------|-----------------------|
| baggage              | Houston    | &Clovis |                       |
| bar lounge-dormitory | "          | - "     | (1390, 92 assigned)   |
| coach 44-seat        | "          | - "     |                       |
| coach 44-seat        | "          | - "     |                       |
| coach 44-seat        | Brownwood- | "       | (fm/to Dallas #77/78) |

Houston-Brownwood 4 cars                      Brownwood-Clovis 5

Not only were mail, express and sleeping cars missing, but passengers had to make platform transfers with Nos. 1&2 at Clovis. Final runs of these trains came on July 18, 1968.

NOS. 77&78 ANGELO Fort Worth and San Angelo

During most of the postwar years, the ANGELO was a misnomer; its task of linking Dallas and Fort Worth with the West Coast usually overshadowed the business southwest of Brownwood to San Angelo. This was less the case, however, in the late 1940's, when few cars were exchanged with the Clovis trains.

Nos. 77&78 Fall 1946

|                   |                      |                                         |
|-------------------|----------------------|-----------------------------------------|
| baggage-express   | Fort Worth-Brownwood | (fm/to Dlls 65/66; to/fm Clovis 75/76)  |
| baggage-express   | " " - "              |                                         |
| baggage-express   | " " -San Angelo      | (fm/to Dallas #65/66)                   |
| RPO-baggage       | " " - " "            |                                         |
| coach (partition) | " " - " "            |                                         |
| coach             | " " - " "            | (fm/to Dallas #65/66)                   |
| sleeper (10-2)    | " " - " "            | (fm/to Dallas #65/66)                   |
| sleeper (10-2)    | Brownwood - " "      | (fm/to Houston #75/76)                  |
| sleeper (10-2)    | Fort Worth-Brownwood | (fm/to Dallas #65/66; to/fm Okld 75/76) |

Fort Worth-Brownwood 8 cars                      Brownwood-San Angelo 6

A major schedule change of Nos. 75&76 in 1947 broke the Brownwood connection and gave the ANGELO this makeup:

Nos. 77&78 Summer 1947

|                   |                      |                       |
|-------------------|----------------------|-----------------------|
| baggage-express   | Fort Worth-Brownwood | (fm/to Dallas #65/66) |
| baggage-express   | " " - "              |                       |
| baggage-express   | " " -San Angelo      | (fm/to Dallas #65/66) |
| RPO-baggage       | " " - " "            |                       |
| coach (partition) | " " - " "            | (fm/to Dallas #65/66) |
| sleeper (10-2)    | " " - " "            | (fm/to Dallas #65/66) |

Fort Worth-Brownwood 6 cars                      Brownwood-San Angelo 4

The connection was re-established in 1948.

(NOS. 77&78 ANGELO...cont'd)

No. 77 Winter 1953-54

|                      |                      |                               |
|----------------------|----------------------|-------------------------------|
| baggage-mail-express | Fort Worth-Brownwood | (to Lubbock #75)              |
| exSu-storage mail    | " " - "              | (fm Dlls #12; to Lubbock #75) |
| baggage-mail-express | " " - "              | (fm Dallas #12; to LA #75)    |
| storage mail         | " " -San Angelo      | (fm Dallas #12)               |
| baggage-mail-express | " " - " "            | (fm Dallas #12)               |
| baggage-mail-express | " " -Brownwood       |                               |
| RPO-baggage          | " " -San Angelo      |                               |
| coach (partition)    | " " - " "            |                               |
| coach                | " " -Brownwood       | (fm Dallas #12; to LA #75)    |
| sleeper (6-6-4) LW   | " " - "              | (fm Dallas #12; to LA #75)    |
| sleeper (8-1-2)      | " " -San Angelo      | (fm Dallas #12)               |
| sleeper (10-1-2)     | Brownwood - " "      | (fm Houston #75)              |

Fort Worth-Brownwood 11 cars (10 Su)      Brownwood-San Angelo 6

No. 78 Winter 1953-54

|                      |                       |                               |
|----------------------|-----------------------|-------------------------------|
| exSu-storage mail    | Brownwood -Fort Worth | (fm Lubbock #76; to Dlls #11) |
| baggage-mail-express | " - " "               | (fm Lubbock #76)              |
| baggage-mail         | " - " "               | (fm LA #76; to Dallas #12)    |
| baggage-mail-express | San Angelo- " "       | (to Dallas #12)               |
| RPO-baggage          | " " - " "             |                               |
| coach (partition)    | " " - " "             |                               |
| coach                | Brownwood - " "       | (fm LA #76; to Dallas #12)    |
| sleeper (6-6-4) LW   | " - " "               | (fm LA #76; to Dallas #12)    |
| sleeper (8-1-2)      | San Angelo- " "       | (to Dallas #12)               |
| sleeper (10-1-2)     | " " -Brownwood        | (to Houston #76)              |

San Angelo-Brownwood 5 cars      Brownwood-Fort Worth 9 (8 Su)

The summer of 1954 saw elimination of the Houston-San Angelo sleeper, but the addition of a Dallas-Los Angeles coach.

After 1958, Dallas-Los Angeles passengers needed five trains to reach their destination, but they didn't have to change cars. (No. 12 to Fort Worth, No. 77 to Brownwood, No. 75 to Clovis, No. 1 to Barstow and No. 123 to Los Angeles.)

No. 77 Summer 1959

|                         |                      |                             |
|-------------------------|----------------------|-----------------------------|
| baggage-mail-express    | Fort Worth-Brownwood | (to Lubbock #75)            |
| exSu-mail-express       | " " - "              | (fm Dallas #12; to Lbk #75) |
| baggage-mail-express LW | " " - "              | (fm Dallas #12; to LA #75)  |
| baggage-mail-express    | " " -San Angelo      | (fm Dallas #12)             |
| baggage-mail-express    | " " -Brownwood       |                             |
| RPO-baggage             | " " -San Angelo      |                             |
| coach (LW ex summer)    | " " - " "            | (fm Dallas #11)             |
| coach                   | " " -Brownwood       | (fm Dlls #12; to Clvs #75)  |
| coach LW                | " " - "              | (fm Dallas #12; to LA #75)  |
| sleeper (6-6-4) LW      | " " - "              | (fm Dallas #12; to LA #75)  |

Fort Worth-Brownwood 10 cars (9 Su)      Brownwood-San Angelo 3



(NOS. 77&78 ANGELO...cont'd)

No. 78 Summer 1959

|                      |    |             |             |                            |
|----------------------|----|-------------|-------------|----------------------------|
| exTu-storage mail    | LW | Brownwood   | -Fort Worth | (fm Los Angeles #76)       |
| mail-express         | "  | "           | "           | (fm Lubbock #76)           |
| exM-mail-express     | "  | "           | "           | (fm Lubk #76; to Dlls #11) |
| baggage-mail-express | LW | "           | "           | (fm LA #76; to Dallas #11) |
| baggage-mail-express | "  | "           | "           |                            |
| baggage-mail-express |    | San Angelo- | "           | (to Dallas #11)            |
| RPO-baggage          | "  | "           | "           |                            |
| coach (LW ex summer) | "  | "           | "           | (to Dallas #11)            |
| coach                |    | Brownwood   | - "         | (fm Clvs #76; to Dlls #11) |
| coach                | LW | "           | "           | (fm LA #76; to Dallas #11) |
| sleeper (6-6-4)      | LW | "           | "           | (fm LA #76; to Dallas #11) |

San Angelo-Brownwood 3 cars      Brownwood-Fort Worth 11 (10 MTu)

The last San Angelo-Brownwood train ran June 20, 1965. Two years later, here's how the ANGELO appeared:

No. 77 Summer 1967 (all lightweight)

|                      |                      |                                     |
|----------------------|----------------------|-------------------------------------|
| storage mail         | Fort Worth-Brownwood | (to Lubbock #75)                    |
| baggage-mail         | " " - "              | (fm Dallas #12; to Los Angeles #75) |
| baggage-mail-express | " " - "              | (fm Dallas #12; to Los Angeles #75) |
| coach 48-seat        | " " - "              | (fm Dallas #12; to Clovis #75)      |
| coach 48-seat        | " " - "              | (fm Dallas #12; to Clovis #75)      |
| coach 48-seat        | " " - "              | (fm Dallas #12; to Los Angeles #75) |
| sleeper (10-3-2)     | " " - "              | (fm Dallas #12; to Los Angeles #75) |

7 cars

No. 78 Summer 1967 (all lightweight)

|                      |                      |                                     |
|----------------------|----------------------|-------------------------------------|
| storage mail         | Brownwood-Fort Worth | (fm Los Angeles #76)                |
| storage mail         | " - " "              | (fm Lubbock #76)                    |
| baggage-mail         | " - " "              | (fm Los Angeles #76; to Dallas #11) |
| baggage-mail-express | " - " "              | (fm Los Angeles #76; to Dallas #11) |
| coach 48-seat        | " - " "              | (fm Clovis #76; to Dallas #11)      |
| coach 48-seat        | " - " "              | (fm Clovis #76; to Dallas #11)      |
| coach 48-seat        | " - " "              | (fm Los Angeles #76; to Dallas #11) |
| sleeper (10-3-2)     | " - " "              | (fm Los Angeles #76; to Dallas #11) |

8 cars

Beginning in the fall of 1967, until their discontinuance on July 18, 1968, Nos. 77&78 carried only a Dallas-Brownwood baggage and a single 44-seat lightweight coach.

NOS. 94&95 SOUTH PLAINS EXPRESS/CENTRAL TEXAS EXPRESS Sweetwater and Lubbock

This was another pair of phantom trains that missed inclusion in the consist books. Railway Mail Service schedules list the trains with RPO-baggage cars; public timetables show they carried both a coach and 12 section, drawing room sleeper in conjunction with Texas & Pacific trains. Possibly they also handled a baggage car with mail or express, but that is only conjecture. All equipment, of course, was heavyweight.

Nos. 94&95 Summer 1947

|                |                    |                         |
|----------------|--------------------|-------------------------|
| RPO-baggage    | Sweetwater&Lubbock |                         |
| coach          | " - "              | (fm/to Dallas T&P #7/8) |
| sleeper (12-1) | " - "              | (fm/to Dallas T&P #7/8) |

3 cars minimum

In late 1949, the runs were abolished and the numbers assumed by the CALIFORNIA SPECIAL/TEXAN trains (Nos. 75&76 in this book) over parts of their runs.

NOS. 93&94/96 WEST TEXAS EXPRESS/EASTERN EXPRESS Amarillo and Lubbock

Not until they adopted streamlined dress in 1955 did Nos. 93&94 carry cars for connecting trains on either end of their routes. In fact, during the early 1950's they were technically motor trains, inasmuch as power was provided by articulated car M-190 (see Nos. 25&26).

Nos. 93&96 Summer 1947

|                      |                  |
|----------------------|------------------|
| RPO-baggage          | Amarillo-Lubbock |
| baggage-mail-express | " - "            |
| coach                | " - "            |

3 cars

In 1955, No. 96 was renumbered 94, and the heavyweight cars exchanged for lightweights. Concurrently, a Chicago-Lubbock sleeping car line was established, with the new SAN FRANCISCO CHIEF as the connecting train at Amarillo. A 10-3-2 Blue-series sleeper was used initially; 6-6-4 Valley-series cars were used from 1957 until the discontinuance of Nos. 93&94 June 19, 1965. Throughout the last decade these trains ran, this was their consist:

Nos. 93&94 1955 to 1965 (all lightweight)

|                        |                  |                                |
|------------------------|------------------|--------------------------------|
| baggage-express        | Amarillo-Lubbock |                                |
| coach                  | " - "            | (44-seat coach 2912 asgd 1965) |
| sleeper (10-3-2/6-6-4) | " - "            | (fm/to Chicago #1/2)           |

3 cars

The coach was of whatever lightweight type was available -- 44, 48 or 52-seat.

NOS. 105&106 SCOUT Newton and Albuquerque/Belen

You first saw the SCOUT as Nos. 1&2, Chicago-Los Angeles trains via the Southern District. In 1948, Nos. 5&6 (RANGER) were abolished between Chicago and Newton, and their cars carried on Nos. 1&2. A year later, however, the tables were turned and the SCOUT ran between Chicago and Newton as part of Nos. 5&6. On the west end, it ran as Nos. 25&26 between Belen and Albuquerque. Nos. 3&4 (CALIFORNIA LIMITED) acted as its West Coast connection from Albuquerque. Here is the SCOUT's first consist as a Newton-Albuquerque train:

No. 105 Spring 1949

|                      |                      |                                  |
|----------------------|----------------------|----------------------------------|
| baggage-mail-express | Amarillo-Clovis      | (to Carlsbad #25)                |
| RPO (15')-baggage    | " -Albuquerque       |                                  |
| RPO-baggage          | Newton -Amarillo     |                                  |
| baggage-mail-express | Wichita - "          |                                  |
| mail-express         | Newton -Wichita      | (fm Kansas City 1st 7)           |
| mail-express         | " -Amarillo          | (fm Kansas City 1st 7)           |
| baggage-mail-express | " -Clovis            | (fm Kansas City 1st 7)           |
| baggage-express      | " -Albuquerque       | (fm Chicago #5)                  |
| coach (partition)    | " - "                |                                  |
| coach                | " - "                | (fm Chicago #5)                  |
| diner                | " -Amarillo          | (fm Chicago #5)                  |
| bar lounge-dormitory | " - "                | (fm Chicago #5)                  |
| sleeper (12-1)       | Amarillo-Albuquerque |                                  |
| sleeper (10-1-2)     | Newton -Clovis       | (fm Chicago #5; to Carlsbad #25) |
| sleeper (10-1-2)     | Clovis -Albuquerque  | (fm Carlsbad #26; to LA #3)      |

|                  |         |                    |   |
|------------------|---------|--------------------|---|
| Newton-Wichita   | 10 cars | Amarillo-Clovis    | 8 |
| Wichita-Amarillo | 10      | Clovis-Albuquerque | 6 |

No. 106 Spring 1949

|                      |                      |                                  |
|----------------------|----------------------|----------------------------------|
| baggage-mail-express | Clovis -Amarillo     | (fm Carlsbad #26)                |
| RPO (15')-baggage    | Albuquerque-         | "                                |
| RPO-baggage          | Amarillo -Newton     |                                  |
| storage mail         | " - "                | (to Kansas City #2)              |
| baggage-mail-express | " - "                | (to Kansas City #6)              |
| baggage-express      | Albuquerque-         | " (to Chicago #6)                |
| coach (partition)    | " - "                |                                  |
| coach                | " - "                | (to Chicago #6)                  |
| diner                | Amarillo - "         | (to Chicago #6)                  |
| bar lounge-dormitory | " - "                | (to Chicago #6)                  |
| sleeper (12-1)       | Albuquerque-Amarillo |                                  |
| sleeper (10-1-2)     | " -Clovis            | (fm LA #4; to Carlsbad #25)      |
| sleeper (10-1-2)     | Clovis -Newton       | (fm Carlsbad #26; to Chicago #6) |

|                    |        |                 |   |
|--------------------|--------|-----------------|---|
| Albuquerque-Clovis | 6 cars | Amarillo-Newton | 9 |
| Clovis-Amarillo    | 7      |                 |   |

Within a few months, coach-snack diners 1519 and 1520 were substituted in a Newton-Amarillo shuttle for the separate diner and lounge, which continued to be picked up and set out at Newton by Nos. 5&6.

In 1950, Nos. 105&106 became Newton-Belen trains, and ran as part of Nos. 13&14 (Albuquerque-El Paso trains) in and out of Albuquerque. Another 1950

(NOS. 105&106 SCOUT...cont'd)

change was to run the Chicago-Los Angeles sleeper straight through, without the side trip to Carlsbad. Another sleeping car line (10-1-2 configuration) was created between Waynoka and Albuquerque to run via Carlsbad. The Amarillo-Albuquerque sleeper was abolished.

Nos. 105&106 were discontinued in January, 1954, replaced by Nos. 3&4, which until then had run over the Northern District. In their final four months, they got from Belen to Albuquerque independently as Nos. 113&114. Nos. 13&14, the El Paso trains with which the SCOUT had been consolidated since 1950, got new schedules in September, 1953, thereby breaking the connections with Nos. 105&106.

#### NOS. 117 (170) & 118 (181) Cadiz and Phoenix

These trains provided overnight service between Phoenix and Los Angeles; they used Nos. 3&4 (CALIFORNIA LIMITED) as their connections west of the Mojave Desert town of Cadiz. The numbers in parentheses were carried between Phoenix and Wickenburg. This route had no RPO service.

Nos. 117 (170) & 118 (181) Fall 1946

|                      |               |                                         |
|----------------------|---------------|-----------------------------------------|
| baggage-mail-express | Phoenix&Cadiz | (to Barstow 1st 3; fm Los Angeles 2d 4) |
| coach                | " - "         | (to/fm Los Angeles 1st 3/2d 4)          |
| sleeper (8-1-2)      | " - "         | (to/fm Los Angeles 1st 3/2d 4)          |
| cafe-lounge-obs      | " - "         | (open platform; 1510 assigned)          |

4 cars

The sleeping car became a 10 section, drawing room, 2 compartment type in 1947. Starting in 1950, these trains were combined with Nos. 42&47, the Ash Fork trains, between Phoenix and Wickenburg. Until 1954, Nos. 117&118 had this consist:

Nos. 117&118 1950 to 1954

|                        |                  |                                    |
|------------------------|------------------|------------------------------------|
| baggage-mail-express   | Wickenburg&Cadiz | (fm/to Phoenix #42/47)             |
| coach                  | " - "            | (fm/to Phnx #42/47; to/fm LA #3/4) |
| sleeper (10-1-2/6-1-4) | " - "            | (fm/to Phnx #42/47; to/fm LA #3/4) |

3 cars

The trains were reduced to a baggage car and coach from the spring of 1954 until their demise early in 1955. These two cars did not operate west of Cadiz.

NOS. 127&128 Kansas City and La Junta

As their numbers suggest, Nos. 127&128 were westward extensions of the ANTELOPE, Nos. 27&28; during much of the period under discussion, the trains ran combined between Kansas City and Newton. Nos. 127&128 always ran via the Great Bend District between Hutchinson and Kinsley, rather than on the faster St. John line taken by most transcontinental trains.

No. 127 Fall 1946

|                      |                        |             |                       |
|----------------------|------------------------|-------------|-----------------------|
| box express          | Kansas City-Topeka     |             |                       |
| box express          | " "                    | -Emporia    |                       |
| RPO-baggage          | " "                    | -Dodge City |                       |
| storage mail         | Newton                 | - "         | " (fm Kansas City #9) |
| baggage-mail-express | "                      | - "         | " (fm Wichita 2d 24)  |
| baggage-express      | "                      | - "         | " (fm Kansas City #9) |
| baggage-express      | Kansas City-Hutchinson |             |                       |
| coach (non-AC)       | " "                    | -Dodge City |                       |
| coach (non-AC)       | " "                    | - "         | "                     |
| sleeper (10-2)       | " "                    | - "         | "                     |
| RPO (15')-baggage    | Dodge City             | -La Junta   |                       |
| coach                | " "                    | - "         | "                     |

|                    |        |                       |   |
|--------------------|--------|-----------------------|---|
| Kansas City-Topeka | 7 cars | Newton-Hutchinson     | 8 |
| Topeka-Emporia     | 6      | Hutchinson-Dodge City | 7 |
| Emporia-Newton     | 5      | Dodge City-La Junta   | 2 |

No. 128 Fall 1946

|                      |                        |              |                      |
|----------------------|------------------------|--------------|----------------------|
| RPO (15')-baggage    | La Junta               | -Dodge City  |                      |
| coach                | " "                    | - "          | "                    |
| baggage-mail-express | Hutchinson-Kansas City |              |                      |
| baggage-mail-express | Dodge City-            | " "          |                      |
| RPO-baggage          | " "                    | -Newton      | (to Kansas City #28) |
| baggage-mail-express | " "                    | - "          | (to Wichita 2d 23)   |
| baggage-mail-express | " "                    | -Kansas City |                      |
| coach (non-AC)       | " "                    | - "          | "                    |
| coach (non-AC)       | " "                    | - "          | "                    |
| sleeper (10-2)       | " "                    | -Newton      | (to Kansas City #28) |

|                       |        |                    |   |
|-----------------------|--------|--------------------|---|
| La Junta-Dodge City   | 2 cars | Hutchinson-Newton  | 8 |
| Dodge City-Hutchinson | 7      | Newton-Kansas City | 5 |

No. 9 (CENTENNIAL STATE), also bound for La Junta, carried the two head end cars to Newton for No. 127 to allow time for them to be worked in Newton. Eastbound, No. 128 had a four-hour layover in Newton; anything that had to get to Kansas City in a hurry (such as the RPO and the Dodge City sleeper) was put onto No. 28.

In the summer of 1947, the sleeper was of the 12 section, drawing room type and the two coaches had been replaced by a single coach (smoker). The two head end cars once given to No. 127 at Newton off No. 9 now were combined into one baggage car, starting on No. 127 at Kansas City. The Wichita-Dodge City baggage car came to Newton on No. 28. One coach only ran eastbound as well, and the 12-1 sleeper stayed on No. 128 into Kansas City. Only the RPO was given to No. 28 at Newton. The Dodge City-Wichita baggage was given

(NOS. 127&128...cont'd)

to No. 27 at Newton. No. 28 left a Wichita-Kansas City baggage-mail-express car for No. 128 at Newton to allow it to be worked there and in Topeka (No. 28 ran via Ottawa, No. 128 via Topeka).

In February, 1949, Nos. 127&128 became Newton-Dodge City trains, although they continued west to La Junta as motor car trains for several more years. Their connection between Kansas City and Newton became Nos. 1&2, the just-renumbered CENTENNIAL STATE.

No. 127 Spring 1949

|                      |                   |                     |
|----------------------|-------------------|---------------------|
| RPO-baggage          | Newton-Dodge City |                     |
| storage mail         | " - " "           | (fm Kansas City #1) |
| mail-express         | " - " "           | (fm Wichita #28)    |
| baggage-express      | " - " "           | (fm Kansas City #1) |
| baggage-mail-express | " - Hutchinson    | (fm Kansas City #1) |
| coach (smoker)       | " - Dodge City    |                     |
| sleeper (12-1)       | " - " "           | (fm Kansas City #1) |

Newton-Hutchinson 7 cars                      Hutchinson-Dodge City 6

No. 128 Spring 1949

|                      |                   |                     |
|----------------------|-------------------|---------------------|
| baggage-mail-express | Hutchinson-Newton | (to Kansas City #2) |
| RPO-baggage          | Dodge City- "     |                     |
| baggage (DH)         | " " - "           | (to Kansas City #2) |
| baggage-mail         | " " - "           | (to Wichita #27)    |
| baggage-mail-express | " " - "           | (to Kansas City #2) |
| coach (smoker)       | " " - "           |                     |
| sleeper (12-1)       | " " - "           | (to Kansas City #2) |

Dodge City-Hutchinson 6 cars                      Hutchinson-Newton 7

In 1950, the sleeper became a 10-1-2 car which ran east of Newton on the new Northern District GRAND CANYON (Nos. 123&124). The sleeper was dropped in 1952.

Our final look at the trains is just before their discontinuance in the spring of 1954. Effective June 6, 1954, service over the Great Bend route was provided briefly by Nos. 123&124, and, in September, by the new Kansas City-Denver trains, Nos. 223&224.

No. 127 Winter 1953-54

|                          |                   |                      |
|--------------------------|-------------------|----------------------|
| RPO-baggage              | Newton-Dodge City |                      |
| storage mail             | " - " "           | (fm Kansas City #27) |
| exM-baggage-mail-express | " - " "           | (fm Wichita #24)     |
| baggage-express          | " - " "           | (fm Kansas City #27) |
| baggage-mail-express     | " - Hutchinson    | (fm Kansas City #27) |
| coach                    | " - Dodge City    |                      |

Newton-Hutchinson 6 cars (5 M)                      Hutchinson-Dodge City 5 (4 M)

(NOS. 127&128...cont'd)

No. 128 Winter 1953-54

|                           |                   |                      |
|---------------------------|-------------------|----------------------|
| baggage-mail-express      | Hutchinson-Newton | (to Kansas City #28) |
| RPO-baggage               | Dodge City-       | "                    |
| storage mail              | " " - "           | (to Kansas City #28) |
| baggage-mail-express      | " " - "           | (to Kansas City #28) |
| exSu-baggage-mail-express | " " - "           | (to Wichita #27)     |
| coach                     | " " - "           |                      |

Dodge City-Hutchinson 5 cars (4 Su) Hutchinson-Newton 6 (5 Su)

NOS. 191 (190) & 200 (201) La Junta and Denver

The two Denver-La Junta round trips -- Nos. 13 (130) & 14 (141) and Nos. 223 (102) & 224 (101) -- were merged in July, 1956, into a single set of trains, Nos. 191 (190) & 200 (201). Numbers in parentheses refer to designations between Pueblo and Denver on joint Santa Fe-Denver & Rio Grande Western track. The surviving run on the Denver line generally followed the schedule of Nos. 223&224. It arrived La Junta in late evening and departed for Denver in the post-midnight hours. The major connections were Nos. 19&20 (CHIEF).

No. 191 (190) Summer 1957

|                      |                 |                                      |
|----------------------|-----------------|--------------------------------------|
| exSuMTu-mail-express | La Junta-Denver | (fm Kansas City #7)                  |
| SuMTu-mail-express   | " " - "         |                                      |
| baggage              | " " - "         |                                      |
| lunch cntr-dnr-dorm  | LW" " - "       | (1574 asgd; cafe-lnge 1515 protects) |
| coach                | LW" " - "       |                                      |
| coach 44/48-seat     | LW" " - "       | (fm Chicago #19)                     |
| coach 44/48-seat     | LW" " - "       | (fm Los Angeles #20)                 |
| sleeper (6-6-4)      | LW" " - "       | (fm Los Angeles #20)                 |
| sleeper (6-6-4)      | LW" " - "       | (fm Chicago #19)                     |

8 cars

No. 200 (201) Summer 1957

|                          |                 |                       |
|--------------------------|-----------------|-----------------------|
| mail-express             | Denver-La Junta | (to Los Angeles #123) |
| baggage-mail-express     | " - " "         | (to Albuquerque #123) |
| lunch counter-diner-dorm | LW " - " "      |                       |
| coach                    | LW " - " "      |                       |
| coach 44/48-seat         | LW " - " "      | (to Chicago #20)      |
| coach 44/48-seat         | LW " - " "      | (to Los Angeles #19)  |
| sleeper (6-6-4)          | LW " - " "      | (to Los Angeles #19)  |
| sleeper (6-6-4)          | LW " - " "      | (to Chicago #20)      |

8 cars

(NOS. 191 (190) & 200 (201)...cont'd)

The lunch counter cars were removed Jan. 12, 1958. The Santa Fe merged these trains with Colorado & Southern Nos. 27&28 north of Pueblo beginning Jan. 1, 1959; the numbers of the C&S trains were used.

Nos. 191&200 Summer 1959

| mail-express         | La Junta&Pueblo |   |   |   |                                     |
|----------------------|-----------------|---|---|---|-------------------------------------|
| baggage-mail-express | "               | " | - | " | (fm/to LA #8/123; to/fm Denver C&S) |
| baggage-mail-express | "               | " | - | " | (fm/to KC #123/8; to/fm Denver C&S) |
| sleeper (6-6-4) LW   | "               | " | - | " | (fm/to LA #20/19; to/fm Denver C&S) |
| coach 44/48-seat LW  | "               | " | - | " | (fm/to LA #20/19; to/fm Denver C&S) |
| coach                | "               | " | - | " | (44-seat LW car used except summer) |

6 cars

Nos. 191&200 by 1963 were down to two coaches -- one a Los Angeles-Denver lightweight car run in conjunction with Nos. 19&20, the other a local -- and three head end cars.

The trains in 1966 and 1967 took this shape:

No. 191 1966-67 (all lightweight)

| exSu-storage mail    | La Junta-Pueblo |   |   |   |                                |
|----------------------|-----------------|---|---|---|--------------------------------|
| mail-express         | "               | " | - | " | (fm LA #8; to Denver C&S #28)  |
| baggage-mail-express | "               | " | - | " | (fm KC #23; to Denver C&S #28) |
| coach 44-seat        | "               | " | - | " | (to Denver C&S #28)            |
| coach 48-seat        | "               | " | - | " | (to Denver C&S #28)            |

5 cars (4 Su)

No. 200 1966-67 (all lightweight)

| baggage-mail-express | Pueblo-La Junta |   |   |   |                                    |
|----------------------|-----------------|---|---|---|------------------------------------|
| exSS-mail-express    | "               | - | " | " | (fm Denver C&S #27; to KC #8)      |
| exSS-mail-express    | "               | - | " | " | (fm Denver C&S #27; to Albque #23) |
| SS-mail-express      | "               | - | " | " | (fm Denver C&S #27; to KC #8)      |
| SS-mail-express      | "               | - | " | " | (fm Denver C&S #27; to LA #23)     |
| coach 48-seat        | "               | - | " | " | (fm Denver C&S #27)                |
| coach 44-seat        | "               | - | " | " | (fm Denver C&S #27)                |

5 cars (4 SS)

Despite the best efforts of the Santa Fe's Legal Department, these trains hung onto life until Amtrak. After the summer of 1967, though, they were reduced to a baggage car and one or two 44- or 48-seat lightweight coaches. They also ran independently into Denver starting in 1967, when their Colorado & Southern connections were discontinued. They reassumed their old designations, Nos. 190&201, between Pueblo and Denver.



## NOS. 211&212 TULSAN Kansas City and Tulsa

These trains too survived the dark years after 1967 and lasted until Amtrak's takeover of intercity passenger services May 1, 1971. They got their start in 1939, and thereafter their schedules changed only by degree. Always, No. 212 would leave Tulsa soon after the sun came up; it arrived Kansas City around noon -- in time to connect with the CHICAGOAN (No. 12) for Chicago. Around 5 p.m., No. 11 (KANSAS CITYAN) would arrive from Chicago with No. 211's car (or cars), and the TULSAN would depart for a late evening arrival in its namesake city.

Until early 1957, the TULSAN was distinguishable by the lightweight parlor-observation cars (3241-42) it exchanged at Kansas City with Nos. 11&12. Also traded were through Chicago-Tulsa coaches.

Nos. 211&212 Fall 1946 (all lightweight)

|                    |                   |                                   |
|--------------------|-------------------|-----------------------------------|
| RPO-baggage        | Kansas City&Tulsa |                                   |
| coach 52-seat      | " " - "           |                                   |
| coach 52-seat      | " " - "           |                                   |
| diner 36-seat      | " " - "           | (1476 assigned)                   |
| FSS-coach 52-seat  | " " - "           |                                   |
| coach 52-seat      | " " - "           | (fm/to Chicago #11/12)            |
| parlor-obs 32-seat | " " - "           | (fm/to Chgo #11/12; 3241-42 asgd) |

6 cars (7 FSS)

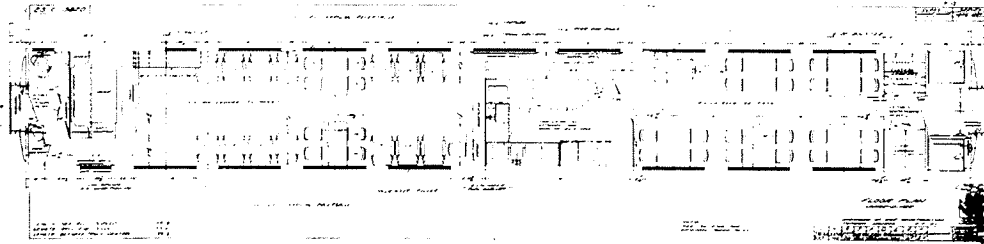
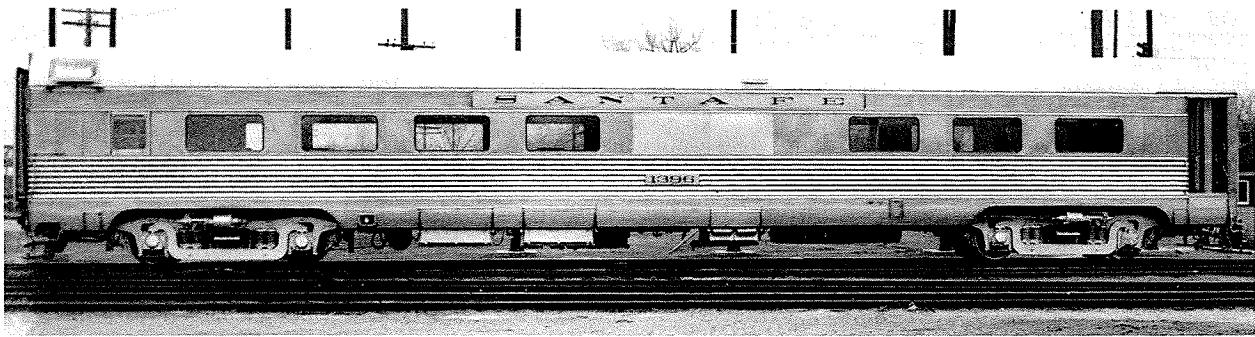
From 1949 to 1955, the consist remained stable. Starting in 1949, the lightweight diner left, to be replaced by heavyweight cafe-lounge car 1516. The 1516 stayed around for about six years.

Nos. 211&212 1949 to 1954

|                    |                      |                                      |
|--------------------|----------------------|--------------------------------------|
| RPO-baggage        | LW Kansas City&Tulsa |                                      |
| coach 44/52-seat   | LW " " - "           |                                      |
| coach 44/52-seat   | LW " " - "           |                                      |
| cafe-lounge        | " " - "              | (1516 assigned)                      |
| X-coach 44/52-seat | LW " " - "           | (summers or when needed on weekends) |
| coach 44/52-seat   | LW " " - "           | (fm/to Chicago #11/12)               |
| parlor-obs 32-seat | LW " " - "           | (fm/to Chgo #11/12; 3241-42 asgd)    |

6 or 7 cars

Lightweight snack diner-lounge cars 1396-97 came east from the SAN DIEGAN trains late in 1954 for use on the TULSAN and OIL FLYER (Nos. 47&48). The cafe-lounge car (1516) went to Arizona for use on Nos. 42&47, the Ash Fork-Phoenix trains. In early 1957, No. 11 was consolidated into No. 19 (CHIEF) east of Kansas City, and the parlor car was dropped. That summer, Nos. 211&212 had a five-car train -- an RPO-baggage, two lightweight coaches, the snack diner-lounge and a 52-seat Chicago-Tulsa coach (from First 19 and to No. 12). Starting in 1960, a baggage-coach (3490-91), originally used on GOLDEN GATE trains, ran in summers. During off-season months from 1959 to 1962, a coach-observation ran in place of the combine car; the observation car operated just behind the head end equipment, with its rounded end pointed forward. This was done to facilitate placing the Chicago-Tulsa coach on the rear of No. 211 each afternoon. In late 1960, the snack diner-lounges departed for use on the Ash Fork-Phoenix



Cars 1396-97, rebuilt in 1952 from full bar lounges, were the railroad's only lightweight diner-lounges. The 1396 (above) and twin 1397 worked the KANSAS CITY CHIEF, SAN DIEGAN, TULSAN, OIL FLYER and Ash Fork-Phoenix runs. (ATSF)

(NOS. 211&212 TULSAN...cont'd)

trains. The consist from 1962 until 1965 usually looked like this:

Nos. 211&212 1962 to 1965 (all lightweight)

|                      |                   |                            |
|----------------------|-------------------|----------------------------|
| RPO-baggage          | Kansas City&Tulsa | (sometimes HW car)         |
| exSuMTu-baggage-mail | " " - "           | (DH on #212 except MTuW)   |
| baggage-coach 36-st  | " " - "           | (3490-series; summer only) |
| coach 44-seat        | " " - "           |                            |
| coach 44-seat        | " " - "           |                            |
| coach 44/48-seat     | " " - "           | (fm/to Chicago #19/12)     |

4 to 6 cars



Cafe-lounges 1515-16 were heavyweight equivalents to 1396-97. They too were assigned to the TULSAN and Ash Fork-Phoenix trains, as well as FAST FIFTEEN, ANTELOPE and La Junta-Denver trains 190&201. (ATSF)

(NOS. 211&212 TULSAN...cont'd)

Throughout 1966-67, the TULSAN contained an RPO-baggage, baggage-coach 3490 or 3491, a 42- or 44-seat local coach, a second local coach on weekends and a 44- or 48-seat coach from and to Chicago -- or four cars weekdays and five on weekends. But in the fall of 1967, Chicago-Tulsa coach service ended and across-the-platform transfers became necessary at Kansas City. After No. 19 and No. 12 were discontinued in the spring of 1968, the TULSAN's connections became No. 1 and No. 23 westbound and No. 2 and No. 24 eastbound. This is how the train appeared its last two years:

Nos. 211&212 1969 to 1971 (all lightweight)

|                   |                   |
|-------------------|-------------------|
| baggage-mail      | Kansas City&Tulsa |
| coach 44-seat     | " " - "           |
| coach 44-seat     | " " - "           |
| FSS-coach 44-seat | " " - "           |

3 cars (4 FSS)

NOS. 223 (102) & 224 (101) Kansas City and Denver

These trains were essentially a recreation of the old CENTENNIAL STATE. They appeared in September, 1954, and fulfilled three functions:

1. Replaced Nos. 1 (102) & 2 (101) between La Junta and Denver.
2. Replaced Nos. 123&124 (GRAND CANYON) over the Great Bend District between Hutchinson and Dodge City.
3. Relieved No. 123 of Kansas and Colorado traffic. Previously, No. 123 had been leaving Kansas City with a minimum of 17 cars -- and extra car movements were common for that train.

No. 223 (102) Fall 1954

|                       |                    |                               |
|-----------------------|--------------------|-------------------------------|
| baggage-mail-express  | Kansas City-Topeka |                               |
| baggage-mail-express  | " " - Hutchinson   |                               |
| baggage-mail-express  | " " - Dodge City   |                               |
| baggage-mail-express  | " " - Pueblo       |                               |
| storage mail          | " " - La Junta     | (to Albuquerque #123)         |
| express               | " " - " "          | (to Albuquerque #123)         |
| mail-express          | " " - " "          | (to Los Angeles #123)         |
| exM-storage mail      | La Junta - Denver  | (fm Albuquerque #8)           |
| mail-express          | " " - " "          | (fm Los Angeles #8)           |
| mail-express          | " " - " "          | (fm Kansas City #123)         |
| baggage-mail-express  | " " - " "          | (fm Wichita #123)             |
| exM-RPO-baggage       | " " - " "          |                               |
| coach                 | Kansas City-       | "                             |
| coach                 | " " - " "          |                               |
| sleeper (6-6-4) LW    | " " - " "          |                               |
| cafe-lounge-observatn | La Junta - " "     | (open platform; 1513-14 asgd) |

|                       |         |                     |          |
|-----------------------|---------|---------------------|----------|
| Kansas City-Topeka    | 10 cars | Dodge City-La Junta | 7        |
| Topeka-Hutchinson     | 9       | La Junta-Pueblo     | 10 (8 M) |
| Hutchinson-Dodge City | 8       | Pueblo-Denver       | 9 (7 M)  |

(NOS. 223&224...cont'd)

Eastbound, No. 224 didn't arrive in Kansas City until 11:59 a.m. So it connected with No. 12 (CHICAGOAN) rather than No. 124. No equipment was destined for points east of Kansas City, though.

No. 224 (101) Fall 1954

|                         |             |              |                      |
|-------------------------|-------------|--------------|----------------------|
| baggage-mail-express    | Denver      | -Kansas City |                      |
| storage mail            | "           | - "          | "                    |
| RPO                     | La Junta    | - "          | "                    |
| coach                   | Denver      | - "          | "                    |
| coach                   | "           | - "          | "                    |
| sleeper (6-6-4)         | LW "        | - "          | "                    |
| sleeper (6-6-4)         | LW "        | -La Junta    | (to Los Angeles #19) |
| cafe-lounge-observation | "           | - " "        | (open platform)      |
| baggage-mail-express    | Dodge City  | -Kansas City |                      |
| baggage-mail-express    | Hutchinson- | " "          |                      |

|                     |        |                        |   |
|---------------------|--------|------------------------|---|
| Denver-La Junta     | 7 cars | Dodge City-Hutchinson  | 7 |
| La Junta-Dodge City | 6      | Hutchinson-Kansas City | 8 |

In April, 1955, Nos. 223&224 began originating and terminating in Newton instead of Kansas City. The 6-6-4 lightweight sleeper line was shortened to run Newton-Denver as well. But the cafe-lounge-observation cars were extended east to Dodge City. Cars 1510, 13-14 protected this assignment, as well as a Denver-La Junta round trip on Nos. 13 (130) & 14 (141); this was the last regular assignment for open platform heavyweights on the railroad.

By late that May, No. 123 became so overburdened with cars again that No. 223 was reestablished out of Kansas City for the summer months as Second 123 from there to Newton. The Denver sleeper ran into Kansas City again as well. Eastbound, No. 224 still terminated at Newton. The sleeper was given to No. 12 to take into Kansas City. The coaches and head end cars ran east later in the day as Second 4, making No. 4's stops and allowing No. 4's regular train (usually running late) to make up lost time into Kansas City.

Still another route shortening became effective in September, 1955. Now Nos. 223&224 were merely La Junta-Denver trains, as follows:

No. 223 (102) Fall 1955

|                      |                 |                                   |
|----------------------|-----------------|-----------------------------------|
| baggage-mail-express | La Junta-Pueblo | (fm Kansas City #123)             |
| baggage-mail-express | " " -Denver     | (fm Kansas City #123)             |
| mail-express         | " " - "         | (fm Los Angeles #8)               |
| exM-RPO-baggage      | " " - "         |                                   |
| coach                | " " - "         |                                   |
| coach                | " " - "         |                                   |
| cafe-lounge-obs      | " " - "         | (open platform; 1510, 13-14 asgd) |

|                 |              |               |         |
|-----------------|--------------|---------------|---------|
| La Junta-Pueblo | 7 cars (6 M) | Pueblo-Denver | 6 (5 M) |
|-----------------|--------------|---------------|---------|

(NOS. 223 (102) & 224 (101)...cont'd)

No. 224 (101) Fall 1955

|                         |                 |                      |
|-------------------------|-----------------|----------------------|
| baggage-express         | Denver-La Junta |                      |
| coach                   | " - " "         |                      |
| coach                   | " - " "         |                      |
| sleeper (6-6-4)         | " - " "         | (to Los Angeles #19) |
| cafe-lounge-observation | " - " "         | (open platform)      |

5 cars

These trains were discontinued in 1956, along with the other pair of La Junta-Denver trains, Nos. 13 (130) & 14 (141). A single round trip, designated Nos. 191 (190) & 200 (201), replaced them.

#### NOS. 311&312 Newton and Dodge City

These locals, established in the fall of 1955, were the last of a long line of trains to serve the Great Bend District in Western Kansas. To review a bit, here's the chronology:

1946 to 1948 -- First 3&4, Nos. 127&128  
1948 to January, 1954 -- Nos. 3&4, Nos. 127&128  
January to June, 1954 -- Nos. 127&128  
June to September, 1954 -- Nos. 123&124  
September, 1954 to September, 1955 -- Nos. 223&224  
September, 1955 to 1965 -- Nos. 311&312

Connecting at Newton with Nos. 11&12, Nos. 311&312 ran west in the evening and returned to Newton each morning.

Nos. 311&312 Fall 1955

|                      |                   |
|----------------------|-------------------|
| baggage-mail-express | Newton&Dodge City |
| coach                | " - " "           |

2 cars

Lightweight equipment was in use by the summer of 1957. The next year, conventional cars were replaced by RDC cars 191 and 192. After the Redondo Jct. disaster of 1956 (see SAN DIEGAN chapter), car 192 was rebuilt into a 36-seat RDC-2. The two cars hauled a lightweight baggage car for several years:

Nos. 311&312 1959 and 1960 (all lightweight)

|                             |                   |
|-----------------------------|-------------------|
| RDC-1 coach 86-seat         | Newton&Dodge City |
| RDC-2 baggage-coach 36-seat | " - " "           |
| baggage-express             | " - " "           |

3 cars

In 1963, just the two RDC units ran on the trains. Starting in June, 1964, the trains ran only as far west as Kinsley, where the Great Bend District rejoins the main line via St. John. They were discontinued on June 13, 1965.



| 3       | 7        | 5-105-26 | 17      | 15     | 21       | 19       | 1      | 123    | 23       | 11                     | STATIONS       | 12         | 20       | 22      | 24      | 124    | 4        | 25-106-6 | 18      | 16      | 8      | 2      |
|---------|----------|----------|---------|--------|----------|----------|--------|--------|----------|------------------------|----------------|------------|----------|---------|---------|--------|----------|----------|---------|---------|--------|--------|
| 11.30PM | 7.35PM   | 9.00PM   | 7.00PM  | 6.00PM | 6.45PM   | 1.30PM   | .....  | .....  | 12.01PM  | 9.30AM                 | Lv CHICAGO     | Ar 9.45PM  | 11.30AM  | 7.15AM  | 3.45PM  | .....  | 7.30AM   | 8.30AM   | 1.45PM  | 9.00AM  | 5.50AM | .....  |
| 10.00AM | 6.05AM   | 7.00AM   | 2.25AM  | 1.30AM | 1.10AM   | 9.60PM   | .....  | .....  | 9.00PM   | 4.55PM                 | Lv KANSAS CITY | Ar 2.15PM  | 2.55AM   | 11.20PM | 7.00AM  | .....  | 9.00AM   | 10.45PM  | 5.50AM  | 1.10AM  | 8.00PM | .....  |
| 10.45AM | 8.55AM   | 8.00AM   | 2.35AM  | 1.50AM | 1.20AM   | 10.15PM  | 9.65PM | 9.60PM | 9.45PM   | 5.15PM                 | Lv KANSAS CITY | Ar 2.00PM  | 2.40AM   | 11.05PM | 6.30AM  | 6.15AM | 8.00PM   | 10.15PM  | 5.35AM  | 12.50AM | 7.00PM | 9.15AM |
| 12.10PM | .....    | 9.20AM   | .....   | .....  | .....    | .....    | .....  | .....  | 11.30PM  | 6.25PM                 | Ar TOPEKA      | Lv 12.45PM | .....    | .....   | 4.40AM  | .....  | 6.00PM   | 8.45PM   | .....   | .....   | 7.25AM | .....  |
| 12.20PM | .....    | 9.25AM   | .....   | .....  | .....    | .....    | .....  | .....  | 11.40PM  | 6.25PM                 | Ar TOPEKA      | Lv 12.45PM | .....    | .....   | 4.35AM  | .....  | 6.00PM   | 8.40PM   | .....   | .....   | 7.15AM | .....  |
| 3.30PM  | 12.22PM  | 12.05PM  | 5.30AM  | 4.50AM | 4.15AM   | 1.35AM   | 2.40AM | 1.15AM | 1.45AM   | 8.38PM                 | Ar NEWTON      | Lv 10.35AM | 11.30PM  | 8.05PM  | 2.00AM  | 2.10AM | 2.40PM   | 6.10PM   | 2.35AM  | 9.65PM  | 3.30PM | 3.30AM |
| 3.55PM  | 12.30PM  | 12.45PM  | 5.35AM  | 5.00AM | 4.20AM   | 1.45AM   | 3.00AM | 1.35AM | 1.55AM   | 8.42PM                 | Ar NEWTON      | Lv 10.30AM | 11.25PM  | 8.00PM  | 1.50AM  | 2.00AM | 2.40PM   | 6.10PM   | 2.35AM  | 9.60PM  | 3.20PM | 1.10AM |
| 12.20AM | 5.05PM   | .....    | 9.42AM  | .....  | 8.27AM   | 6.25AM   | 9.30AM | .....  | .....    | .....                  | Ar LA JUNTA    | Lv 4.40PM  | 1.55PM   | .....   | .....   | 3.50AM | .....    | 8.30PM   | .....   | 7.20AM  | 4.20PM | .....  |
| 12.50AM | 5.15PM   | .....    | 9.47AM  | .....  | 8.32AM   | 6.35AM   | .....  | .....  | .....    | .....                  | Ar LA JUNTA    | Lv 4.30PM  | 1.50PM   | .....   | .....   | 3.10AM | .....    | 8.25PM   | .....   | 7.05AM  | .....  | .....  |
| 10.35AM | 1.00AM   | 7.45AM   | 4.55PM  | .....  | 3.45PM   | 2.20PM   | .....  | .....  | .....    | .....                  | Ar ALBUQUERQUE | Lv 8.50AM  | 7.05AM   | .....   | .....   | 6.30PM | 8.00PM   | 1.35PM   | .....   | 9.20PM  | .....  | .....  |
| 10.50AM | 1.15AM   | .....    | 5.05PM  | .....  | 3.55PM   | 2.30PM   | .....  | .....  | .....    | .....                  | Ar ALBUQUERQUE | Lv 8.40AM  | 6.55AM   | .....   | .....   | 6.05PM | 8.00PM   | 1.25PM   | .....   | 9.10PM  | .....  | .....  |
| .....   | 1.35PM   | .....    | 5.35AM  | .....  | .....    | .....    | 2.05AM | 2.30AM | 9.15PM   | Ar WICHITA             | Lv 9.55AM      | .....      | .....    | 1.20AM  | 1.25AM  | 4.35PM | .....    | 9.15PM   | .....   | .....   | .....  | .....  |
| .....   | 1.45PM   | .....    | 5.35AM  | .....  | .....    | .....    | 2.20AM | 2.40AM | 9.15PM   | Ar WICHITA             | Lv 9.55AM      | .....      | .....    | 1.15AM  | 1.20AM  | 4.20PM | .....    | 9.15PM   | .....   | .....   | .....  | .....  |
| .....   | 2.50PM   | .....    | .....   | .....  | .....    | .....    | 3.30AM | 3.45AM | .....    | Ar WELLINGTON          | Lv 3.55AM      | .....      | .....    | 12.25AM | 12.30AM | 3.15PM | .....    | .....    | .....   | .....   | .....  | .....  |
| .....   | 3.05PM   | .....    | .....   | .....  | .....    | .....    | .....  | .....  | .....    | Ar WELLINGTON          | Lv 3.55AM      | .....      | .....    | 12.15AM | .....   | 3.05PM | .....    | .....    | .....   | .....   | .....  | .....  |
| .....   | 11.00PM  | .....    | .....   | .....  | .....    | .....    | .....  | .....  | .....    | Ar AMARILLO            | Lv 9.45AM      | .....      | .....    | .....   | 5.45PM  | .....  | 7.00AM   | .....    | .....   | .....   | .....  | .....  |
| .....   | 11.20PM  | .....    | .....   | .....  | .....    | .....    | .....  | .....  | .....    | Ar AMARILLO            | Lv 9.55AM      | .....      | .....    | .....   | 6.35PM  | .....  | 7.00AM   | .....    | .....   | .....   | .....  | .....  |
| .....   | 2.00AM   | .....    | .....   | .....  | .....    | .....    | .....  | .....  | .....    | Ar CLOVIS              | Lv 11.50AM     | .....      | .....    | .....   | 3.40PM  | .....  | 3.40AM   | .....    | .....   | .....   | .....  | .....  |
| .....   | 1.30AM   | .....    | .....   | .....  | .....    | .....    | .....  | .....  | .....    | Ar CLOVIS              | Lv 11.00AM     | .....      | .....    | .....   | 2.30PM  | .....  | 2.15AM   | .....    | .....   | .....   | .....  | .....  |
| .....   | 6.45AM   | .....    | .....   | .....  | .....    | .....    | .....  | .....  | .....    | Ar BELEN               | Lv 3.25PM      | .....      | .....    | .....   | 10.25AM | .....  | 9.00PM   | .....    | .....   | .....   | .....  | .....  |
| .....   | 6.55AM   | .....    | .....   | .....  | .....    | .....    | .....  | .....  | .....    | Ar BELEN               | Lv 3.40PM      | .....      | .....    | .....   | 10.10AM | .....  | 8.50PM   | .....    | .....   | .....   | .....  | .....  |
| 2.00PM  | 3.55AM   | .....    | 7.30PM  | .....  | 6.20PM   | 5.00PM   | .....  | .....  | 6.05PM   | Ar GALLUP              | Lv 6.02AM      | 4.22AM     | 7.43AM   | .....   | 2.55PM  | .....  | 10.52AM  | .....    | 6.15PM  | .....   | .....  | .....  |
| 2.10PM  | 4.00AM   | .....    | 7.32PM  | .....  | 6.22PM   | 5.05PM   | .....  | .....  | 6.08PM   | Ar GALLUP              | Lv 5.57AM      | 4.20AM     | 7.40AM   | .....   | 2.45PM  | .....  | 10.50AM  | .....    | 6.10PM  | .....   | .....  | .....  |
| 4.20PM  | 5.50AM   | .....    | 9.17PM  | .....  | 8.07PM   | 7.00PM   | .....  | .....  | 8.15PM   | Ar WINSLOW             | Lv 3.57AM      | 2.35AM     | 5.40AM   | .....   | 12.30PM | .....  | 9.05AM   | .....    | 4.00PM  | .....   | .....  | .....  |
| 4.30PM  | 5.55AM   | .....    | 9.22PM  | .....  | 8.12PM   | 7.10PM   | .....  | .....  | 8.25PM   | Ar WINSLOW             | Lv 3.47AM      | 2.30AM     | 5.30AM   | .....   | 12.15PM | .....  | 9.00AM   | .....    | 3.55PM  | .....   | .....  | .....  |
| 5.58PM  | 7.13AM   | .....    | A 10.31 | .....  | A 9.21PM | A 8.33PM | .....  | .....  | A 9.40PM | Ar FLAGSTAFF           | Lv A 23.4AM    | A 13.5AM   | A 4.20AM | .....   | 11.08AM | .....  | A 8.05AM | .....    | 2.46PM  | .....   | .....  | .....  |
| 5.58PM  | 7.13AM   | .....    | A 10.31 | .....  | A 9.21PM | A 8.33PM | .....  | .....  | A 9.40PM | Ar FLAGSTAFF           | Lv A 23.4AM    | A 13.5AM   | A 4.20AM | .....   | 11.08AM | .....  | A 8.05AM | .....    | 2.46PM  | .....   | .....  | .....  |
| 6.50PM  | A 7.55AM | .....    | A 11.10 | .....  | A 10.00  | 9.15PM   | .....  | .....  | 10.30PM  | Ar WILLIAMS            | Lv 1.44AM      | 12.55      | 3.30AM   | .....   | 10.13AM | .....  | A 7.25AM | .....    | 1.50PM  | .....   | .....  | .....  |
| 6.50PM  | A 7.55AM | .....    | A 11.10 | .....  | A 10.00  | 9.15PM   | .....  | .....  | 10.30PM  | Ar WILLIAMS            | Lv 1.44AM      | 12.55      | 3.30AM   | .....   | 10.13AM | .....  | A 7.25AM | .....    | 1.50PM  | .....   | .....  | .....  |
| 7.47PM  | 8.45AM   | .....    | A 11.55 | .....  | A 10.45  | 10.05PM  | .....  | .....  | 11.30PM  | Ar ASH FORK            | Lv 12.42AM     | A 12.10    | 2.15AM   | .....   | 9.10AM  | .....  | A 6.40AM | .....    | 12.45PM | .....   | .....  | .....  |
| 7.47PM  | 8.55AM   | .....    | A 11.55 | .....  | A 10.45  | 10.20PM  | .....  | .....  | 11.30PM  | Ar ASH FORK            | Lv 12.27AM     | A 12.10    | 2.15AM   | .....   | 9.10AM  | .....  | A 6.40AM | .....    | 12.40PM | .....   | .....  | .....  |
| 8.40PM  | 9.40AM   | .....    | 12.35AM | .....  | 11.25PM  | 11.05PM  | .....  | .....  | 12.15AM  | Ar SELIGMAN            | Lv 11.48PM     | 11.39PM    | 1.33AM   | .....   | 8.25AM  | .....  | 6.09AM   | .....    | 12.01PM | .....   | .....  | .....  |
| 7.50PM  | 8.43AM   | .....    | 11.37PM | .....  | 10.27PM  | 10.10PM  | .....  | .....  | 11.18PM  | Ar SELIGMAN            | Lv 10.45PM     | 10.37PM    | 12.30AM  | .....   | 7.15AM  | .....  | 5.07AM   | .....    | 10.55AM | .....   | .....  | .....  |
| 10.50PM | 11.20AM  | .....    | 2.05AM  | .....  | 12.46AM  | 1.00AM   | .....  | .....  | 2.20AM   | Ar NEEDLES             | Lv 7.28PM      | 7.40PM     | 9.15PM   | .....   | 3.08AM  | .....  | 2.15AM   | .....    | 7.10AM  | .....   | .....  | .....  |
| 11.00PM | 11.30AM  | .....    | 2.05AM  | .....  | 12.56AM  | 1.10AM   | .....  | .....  | 2.30AM   | Ar NEEDLES             | Lv 7.18PM      | 7.30PM     | 9.05PM   | .....   | 2.58AM  | .....  | 2.05AM   | .....    | 7.00AM  | .....   | .....  | .....  |
| 3.05AM  | 2.40PM   | .....    | 4.55AM  | .....  | 3.40AM   | 4.15AM   | .....  | .....  | 6.00AM   | Ar BARSTOW             | Lv 4.35PM      | 5.05PM     | 6.25PM   | .....   | 11.37PM | .....  | 11.35PM  | .....    | 3.55AM  | .....   | .....  | .....  |
| 3.25AM  | 2.55PM   | .....    | 5.05AM  | .....  | 3.50AM   | 4.30AM   | .....  | .....  | 6.30AM   | Ar BARSTOW             | Lv 4.28PM      | 6.00PM     | 6.55PM   | .....   | 11.10PM | .....  | 11.30PM  | .....    | 3.45AM  | .....   | .....  | .....  |
| 5.40AM  | 4.55PM   | .....    | 7.00AM  | .....  | 5.45AM   | 6.30AM   | .....  | .....  | 8.40AM   | Ar SAN BERNARDINO      | Lv 2.18PM      | 3.10PM     | 3.40PM   | .....   | 8.55PM  | .....  | 9.40PM   | .....    | 1.30AM  | .....   | .....  | .....  |
| 5.50AM  | 5.05PM   | .....    | 7.03AM  | .....  | 5.48AM   | 6.35AM   | .....  | .....  | 8.45AM   | Ar SAN BERNARDINO      | Lv 2.15PM      | 3.07PM     | 3.37PM   | .....   | 8.45PM  | .....  | 9.37PM   | .....    | 1.20AM  | .....   | .....  | .....  |
| 7.45AM  | 7.00PM   | .....    | 8.45AM  | .....  | 7.30AM   | 8.30AM   | .....  | .....  | 10.40AM  | Ar LOS ANGELES         | Lv 12.30PM     | 1.30PM     | 1.30PM   | .....   | 7.00PM  | .....  | 8.00PM   | .....    | 11.30PM | .....   | .....  | .....  |
| .....   | 5.00PM   | .....    | .....   | .....  | .....    | .....    | .....  | .....  | 6.20AM   | Ar BARSTOW             | Lv 6.10PM      | .....      | .....    | .....   | 10.50PM | .....  | .....    | .....    | .....   | .....   | .....  | .....  |
| 9.20PM  | 9.35PM   | .....    | .....   | .....  | No. 63   | 4.00PM   | .....  | No. 61 | 10.50AM  | Ar BAKERSFIELD         | Lv 2.06PM      | .....      | .....    | .....   | 12.05AM | .....  | 6.45PM   | .....    | 7.30AM  | .....   | .....  | .....  |
| 12.12AM | .....    | .....    | .....   | .....  | 5.42PM   | 2.05PM   | .....  | .....  | 1.08PM   | Ar FRESNO              | Lv 12.08PM     | .....      | .....    | .....   | 10.07PM | .....  | 3.40PM   | .....    | 4.00AM  | .....   | .....  | .....  |
| 12.30AM | .....    | .....    | .....   | .....  | 6.45PM   | 2.15PM   | .....  | .....  | 1.08PM   | Ar FRESNO              | Lv 12.05PM     | .....      | .....    | .....   | 10.05PM | .....  | 3.30PM   | .....    | 4.25AM  | .....   | .....  | .....  |
| 6.30AM  | .....    | .....    | .....   | .....  | 9.40PM   | 8.00PM   | .....  | .....  | 5.00PM   | Ar OAKLAND             | Lv 8.07AM      | .....      | .....    | .....   | 6.22PM  | .....  | 9.55AM   | .....    | 10.35PM | .....   | .....  | .....  |
| 6.40AM  | .....    | .....    | .....   | .....  | 9.45PM   | 8.10PM   | .....  | .....  | 5.05PM   | Ar OAKLAND             | Lv 8.05AM      | .....      | .....    | .....   | 6.20PM  | .....  | 9.50AM   | .....    | 10.20PM | .....   | .....  | .....  |
| 7.00AM  | .....    | .....    | .....   | .....  | 10.05PM  | .....    | .....  | .....  | 5.25PM   | Ar SAN FRANCISCO       | Lv 7.45AM      | .....      | .....    | .....   | 6.00PM  | .....  | 9.30AM   | .....    | 10.00PM | .....   | .....  | .....  |
| 10'30"  | 9'30"    | 10'00"   | 7'25"   | 7'30"  | 7'25"    | 8'20"    | .....  | .....  | 8'59"    | Elapsed Time Between   | .....          | 7'30"      | 8'35"    | 7'55"   | 8'45"   | .....  | 10'30"   | 9'45"    | 7'55"   | 7'50"   | 9'50"  | .....  |
| 58'15"  | 48'25"   | .....    | 39'45"  | .....  | 39'45"   | 45'00"   | .....  | .....  | 48'39"   | Chicago-Kansas City    | .....          | .....      | 58'30"   | 48'45"  | .....   | .....  | 58'30"   | 48'45"   | .....   | .....   | 52'20" | .....  |
| 24'50"  | 17'05"   | 24'45"   | 15'20"  | .....  | 15'25"   | 17'05"   | .....  | .....  | 18'40"   | Chicago-Los Angeles    | .....          | .....      | 18'50"   | 15'00"  | 18'05"  | .....  | 24'30"   | 25'15"   | .....   | .....   | 20'40" | .....  |
| 21'55"  | 18'45"   | .....    | 16'40"  | .....  | 16'35"   | 19'00"   | .....  | .....  | 20'00"   | Kan. City-Belen-Albuq. | .....          | .....      | 19'10"   | 16'25"  | 19'40"  | .....  | 22'05"   | 25'15"   | .....   | .....   | 20'40" | .....  |
| .....   | .....    | .....    | .....   | .....  | .....    | .....    | .....  | .....  | .....    | .....                  | .....          | .....      | .....    | .....   | .....   | .....  | .....    | .....    | .....   | .....   | .....  | .....  |

| 78 Diesel | 76 Diesel | 74 Diesel | 72 Diesel | 70 Diesel | STATIONS       | 71 Diesel  | 73 Diesel | 75 Diesel | 77 Diesel | 79 Diesel |
|-----------|-----------|-----------|-----------|-----------|----------------|------------|-----------|-----------|-----------|-----------|
| 7.30PM    | 3.30PM    | 11.45AM   | 8.00AM    | 12.30AM   | Lv LOS ANGELES | Ar 10.45AM | 2.30PM    | 6.00PM    | 6.30PM    | 10.00PM   |
| 10.15PM   | 6.15PM    | 2.30PM    | 10.45AM   | 5.15AM    | Ar SAN DIEGO   | Lv 8.00AM  | 11.45AM   | 1.45PM    | 3.45PM    | 7.15PM    |

| 47   | STATIONS    | 42    |
|------|-------------|-------|
| AM   | ASH FORK    | PM    |
| 1.00 | Lv PRESCOTT | 11.30 |
| 3.00 | Ar PHOENIX  | 5.00  |
| 8.00 | .....       | ..... |

| Motor Coach | Motor Coach | 15    | STATIONS        | 14    | Motor Coach | Motor Coach |
|-------------|-------------|-------|-----------------|-------|-------------|-------------|
| PM          | AM          | PM    | Lv GRAND CANYON | Ar    | AM          | PM          |
| 4.45        | 8.00        | 8.00  | Ar WILLIAMS     | Lv    | 7.00        | 9.05        |
| 6.45        | 10.00       | 10.20 | .....           | ..... | 11.20       | 7.05        |
| .....       | .....       | ..... | .....           | ..... | .....       | .....       |

| 25    | STATIONS    | 26    |
|-------|-------------|-------|
| AM    | CLOVIS      | AM    |
| 2.45  | Lv CARLSBAD | 12.20 |
| 8.15  | Ar          | 7.00  |
| ..... | .....       | ..... |

| 25    | 29    | 27    | 13    | STATIONS         | 14       | 26    | 28    | 30    |
|-------|-------|-------|-------|------------------|----------|-------|-------|-------|
| PM    | Motor | Motor | PM    | ALBUQUERQUE      | Ar 6.35  | 7.45  | 11.25 | 4.35  |
| 8.00  | 2.20  | 9.15  | 10.45 | Ar BELEN         | Lv 5.40  | 6.55  | 10.30 | 3.45  |
| 8.50  | 3.10  | 10.05 | 11.50 | Ar EL PASO       | Lv 10.45 | ..... | ..... | ..... |
| ..... | ..... | ..... | 7.00  | Ar (Union Depot) | .....    | ..... | ..... | ..... |

| 1-102 | 13-130 | STATIONS            | 101-2    | 141-14 |
|-------|--------|---------------------|----------|--------|
| AM    | AM     | LA JUNTA            | Ar 4.10  | 12.30  |
| 9.45  | 3.30   | Lv PUEBLO           | Ar 2.50  | 11.05  |
| 11.30 | 4.45   | Lv PUEBLO           | Ar 2.45  | 10.55  |
| 11.40 | 4.55   | Lv COLORADO SPRINGS | Ar 1.50  | 10.00  |
| 12.44 | 6.00   | Lv COLORADO SPRINGS | Ar 1.50  | 10.00  |
| 12.44 | 6.00   | Lv DENVER           | Ar 12.01 | 7.50   |
| 2.45  | 7.50   | .....               | .....    | .....  |

| 170-117-3 | STATIONS |             | 4-118-181 |
|-----------|----------|-------------|-----------|
| 6.45PM    | Lv       | PHOENIX     | Ar 9.10AM |
| 8.12PM    | Ar       | WICKENBURG  | Lv 7.40AM |
| 8.12PM    | Lv       | WICKENBURG  | Ar 7.40AM |
| 10.50PM   | Ar       | PARKER      | Lv 5.00AM |
| 9.55PM    | Lv       | PARKER      | Ar 3.55AM |
| 12.15AM   | Ar       | CADIZ       | Lv 1.30AM |
| 12.51AM   | Lv       | CADIZ       | Ar 1.24AM |
| 7.45AM    | Ar       | LOS ANGELES | Lv 7.00PM |

**Jan 1, 1953**

| No. 7.  | No. 9  | No. 3   | No. 17  | No. 15 | No. 21  | No. 19  | No. 123 | No. 23  | No. 11  | Elapsed Time Between       | No. 12 | No. 20  | No. 22  | No. 124 | No. 24  | No. 10 | No. 4   | No. 18  | No. 16 | No. 8   |
|---------|--------|---------|---------|--------|---------|---------|---------|---------|---------|----------------------------|--------|---------|---------|---------|---------|--------|---------|---------|--------|---------|
| 8° 30'  | 9° 45' | 10° 30' | 7° 35'  | 7° 30' | 7° 20'  | 8° 20'  |         | 8° 59'  | 7° 25'  | Chicago - Kansas City      | 7° 30' | 8° 25'  | 7° 55'  |         | 8° 45'  | 9° 30' | 9° 30'  | 7° 55'  | 7° 50' | 9° 00'  |
| 44° 35' |        | 59° 45' | 39° 45' |        | 39° 30' | 45° 00' |         | 48° 39' |         | Chicago - Los Angeles      |        | 44° 00' | 39° 45' |         | 48° 05' |        | 60° 15' | 39° 45' |        | 51° 30' |
| 16° 25' |        | 24° 30' | 15° 20' |        | 15° 20' | 17° 05' |         | 18° 30' |         | Kan. City - Beien - Albuq. |        | 16° 20' | 15° 00' | 18° 55' | 18° 50' |        | 25° 10' | 15° 00' |        | 21° 10' |
| 18° 20' |        | 23° 00' | 16° 30' |        | 15° 30' | 19° 00' |         | 19° 55' | 20° 00' | Albuq. - Beien - Los Ang.  |        | 18° 50' | 16° 25' | 19° 55' | 19° 30' |        | 23° 30' | 16° 25' |        | 20° 05' |

Note A: Not a regular stop, passing time only. † Conditional stop only. ‡ Operating stop only. CT—Central Time MT—Mountain Time PT—Pacific Time



| 66-75-97-23 |        | STATIONS        |                    | 24-88-76-65 |        |
|-------------|--------|-----------------|--------------------|-------------|--------|
| Mo. Pac. 3  | 8.35AM | Lv              | NEW ORLEANS (C.T.) | Mo. Pac. 4  | 7.15PM |
|             | 6.10PM | Ar              | HOUSTON            |             | 9.05AM |
| 6.45PM      | Lv     | HOUSTON         | Ar                 | 8.15AM      |        |
| 8.25PM      | Ar     | BELLVILLE YARD  | Lv                 | 6.27AM      |        |
| 8.27PM      | Lv     | BELLVILLE YARD  | Ar                 | 6.25AM      |        |
| 10.40PM     | Ar     | TEMPLE          | Lv                 | 4.07AM      |        |
| 10.50PM     | Lv     | TEMPLE          | Ar                 | 3.55AM      |        |
| 1.40AM      | Ar     | BROWNWOOD       | Lv                 | 1.00AM      |        |
| No. 112     |        |                 |                    | No. 111     |        |
| 8.15PM      | Lv     | DALLAS          | Ar                 | 8.00AM      |        |
| 9.00PM      | Ar     | FT. WORTH       | Lv                 | 7.15AM      |        |
| No. 77      |        |                 |                    | No. 78      |        |
| 9.20PM      | Lv     | FT. WORTH       | Ar                 | 6.25AM      |        |
| 1.40AM      | Ar     | BROWNWOOD       | Lv                 | 1.10AM      |        |
| 2.05AM      | Lv     | BROWNWOOD       | Ar                 | 12.45AM     |        |
| 4.45AM      | Ar     | SWEETWATER      | Lv                 | 10.00PM     |        |
| 5.05AM      | Lv     | SWEETWATER      | Ar                 | 9.50PM      |        |
| 7.30AM      | Ar     | SLATON          | Lv                 | 7.25PM      |        |
| 7.35AM      | Lv     | SLATON          | Ar                 | 7.20PM      |        |
| 8.00AM      | Ar     | LUBBOCK         | Lv                 | 7.00PM      |        |
| 8.10AM      | Lv     | LUBBOCK         | Ar                 | 6.40PM      |        |
| 11.30AM     | Ar     | CLOVIS (C.T.)   | Lv                 | 4.00PM      |        |
| 11.00AM     | Lv     | CLOVIS (M.T.)   | Ar                 | 2.30PM      |        |
| 3.20PM      | Ar     | BELEN           | Lv                 | 10.25AM     |        |
| 3.40PM      | Lv     | BELEN           | Ar                 | 10.10AM     |        |
| 5.55PM      | Ar     | GALLUP          | Lv                 | 7.48AM      |        |
| 5.58PM      | Lv     | GALLUP          | Ar                 | 7.45AM      |        |
| 7.50PM      | Ar     | WINSLOW         | Lv                 | 5.50AM      |        |
| 8.10PM      | Lv     | WINSLOW         | Ar                 | 5.40AM      |        |
| 10.25PM     | Ar     | WILLIAMS        | Lv                 | 3.40AM      |        |
| 10.25PM     | Lv     | WILLIAMS        | Ar                 | 3.40AM      |        |
| 11.25PM     | Ar     | ASH FORK        | Lv                 | 2.25AM      |        |
| 11.25PM     | Lv     | ASH FORK        | Ar                 | 2.25AM      |        |
| 12.15AM     | Ar     | SELIGMAN        | Lv                 | 1.43AM      |        |
| 12.18AM     | Lv     | SELIGMAN (M.T.) | Ar                 | 1.40AM      |        |
| 2.20AM      | Ar     | NEEDLES (P.T.)  | Lv                 | 9.25PM      |        |
| 2.30AM      | Lv     | NEEDLES         | Ar                 | 9.15PM      |        |
| 5.55AM      | Ar     | BARSTOW         | Lv                 | 6.25PM      |        |
| 6.30AM      | Lv     | BARSTOW         | Ar                 | 6.05PM      |        |
| 8.40AM      | Ar     | SAN BERNARDINO  | Lv                 | 3.40PM      |        |
| 8.45AM      | Lv     | SAN BERNARDINO  | Ar                 | 3.35PM      |        |
| 9.05AM      | Ar     | RIVERSIDE       | Lv                 | 3.05PM      |        |
| 9.51AM      | Ar     | FULLERTON       | Lv                 | 2.20PM      |        |
| 10.40AM     | Ar     | LOS ANGELES     | Lv                 | 1.40PM      |        |

| Motor Coach | Motor Coach | 15      | STATIONS        | 14 | Motor Coach | Motor Coach |
|-------------|-------------|---------|-----------------|----|-------------|-------------|
| 3.20PM      | 6.20AM      | 8.00PM  | Lv GRAND CANYON | Ar | 7.00AM      | 12.40PM     |
| 5.20PM      | 10.20PM     | 10.20PM | Ar WILLIAMS     | Lv | 4.15AM      | 10.40AM     |
|             |             |         |                 |    |             | 6.30PM      |

| 42-170<br>117-3 | STATIONS         | 4-118<br>121-47 | 25     | STATIONS | 26          |
|-----------------|------------------|-----------------|--------|----------|-------------|
| 6.00PM          | Lv PHOENIX       | Ar              | 8.30AM |          |             |
| 6.40PM          | Ar WICKENBURG    | Lv              | 6.50AM | 3.00AM   | Lv CLOVIS   |
| 7.00PM          | Lv WICKENBURG    | Ar              | 6.40AM | 8.15AM   | Ar CARLSBAD |
| 9.40PM          | Ar PARKER (M.T.) | Lv              | 4.05AM |          |             |
| 8.45PM          | Lv PARKER (P.T.) | Ar              | 3.00AM |          |             |
| 11.00PM         | Ar CADIZ         | Lv              | 1.00AM |          |             |
| 11.30PM         | Lv CADIZ         | Ar              | 1.00AM |          |             |
| 6.30AM          | Ar LOS ANGELES   | Lv              | 6.15PM |          |             |

CHICAGO TO KANSAS CITY..... 450 Miles  
KANSAS CITY TO ALBUQUERQUE..... 886  
ALBUQUERQUE TO LOS ANGELES..... 888

2224

CHICAGO TO KANSAS CITY..... 450 Miles  
KANSAS CITY TO BELEN..... 902  
BELEN TO LOS ANGELES..... 872

2224

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| 3       | 15      | 23      | 11                   | STATIONS         | 12     | 16      | 4       | 24      |
|---------|---------|---------|----------------------|------------------|--------|---------|---------|---------|
| 8.45PM  | 6.00PM  | 1201PM  | 9.30AM               | Lv CHICAGO       | Ar     | 8.00PM  | 9.00AM  | 8.30AM  |
| 11.45PM | 8.10PM  | 2.35PM  | 11.35AM              | Ar CHILLICOTHE   | Lv     | 5.35PM  | 6.25AM  | 5.40AM  |
| 11.50PM | 8.10PM  | 2.35PM  | 11.35AM              | Lv CHILLICOTHE   | Ar     | 5.35PM  | 6.25AM  | 5.35AM  |
| 2.20AM  | 9.50PM  | 4.35PM  | 1.10PM               | Lv FT. MADISON   | Ar     | 4.10PM  | 4.50AM  | 3.40AM  |
| 2.25AM  | 9.55PM  | 4.40PM  | 1.15PM               | Ar SHOPTON       | Lv     | 4.05PM  | 4.45AM  | 3.35AM  |
| 2.30AM  | 10.00PM | 4.45PM  | 1.20PM               | Lv SHOPTON       | Ar     | 4.00PM  | 4.40AM  | 3.30AM  |
| 4.50AM  | 211.45  | 6.45PM  | 3.05PM               | Ar MARCELINE     | Lv     | 2.10PM  | 12.50AM | 1.10AM  |
| 4.55AM  | 211.45  | 6.45PM  | 3.05PM               | Lv MARCELINE     | Ar     | 2.10PM  | 12.50AM | 1.10AM  |
| 7.15AM  | 1.30AM  | 9.00PM  | 4.55PM               | Ar KANSAS CITY   | Lv     | 12.30PM | 1.10AM  | 11.00PM |
| No. 5   |         | No. 27  |                      |                  |        |         | No. 6   | No. 124 |
| 8.50AM  | 1.50AM  | 9.35PM  | 5.15PM               | Lv KANSAS CITY   | Ar     | 1215PM  | 12.50AM | 1015PM  |
|         |         |         |                      |                  |        |         |         | 6.30AM  |
|         |         | 11.20PM | 6.25PM               | Ar TOPEKA        | Lv     | 11.00AM |         | 8.45AM  |
|         |         | 11.50PM | 6.25PM               | Ar TOPEKA        | Ar     | 11.00AM |         | 8.45AM  |
| 10.55AM | 3.45AM  | 1.00AM  | 7.30PM               | Ar EMPORIA       | Lv     | 9.55AM  | 11.00PM | 3.00PM  |
| 10.55AM | 3.45AM  | 1.05AM  | 7.30PM               | Lv EMPORIA       | Ar     | 9.55AM  | 11.00PM | 7.25PM  |
| 1210PM  | 4.50AM  | 2.20AM  | 8.38PM               | Ar NEWTON        | Lv     | 8.50AM  | 9.55PM  | 6.10PM  |
| 12.30PM | 5.00AM  | 2.25AM  | 8.42PM               | Lv NEWTON        | Ar     | 8.45AM  | 9.55PM  | 5.50PM  |
| 1.10PM  | 5.35AM  | 3.20AM  | 9.15PM               | Ar WICHITA       | Lv     | 8.10AM  | 9.15PM  | 5.10PM  |
| 1.20PM  | 5.35AM  | 3.20AM  | 9.15PM               | Lv WICHITA       | Ar     | 8.10AM  | 9.15PM  | 5.00PM  |
| 2.25PM  | 6.40AM  | 5.00AM  | 1015PM               | Ar ARKANSAS CITY | Lv     | 7.17AM  | 8.15PM  | 3.50PM  |
| 2.30PM  | 6.40AM  | 5.05AM  | 1017PM               | Ar ARKANSAS CITY | Ar     | 7.15AM  | 8.15PM  | 3.45PM  |
| 4.28PM  | 8.10AM  | 7.45AM  | 1155PM               | Lv GUTHRIE       | Ar     | 5.35AM  | 6.35PM  | 1.43PM  |
| 5.25PM  | 9.00AM  | 8.50AM  | 1235AM               | Ar OKLAHOMA CITY | Lv     | 5.00AM  | 5.55PM  | 1.00PM  |
|         |         | No.111  |                      |                  | No.112 |         |         |         |
| 5.35PM  | 9.00AM  | 12.50AM | Lv OKLAHOMA CITY     | Ar               | 4.40AM | 5.55PM  | 1245PM  |         |
| 6.35PM  | 9.40AM  | 1.45AM  | Ar PURCELL           | Lv               | 3.30AM | 5.13PM  | 1202PM  |         |
| 6.40PM  | 9.45AM  | 1.50AM  | Lv PURCELL           | Ar               | 3.20AM | 5.10PM  | 1154AM  |         |
| 1020PM  | 1255PM  | 6.50AM  | Ar FT. WORTH         | Lv               | 1020PM | 2.00PM  | 8.00AM  |         |
| Bus     | Bus     | No.111  |                      |                  | No.112 | Bus     | Bus     |         |
| 1110PM  | 1.05PM  | 7.15AM  | Ar FT. WORTH         | Ar               | 9.00PM | 1.45PM  | 7.45AM  |         |
| 1225AM  | 2.05PM  | 8.00AM  | Ar DALLAS            | Lv               | 8.15PM | 1245PM  | 6.45AM  |         |
| No.112  | Bus     |         |                      |                  |        | Bus     | No.111  |         |
| 8.15PM  | 1110AM  |         | Ar DALLAS            | Ar               |        | 3.25PM  | 8.00AM  |         |
| 9.00PM  | 1225PM  |         | Lv FT. WORTH         | Lv               |        | 2.10PM  | 7.15AM  |         |
| No. 77  |         |         |                      |                  |        |         | No. 78  |         |
| 9.20PM  | 1.40AM  | Lv      | Ar FT. WORTH         | Ar               |        |         | 6.25AM  |         |
| 1.40AM  | 6.10AM  | Ar      | Ar BROWNWOOD         | Lv               |        |         | 1.10AM  |         |
|         |         |         | Ar SAN ANGELO        | Lv               |        |         | 8.50PM  |         |
| No. 5   | No. 15  |         |                      |                  |        | No. 16  | No. 6   |         |
| 1046PM  | 1.05PM  | Lv      | Ar FT. WORTH         | Ar               |        | 1.60PM  | 6.45AM  |         |
| 1130PM  | 1.43PM  | Lv      | Ar CLEBURNE          | Lv               |        | 1.16PM  | 5.55AM  |         |
| 1135PM  | 1.45PM  | Lv      | Ar CLEBURNE          | Ar               |        | 1.14PM  | 5.45AM  |         |
| 2.10AM  | 3.27PM  | Ar      | Ar TEMPLE            | Lv               |        | 1132AM  | 3.05AM  |         |
| 2.25AM  | 3.29PM  | Ar      | Ar TEMPLE            | Lv               |        | 1130AM  | 2.50AM  |         |
| 5.43AM  | 5.21PM  | Ar      | Ar BELLVILLE YARD Lv |                  |        | 9.38AM  | 1140PM  |         |
| 5.45AM  | 5.23PM  | Ar      | Ar BELLVILLE YARD Lv |                  |        | 9.36AM  | 1135PM  |         |
| 7.55AM  | 7.00PM  | Lv      | Ar HOUSTON           | Lv               |        | 8.00AM  | 9.25PM  |         |
| 8.20AM  | 7.10PM  | Lv      | Ar HOUSTON           | Lv               |        | 7.50AM  | 9.10PM  |         |
| 9.50AM  | 8.15PM  | Lv      | Ar GALVESTON         | Lv               |        | 6.45AM  | 7.30PM  |         |

June 6, 1954

| STATIONS |         |          |         |         |         |               |                 |                 |                 | STATIONS        |             |             |         |         |         |          |         |         |         |         |
|----------|---------|----------|---------|---------|---------|---------------|-----------------|-----------------|-----------------|-----------------|-------------|-------------|---------|---------|---------|----------|---------|---------|---------|---------|
| 11.55PM  | 10.00PM | 7.00PM   | 6.00PM  | 5.45PM  | 4.00PM  | 12.30PM       | 10.00AM         | 9.00AM          | 8.00PM          | 12.20PM         | 8.00PM      | 7.15AM      | 3.00PM  | 7.30AM  | 9.45AM  | 12.30PM  | 9.00AM  | 5.00AM  | 4.00AM  |         |
| 2.05AM   | 12.35AM | 1.15PM   | 8.10PM  | 7.55PM  | 6.10PM  | 2.45PM        | 12.05PM         | 11.10AM         | 1.10AM          | CHILLICOTHE     | CHILLICOTHE | 1.40AM      | 12.30PM | 4.35AM  | 17.10AM | 1.00PM   | 6.25AM  | 2.05AM  | 1.00AM  |         |
| 2.10AM   | 12.40AM | 1.20PM   | 8.15PM  | 7.55PM  | 6.10PM  | 2.45PM        | 12.05PM         | 11.10AM         | 1.10AM          | CHILLICOTHE     | CHILLICOTHE | 1.40AM      | 12.30PM | 4.35AM  | 17.10AM | 1.00PM   | 6.25AM  | 2.05AM  | 1.00AM  |         |
| 3.55AM   | 2.45AM  | 10.55PM  | 9.50PM  | 9.35PM  | 7.55PM  | 4.35PM        | 1.40PM          | 12.50PM         | 1.40PM          | FT. MADISON     | FT. MADISON | 4.10PM      | 3.05AM  | 10.50AM | 2.35AM  | 5.30AM   | 8.30AM  | 4.50AM  | 12.15AM |         |
| 4.00AM   | 2.50AM  | 11.00PM  | 9.55PM  | 9.40PM  | 8.00PM  | 4.40PM        | 1.45PM          | 12.55PM         | 1.45PM          | SHOPTON         | SHOPTON     | 4.05PM      | 3.00AM  | 10.45AM | 2.30AM  | 5.25AM   | 8.25AM  | 4.45AM  | 12.05AM |         |
| 4.05AM   | 2.55AM  | 11.05PM  | 10.00PM | 9.45PM  | 8.05PM  | 4.45PM        | 1.50PM          | 1.00PM          | 1.00PM          | SHOPTON         | SHOPTON     | 4.00PM      | 2.55AM  | 10.40AM | 2.25AM  | 5.20AM   | 8.20AM  | 4.40AM  | 11.55PM |         |
| 6.00AM   | 5.10AM  | A 12.45  | 11.45A  | 11.23A  | 9.43PM  | 6.45PM        | 3.35PM          | 12.38PM         | Ar              | MARCELINE       | MARCELINE   | 2.10PM      | A1.00AM | 8.50AM  | 12.10AM | 23.25AM  | A6.30AM | 12.50AM | A9.55PM |         |
| 6.00AM   | 5.10AM  | A 12.45  | 11.45A  | 11.23A  | 9.43PM  | 6.45PM        | 3.35PM          | 12.38PM         | Ar              | MARCELINE       | MARCELINE   | 2.10PM      | A1.00AM | 8.50AM  | 12.10AM | 23.25AM  | A6.30AM | 12.50AM | A9.55PM |         |
| 7.55AM   | 7.30AM  | 8.15AM   | 2.35AM  | 1.30AM  | 1.05AM  | 11.30PM       | 9.30PM          | 9.50PM          | 5.25PM          | 4.20PM          | Ar          | KANSAS CITY | 12.30PM | 11.20PM | 7.00AM  | 10.00PM  | 1.45AM  | 4.50AM  | 1.10AM  |         |
| 9.00AM   | 8.15AM  | 2.45AM   | 1.50AM  | 1.15AM  | 11.50PM | 9.30PM        | 9.50PM          | 5.25PM          | 4.20PM          | Ar              | KANSAS CITY | 12.30PM     | 11.20PM | 7.00AM  | 10.00PM | 1.45AM   | 4.50AM  | 1.10AM  | 8.00PM  |         |
| 9.35AM   | 8.35AM  | 2.55AM   | 2.00AM  | 1.25AM  | 12.00PM | 10.00PM       | 10.55PM         | 6.55PM          | 5.45PM          | 4.30PM          | Ar          | TOPEKA      | 12.45AM | 11.00AM | 7.40PM  | 7.40PM   | 4.35AM  | 12.50AM | 7.00PM  |         |
| 9.35AM   | 8.35AM  | 2.55AM   | 2.00AM  | 1.25AM  | 12.00PM | 10.00PM       | 10.55PM         | 6.55PM          | 5.45PM          | 4.30PM          | Ar          | TOPEKA      | 12.45AM | 11.00AM | 7.40PM  | 7.40PM   | 4.35AM  | 12.50AM | 7.00PM  |         |
| A 11.05  | 10.50AM | A 4.35AM | 3.45AM  | A3.05AM | 2.05AM  | 12.15AM       | 11.50PM         | 8.00PM          | 16.20PM         | Ar              | EMPORIA     | 1.35AM      | 9.55AM  | A3.10PM | 9.35AM  | 3.15AM   | 11.40PM | 6.20PM  | A2.40AM | 11.00PM |
| A 11.05  | 10.50AM | A 4.35AM | 3.45AM  | A3.05AM | 2.05AM  | 12.15AM       | 11.50PM         | 8.00PM          | 16.20PM         | Ar              | EMPORIA     | 1.35AM      | 9.55AM  | A3.10PM | 9.35AM  | 3.15AM   | 11.40PM | 6.20PM  | A2.40AM | 11.00PM |
| 12.20PM  | 11.55AM | 5.45AM   | 4.50AM  | 4.10AM  | 3.15AM  | 1.40AM        | 1.05AM          | 9.10PM          | 7.25PM          | Ar              | NEWTON      | 12.30AM     | 8.50AM  | 8.05PM  | 8.30AM  | 2.00AM   | 10.35PM | 5.05PM  | 1.35AM  | 9.55PM  |
| 12.30PM  | 12.05PM | 5.50AM   | 5.00AM  | 4.15AM  | 3.25AM  | 1.40AM        | 1.15AM          | 9.13PM          | 7.30PM          | Ar              | NEWTON      | 12.30AM     | 8.45AM  | 8.00PM  | 8.20AM  | 1.45AM   | 10.30PM | 4.60PM  | 1.30AM  | 9.50PM  |
| A 10.2PM | 16.23AM | 24.48AM  | 2.46AM  | 2.46AM  | 2.46AM  | 18.00PM       | Ar              | HUTCHINSON      | Ar              | HUTCHINSON      | Ar          | 17.21PM     | 7.31AM  | 9.51PM  | Ar      | A1.253AM | Ar      | 2.22PM  | Ar      |         |
| A 10.2PM | 16.23AM | 24.48AM  | 2.46AM  | 2.46AM  | 2.46AM  | 18.00PM       | Ar              | HUTCHINSON      | Ar              | HUTCHINSON      | Ar          | 17.21PM     | 7.31AM  | 9.51PM  | Ar      | A1.253AM | Ar      | 2.22PM  | Ar      |         |
| 2.45PM   | 1.50PM  | 18.00AM  | 6.25AM  | 5.28AM  | 6.35AM  | 5.40AM        | 9.47PM          | 8.50PM          | Ar              | DODGE CITY (CT) | Ar          | 6.45PM      | 3.50AM  | 8.13PM  | Ar      | 11.11PM  | Ar      | 12.10PM | Ar      |         |
| 2.45PM   | 1.50PM  | 18.00AM  | 6.25AM  | 5.28AM  | 6.35AM  | 5.40AM        | 9.47PM          | 8.50PM          | Ar              | DODGE CITY (CT) | Ar          | 6.45PM      | 3.50AM  | 8.13PM  | Ar      | 11.11PM  | Ar      | 12.10PM | Ar      |         |
| 4.00PM   | 9.46AM  | 8.11AM   | 9.35AM  | 9.55AM  | 11.40PM | Ar            | LA JUNTA        | Ar              | LA JUNTA        | Ar              | 1.55PM      | 11.25PM     | 4.25PM  | Ar      | 7.30PM  | Ar       | 7.15AM  | Ar      |         |         |
| 4.00PM   | 9.46AM  | 8.11AM   | 9.35AM  | 9.55AM  | 11.40PM | Ar            | LA JUNTA        | Ar              | LA JUNTA        | Ar              | 1.55PM      | 11.25PM     | 4.25PM  | Ar      | 7.30PM  | Ar       | 7.15AM  | Ar      |         |         |
| 7.26PM   | 12.05   | 10.32AM  | 12.25PM | 2.04AM  | Ar      | RATON         | Ar              | RATON           | Ar              | RATON           | Ar          | 11.31AM     | 8.30PM  | 2.04PM  | Ar      | 15.04PM  | Ar      | 3.35AM  | Ar      |         |
| 7.29PM   | 12.08   | 10.35AM  | 12.30PM | 2.07AM  | Ar      | RATON         | Ar              | RATON           | Ar              | RATON           | Ar          | 11.28AM     | 8.25PM  | 2.01PM  | Ar      | 15.01PM  | Ar      | 3.30AM  | Ar      |         |
| 9.29PM   | 12.10PM | 12.37PM  | 3.00PM  | 4.00AM  | Ar      | LAS VEGAS     | Ar              | LAS VEGAS       | Ar              | LAS VEGAS       | Ar          | 9.35AM      | 6.25PM  | 12.08PM | Ar      | 13.08PM  | Ar      | 12.55AM | Ar      |         |
| 9.32PM   | 12.13PM | 12.40PM  | 3.05PM  | 4.03AM  | Ar      | LAS VEGAS     | Ar              | LAS VEGAS       | Ar              | LAS VEGAS       | Ar          | 9.32AM      | 6.20PM  | 12.05PM | Ar      | 13.05PM  | Ar      | 12.45AM | Ar      |         |
| 11.30PM  | 3.54PM  | 12.28PM  | 5.14PM  | 5.43AM  | Ar      | LAMY          | Ar              | LAMY            | Ar              | LAMY            | Ar          | 9.30AM      | 4.45PM  | 10.30AM | Ar      | 1.30PM   | Ar      | 10.40PM | Ar      |         |
| 11.30PM  | 3.54PM  | 12.28PM  | 5.14PM  | 5.43AM  | Ar      | LAMY          | Ar              | LAMY            | Ar              | LAMY            | Ar          | 9.30AM      | 4.45PM  | 10.30AM | Ar      | 1.30PM   | Ar      | 10.40PM | Ar      |         |
| 12.40AM  | 5.15PM  | 3.45PM   | 7.00PM  | 7.10AM  | Ar      | ALBUQUERQUE   | Ar              | ALBUQUERQUE     | Ar              | ALBUQUERQUE     | Ar          | 6.55AM      | 3.35PM  | 9.25AM  | Ar      | 12.25PM  | Ar      | 9.10PM  | Ar      |         |
| 12.55AM  | 5.30PM  | 3.55PM   | 7.15PM  | 7.15PM  | Ar      | ALBUQUERQUE   | Ar              | ALBUQUERQUE     | Ar              | ALBUQUERQUE     | Ar          | 6.55AM      | 3.35PM  | 9.25AM  | Ar      | 12.25PM  | Ar      | 9.10PM  | Ar      |         |
| 1.00PM   | 2.00PM  | 5.35AM   | 4.00AM  | 1.50AM  | 9.50PM  | Ar            | WICHITA (C. T.) | Ar              | WICHITA (C. T.) | Ar              | 11.45PM     | 8.10AM      | 12.55AM | Ar      | 4.15PM  | Ar       | 9.15PM  | Ar      |         |         |
| 1.00PM   | 2.00PM  | 5.35AM   | 4.00AM  | 1.50AM  | 9.50PM  | Ar            | WICHITA (C. T.) | Ar              | WICHITA (C. T.) | Ar              | 11.45PM     | 8.10AM      | 12.55AM | Ar      | 4.15PM  | Ar       | 9.15PM  | Ar      |         |         |
| 3.00PM   | 3.05PM  | 4.45AM   | 2.50AM  | 2.50AM  | Ar      | WELLINGTON    | Ar              | WELLINGTON      | Ar              | WELLINGTON      | Ar          | 12.05AM     | 11.55PM | 2.40PM  | Ar      | 2.40PM   | Ar      | 2.40PM  | Ar      |         |
| 3.00PM   | 3.05PM  | 4.45AM   | 2.50AM  | 2.50AM  | Ar      | WELLINGTON    | Ar              | WELLINGTON      | Ar              | WELLINGTON      | Ar          | 12.05AM     | 11.55PM | 2.40PM  | Ar      | 2.40PM   | Ar      | 2.40PM  | Ar      |         |
| 5.35PM   | 5.40PM  | 6.25AM   | 5.00AM  | 5.00AM  | Ar      | WAYNOKA       | Ar              | WAYNOKA         | Ar              | WAYNOKA         | Ar          | 9.40PM      | 9.35PM  | 11.55AM | Ar      | 11.55AM  | Ar      | 11.55AM | Ar      |         |
| 5.35PM   | 5.40PM  | 6.25AM   | 5.00AM  | 5.00AM  | Ar      | WAYNOKA       | Ar              | WAYNOKA         | Ar              | WAYNOKA         | Ar          | 9.40PM      | 9.35PM  | 11.55AM | Ar      | 11.55AM  | Ar      | 11.55AM | Ar      |         |
| 8.20PM   | 8.20PM  | 18.10AM  | 7.05AM  | 7.05AM  | Ar      | CANADIAN      | Ar              | CANADIAN        | Ar              | CANADIAN        | Ar          | 17.17PM     | 7.45PM  | 9.00AM  | Ar      | 9.00AM   | Ar      | 9.00AM  | Ar      |         |
| 8.20PM   | 8.20PM  | 18.10AM  | 7.05AM  | 7.05AM  | Ar      | CANADIAN      | Ar              | CANADIAN        | Ar              | CANADIAN        | Ar          | 17.17PM     | 7.45PM  | 9.00AM  | Ar      | 9.00AM   | Ar      | 9.00AM  | Ar      |         |
| 10.20PM  | 10.40PM | 9.45AM   | 9.00AM  | 9.00AM  | Ar      | AMARILLO      | Ar              | AMARILLO        | Ar              | AMARILLO        | Ar          | 6.05PM      | 6.55PM  | 6.45AM  | Ar      | 6.45AM   | Ar      | 6.45AM  | Ar      |         |
| 10.20PM  | 10.40PM | 9.45AM   | 9.00AM  | 9.00AM  | Ar      | AMARILLO      | Ar              | AMARILLO        | Ar              | AMARILLO        | Ar          | 6.05PM      | 6.55PM  | 6.45AM  | Ar      | 6.45AM   | Ar      | 6.45AM  | Ar      |         |
| 1.00AM   | 12.20AM | 11.30AM  | 10.50AM | 10.25AM | Ar      | CLOVIS (C.T.) | Ar              | CLOVIS (C.T.)   | Ar              | CLOVIS (C.T.)   | Ar          | 4.05PM      | 2.20PM  | 3.45PM  | Ar      | 3.45PM   | Ar      | 3.45PM  | Ar      |         |
| 1.00AM   | 12.20AM | 11.30AM  | 10.50AM | 10.25AM | Ar      | CLOVIS (C.T.) | Ar              | CLOVIS (C.T.)   | Ar              | CLOVIS (C.T.)   | Ar          | 4.05PM      | 2.20PM  | 3.45PM  | Ar      | 3.45PM   | Ar      | 3.45PM  | Ar      |         |
| 3.15AM   | 3.20AM  | 12.50    | 12.50   | 12.50   | Ar      | VAUGHN        | Ar              | VAUGHN          | Ar              | VAUGHN          | Ar          | 12.45       | 12.45   | 11.10PM | Ar      | 11.10PM  | Ar      | 11.10PM | Ar      |         |
| 3.15AM   | 3.20AM  | 12.50    | 12.50   | 12.50   | Ar      | VAUGHN        | Ar              | VAUGHN          | Ar              | VAUGHN          | Ar          | 12.45       | 12.45   | 11.10PM | Ar      | 11.10PM  | Ar      | 11.10PM | Ar      |         |
| 6.00AM   | 6.00AM  | 2.50PM   | 3.05PM  | 3.05PM  | Ar      | BELEN         | Ar              | BELEN           | Ar              | BELEN           | Ar          | 11.00AM     | 10.50AM | 10.15AM | Ar      | 10.15AM  | Ar      | 10.15AM | Ar      |         |
| 6.00AM   | 6.00AM  | 2.50PM   | 3.05PM  | 3.05PM  | Ar      | BELEN         | Ar              | BELEN           | Ar              | BELEN           | Ar          | 11.00AM     | 10.50AM | 10.15AM | Ar      | 10.15AM  | Ar      | 10.15AM | Ar      |         |
| 3.25AM   | 3.30AM  | 17.43PM  | 6.13PM  | 5.10PM  | 9.35PM  | 5.45PM        | 9.28AM          | Ar              | GALLUP (M.T.)   | Ar              | 8.38AM      | 4.17AM      | 12.38PM | 7.38AM  | 6.47AM  | Ar       | 13.52AM | Ar      | 6.10PM  |         |
| 3.30AM   | 3.35AM  | 17.45PM  | 6.15PM  | 5.12PM  | 9.38PM  | 5.48PM        | 9.30AM          | Ar              | GALLUP          | Ar              | 8.35AM      | 4.15AM      | 12.35PM | 7.35AM  | 6.45AM  | Ar       | 13.50AM | Ar      | 6.05PM  |         |
| 5.20AM   | 5.25AM  | 19.27PM  | 8.02PM  | 7.00PM  | 11.25PM | 7.45PM        | 11.17AM         | Ar              | WINSLOW         | Ar              | 6.50AM      | 2.30AM      | 10.35AM | 5.40AM  | 5.00AM  | Ar       | 13.05AM | Ar      | 4.00PM  |         |
| 5.20AM   | 5.25AM  | 19.27PM  | 8.02PM  | 7.00PM  | 11.25PM | 7.45PM        | 11.17AM         | Ar              | WINSLOW         | Ar              | 6.50AM      | 2.30AM      | 10.35AM | 5.40AM  | 5.00AM  | Ar       | 13.05AM | Ar      | 4.00PM  |         |
| 16.43AM  | A 10.38 | A 9.11PM | A8.10PM | A 12.43 | 19.29PM | 11.22PM       | Ar              | FLAGSTAFF       | Ar              | FLAGSTAFF       | Ar          | A5.53AM     | A1.30AM | 19.20AM | 14.25AM | 4.00AM   | Ar      | A7.06AM | Ar      | 2.46PM  |
| 16.43AM  | A 10.38 | A 9.11PM | A8.10PM | A 12.43 | 19.29PM | 11.22PM       | Ar              | FLAGSTAFF       | Ar              | FLAGSTAFF       | Ar          | A5.53AM     | A1.30AM | 19.20AM | 14.25AM | 4.00AM   | Ar      | A7.06AM | Ar      | 2.46PM  |
| A7.25AM  | A 11.18 | 19.52PM  | 18.50PM | 1.30AM  | 10.30PM | 11.07PM       | Ar              | WILLIAMS        | Ar              | WILLIAMS        | Ar          | A5.13AM     | 11.25AM | 8.35AM  | 3.20AM  | 13.20AM  | Ar      | A6.26AM | Ar      | 1.55PM  |
| A7.25AM  | A 11.18 | 19.52PM  | 18.50PM | 1.30AM  | 10.30PM | 11.07PM       | Ar              | WILLIAMS        | Ar              | WILLIAMS        | Ar          | A5.13AM     | 11.25AM | 8.35AM  | 3.20AM  | 13.20AM  | Ar      | A6.26AM | Ar      | 1.55PM  |
| 8.25AM   | A 12.02 | 11.03PM  | 9.45PM  | 2.20AM  | 11.20PM | A1.52PM       | Ar              | ASH FORK        | Ar              | ASH FORK        | Ar          | A4.28AM     | 12.05AM | 7.30AM  | 2.15AM  | 2.35AM   | Ar      | A5.42AM | Ar      | 12.50PM |
| 8.25AM   | A 12.02 | 11.03PM  | 9.45PM  | 2.20AM  | 11.20PM | A1.52PM       | Ar              | ASH FORK        | Ar              | ASH FORK        | Ar          | A4.28AM     | 12.05AM | 7.30AM  | 2.15AM  | 2.35AM   | Ar      | A5.42AM | Ar      | 12.50PM |
| 9.05AM   | 12.41   | 11.15PM  | 11.45PM | 4.25AM  | 2.10AM  | 2.32PM        | Ar              | SELIGMAN        | Ar              | SELIGMAN        | Ar          | 3.57AM      | 11.34PM | 6.48AM  | 1.33AM  | 1.59AM   | Ar      | 15.11AM | Ar      | 12.05PM |
| 9.08AM   | 12.43   | 11.17PM  | 10.27PM | 3.05AM  | 12.05AM | 2.32PM        | Ar              | SELIGMAN (M.T.) | Ar              | SELIGMAN (M.T.) | Ar          | 3.55AM      | 11.32PM | 6.45AM  | 1.30AM  | 1.57AM   | Ar      | 15.09AM | Ar      | 12.01PM |
| 10.50AM  | 11.56AM | 12.36AM  | 11.45PM | 4.35AM  | 2.20AM  | 3.50PM        | Ar              | NEEDLES (P.T.)  | Ar              | NEEDLES (P.T.)  | Ar          | 12.05AM     | 7.40PM  | 2.40AM  | 9.15PM  | 10.10PM  | Ar      | 11.17AM | Ar      | 7.20AM  |
| 11.00AM  | 12.06AM | 12.46AM  | 11.55PM | 4.35AM  | 2.20AM  | 4.00PM        | Ar              | NEEDLES         | Ar              | NEEDLES         | Ar          | 11.55PM     | 7.30PM  | 2.30AM  | 9.05PM  | 10.00PM  | Ar      | 11.07AM | Ar      | 7.10AM  |
| 2.05PM   | 4.47AM  | 4.57AM   | 3.27AM  | 2.45AM  | 7.30AM  | 5.35AM        | 6.40PM          | Ar              | BARSTOW         | Ar              | 9.25PM      | 5.85PM      | 11.40PM | 6.15PM  | 7.32PM  | Ar       | 10.35PM | Ar      | 3.55AM  |         |
| 2.05PM   | 4.47AM  | 4.57AM   | 3.27AM  | 2.45AM  | 7.30AM  | 5.35AM        | 6.40PM          | Ar              | BARSTOW         | Ar              | 9.25PM      | 5.85PM      | 11.40PM | 6.15PM  | 7.32PM  | Ar       | 10.35PM | Ar      | 3.55AM  |         |
| 4.20PM   | 6.47AM  | 6.50AM   | 5.30AM  | 9.35AM  | 8.00AM  | 8.41PM        | Ar              | SAN BERNARDINO  | Ar              | SAN BERNARDINO  | Ar          | 8.44PM      | 3.07PM  | 9.15PM  | 3.48PM  | 5.37PM   | Ar      | 8.37PM  | Ar      | 1.30AM  |
| 4.20PM   | 6.47AM  | 6.50AM   | 5.30AM  | 9.35AM  | 8.00AM  | 8.44PM        | Ar              | SAN BERNARDINO  | Ar              | SAN BERN        |             |             |         |         |         |          |         |         |         |         |

| 66-75      |         |                 | STATIONS           |         |            | 76-85    |    |                 |
|------------|---------|-----------------|--------------------|---------|------------|----------|----|-----------------|
| No. Pac. 3 | 6:35AM  | Lv              | NEW ORLEANS (C.T.) | Ar      | No. Pac. 4 | 7:15PM   | Lv | HOUSTON         |
| No. 66     | 6:45PM  | Lv              | HOUSTON            | Ar      | No. 65     | 8:15AM   | Lv | HOUSTON         |
| 8:22PM     | Lv      | BELLVILLE YARD  | Lv                 | 6:27AM  | Lv         | 6:22AM   | Lv | BELLVILLE YARD  |
| 8:27PM     | Lv      | BELLVILLE YARD  | Ar                 | 6:22AM  | Ar         | 6:22AM   | Ar | BELLVILLE YARD  |
| 10:40PM    | Lv      | TEMPLE          | Lv                 | 4:00AM  | Lv         | 3:45AM   | Lv | TEMPLE          |
| 10:50PM    | Lv      | TEMPLE          | Ar                 | 3:45AM  | Ar         | 3:45AM   | Ar | TEMPLE          |
| 1:35AM     | Lv      | BROWNWOOD       | Lv                 | 12:45AM | Lv         | 12:45AM  | Lv | BROWNWOOD       |
| No. 112    | 8:15PM  | Lv              | DALLAS             | Ar      | No. 111    | 7:45AM   | Lv | DALLAS          |
| 9:00PM     | Lv      | FT. WORTH       | Lv                 | 7:00AM  | Lv         | 7:00AM   | Lv | FT. WORTH       |
| No. 77     | 9:20PM  | Lv              | FT. WORTH          | Ar      | No. 78     | 5:45AM   | Lv | BROWNWOOD       |
| 1:25AM     | Lv      | BROWNWOOD       | Lv                 | 1:00AM  | Lv         | 1:00AM   | Lv | BROWNWOOD       |
| No. 75     | 2:00AM  | Lv              | BROWNWOOD          | Ar      | No. 76     | 12:25AM  | Lv | BROWNWOOD       |
| 4:25AM     | Lv      | SWEETWATER      | Lv                 | 9:50PM  | Lv         | 9:50PM   | Lv | SWEETWATER      |
| 4:45AM     | Lv      | SWEETWATER      | Ar                 | 9:40PM  | Ar         | 9:40PM   | Ar | SWEETWATER      |
| 6:50AM     | Lv      | SLATON          | Lv                 | 7:40PM  | Lv         | 7:40PM   | Lv | SLATON          |
| 6:55AM     | Lv      | SLATON          | Ar                 | 7:35PM  | Ar         | 7:35PM   | Ar | SLATON          |
| 7:15AM     | Lv      | LUBBOCK         | Lv                 | 7:15PM  | Lv         | 7:15PM   | Lv | LUBBOCK         |
| 7:30AM     | Lv      | LUBBOCK         | Ar                 | 7:00PM  | Ar         | 7:00PM   | Ar | LUBBOCK         |
| 10:30AM    | Lv      | CLOVIS (C.T.)   | Lv                 | 4:25PM  | Lv         | 4:25PM   | Lv | CLOVIS (C.T.)   |
| No. 1      | 10:50AM | Lv              | CLOVIS (M.T.)      | Ar      | No. 24     | 2:20PM   | Lv | CLOVIS (M.T.)   |
| 2:50PM     | Lv      | BELEN           | Lv                 | 10:15AM | Lv         | 11:00AM  | Lv | BELEN           |
| 3:00PM     | Lv      | BELEN           | Ar                 | 10:10AM | Ar         | 10:50AM  | Ar | BELEN           |
| 5:10PM     | Lv      | GALLUP          | Lv                 | 7:38AM  | Lv         | 8:38AM   | Lv | GALLUP          |
| 5:12PM     | Lv      | GALLUP          | Ar                 | 7:35AM  | Ar         | 8:35AM   | Ar | GALLUP          |
| 7:00PM     | Lv      | WINSLOW         | Lv                 | 5:40AM  | Lv         | 6:50AM   | Lv | WINSLOW         |
| 7:05PM     | Lv      | WINSLOW         | Ar                 | 5:35AM  | Ar         | 6:45AM   | Ar | WINSLOW         |
| 1:8:50PM   | Lv      | WILLIAMS        | Lv                 | 3:20AM  | Lv         | A 5:13AM | Lv | WILLIAMS        |
| 1:8:50PM   | Lv      | WILLIAMS        | Ar                 | 3:20AM  | Ar         | A 5:13AM | Ar | WILLIAMS        |
| 9:45PM     | Lv      | ASH FORD        | Lv                 | 2:15AM  | Lv         | A 4:28AM | Lv | ASH FORD        |
| 9:45PM     | Lv      | ASH FORD        | Ar                 | 2:15AM  | Ar         | A 4:28AM | Ar | ASH FORD        |
| 10:25PM    | Lv      | SELIGMAN        | Lv                 | 1:33AM  | Lv         | 3:57AM   | Lv | SELIGMAN        |
| 10:27PM    | Lv      | SELIGMAN (M.T.) | Ar                 | 1:30AM  | Ar         | 3:55AM   | Ar | SELIGMAN (M.T.) |
| 11:45PM    | Lv      | NEEDLES (C.T.)  | Lv                 | 9:15PM  | Lv         | 12:05AM  | Lv | NEEDLES (C.T.)  |
| 11:55PM    | Lv      | NEEDLES         | Ar                 | 9:05PM  | Ar         | 11:55PM  | Ar | NEEDLES         |
| 2:45AM     | Lv      | BARSTOW         | Lv                 | 6:15PM  | Lv         | 9:25PM   | Lv | BARSTOW         |
| 5:35AM     | Lv      | BARSTOW         | Ar                 | 6:05PM  | Ar         | 9:15PM   | Ar | BARSTOW         |
| 8:00AM     | Lv      | SAN BERNARDINO  | Lv                 | 3:48PM  | Lv         | 3:48PM   | Lv | SAN BERNARDINO  |
| 8:05AM     | Lv      | SAN BERNARDINO  | Ar                 | 3:43PM  | Ar         | 3:43PM   | Ar | SAN BERNARDINO  |
| 8:25AM     | Lv      | RIVERSIDE       | Lv                 | 3:20PM  | Lv         | 3:20PM   | Lv | RIVERSIDE       |
| 1:9:13AM   | Lv      | FULLERTON       | Lv                 | 2:25PM  | Lv         | 2:25PM   | Lv | FULLERTON       |
| 10:00AM    | Lv      | LOS ANGELES     | Lv                 | 1:40PM  | Lv         | 1:40PM   | Lv | LOS ANGELES     |
| 3:00AM     | Lv      | BARSTOW         | Ar                 | 9:10PM  | Ar         | 9:10PM   | Ar | BARSTOW         |
| 6:40AM     | Lv      | BAKERSFIELD     | Lv                 | 5:30PM  | Lv         | 5:30PM   | Lv | BAKERSFIELD     |
| 6:45AM     | Lv      | BAKERSFIELD     | Ar                 | 5:25PM  | Ar         | 5:25PM   | Ar | BAKERSFIELD     |
| 8:40AM     | Lv      | FRESNO          | Lv                 | 3:30PM  | Lv         | 3:30PM   | Lv | FRESNO          |
| 8:45AM     | Lv      | FRESNO          | Ar                 | 3:25PM  | Ar         | 3:25PM   | Ar | FRESNO          |
| 9:43AM     | Lv      | MERCED          | Lv                 | 2:26PM  | Lv         | 2:26PM   | Lv | MERCED          |
| 9:43AM     | Lv      | MERCED          | Ar                 | 2:26PM  | Ar         | 2:26PM   | Ar | MERCED          |
| 10:50AM    | Lv      | STOCKTON        | Lv                 | 1:23PM  | Lv         | 1:23PM   | Lv | STOCKTON        |
| 10:50AM    | Lv      | STOCKTON        | Ar                 | 1:23PM  | Ar         | 1:23PM   | Ar | STOCKTON        |
| 12:29PM    | Lv      | RICHMOND        | Lv                 | 11:56AM | Lv         | 11:56AM  | Lv | RICHMOND        |
| 12:50PM    | Lv      | BERKELEY        | Lv                 | 11:35AM | Lv         | 11:35AM  | Lv | BERKELEY        |
| 1:05PM     | Lv      | OAKLAND         | Lv                 | 11:25AM | Lv         | 11:25AM  | Lv | OAKLAND         |
| 1:10PM     | Lv      | OAKLAND         | Ar                 | 11:20AM | Ar         | 11:20AM  | Ar | OAKLAND         |
| 1:30PM     | Lv      | SAN FRANCISCO   | Lv                 | 11:00AM | Lv         | 11:00AM  | Lv | SAN FRANCISCO   |

| 25        | STATIONS | 26         |
|-----------|----------|------------|
| 2:45AM Lv | CLOVIS   | Ar 11:35PM |
| 7:45AM Ar | CARLSBAD | Lv 7:00PM  |

| 47         | STATIONS | 42         |
|------------|----------|------------|
| 12:15AM Lv | ASH FORD | Ar 11:30PM |
| 1:45AM Ar  | PRESCOTT | Lv 10:00PM |
| 6:15AM Ar  | PHOENIX  | Lv 5:30PM  |

| Motor Coach | Motor Coach | 16      | STATIONS        | 14        | Motor Coach | Motor Coach |
|-------------|-------------|---------|-----------------|-----------|-------------|-------------|
| 6:40PM      | 11:00AM     | 8:00PM  | Lv GRAND CANYON | Ar 7:00AM | 10:40AM     | 3:15PM      |
| 8:40PM      | 12:55PM     | 10:20PM | Lv WILLIAMS     | Ar 4:15AM | 8:40AM      | 1:15PM      |

1 Conditional stop only. A Not a regular stop, passing time only.

| 9       | 15      | 11            | STATIONS          | 12         | 16      | 10      |
|---------|---------|---------------|-------------------|------------|---------|---------|
| 1000PM  | 6:00PM  | 1000AM        | Lv CHICAGO        | Ar 8:00PM  | 9:00AM  | 7:30AM  |
| 1235AM  | 8:10PM  | 1205AM        | Lv CHILLICOTHE    | Ar 5:35PM  | 6:25AM  | 4:35AM  |
| 1240AM  | 8:10PM  | 1205AM        | Lv CHILLICOTHE    | Ar 5:35PM  | 6:25AM  | 4:35AM  |
| 2:45AM  | 9:50PM  | 1:40PM        | Lv FT. MADISON    | Ar 4:10PM  | 4:50AM  | 2:35AM  |
| 2:50AM  | 9:55PM  | 1:45PM        | Lv SHOFTON        | Ar 4:05PM  | 4:45AM  | 2:30AM  |
| 2:55AM  | 1000PM  | 1:50PM        | Lv SHOFTON        | Ar 4:00PM  | 4:40AM  | 2:25AM  |
| 5:10AM  | 11:45PM | 3:35PM        | Lv MARCELINE      | Ar 2:10PM  | 2:50AM  | 12:10AM |
| 5:10AM  | 11:45PM | 3:35PM        | Lv MARCELINE      | Ar 2:10PM  | 2:50AM  | 12:10AM |
| 7:30AM  | 1:30AM  | 5:25PM        | Lv KANSAS CITY    | Ar 12:30PM | 1:10AM  | 10:00PM |
| No. 5   | 8:50AM  | 1:50AM        | Lv KANSAS CITY    | Ar 12:15PM | 12:50AM | 9:00PM  |
| 8:50AM  | 1:50AM  | 5:45PM        | Lv TOPEKA         | Ar 11:00AM | 11:40PM | 7:40PM  |
| 8:55AM  | 1:55PM  | 5:50PM        | Lv TOPEKA         | Ar 11:00AM | 11:40PM | 7:40PM  |
| 10:55AM | 3:45AM  | 8:00PM        | Lv EMPORIA        | Ar 9:55AM  | 11:00PM | 6:20PM  |
| 10:55AM | 3:45AM  | 8:00PM        | Lv EMPORIA        | Ar 9:55AM  | 11:00PM | 6:20PM  |
| 12:10PM | 4:50AM  | 9:10PM        | Lv NEWTON         | Ar 8:50AM  | 9:55PM  | 5:05PM  |
| 12:30PM | 5:00AM  | 9:13PM        | Lv NEWTON         | Ar 8:45AM  | 9:50PM  | 4:20PM  |
| 1:10PM  | 5:35AM  | 9:50PM        | Lv WICHITA        | Ar 8:10AM  | 9:15PM  | 3:40PM  |
| 1:20PM  | 5:35AM  | 9:50PM        | Lv WICHITA        | Ar 8:10AM  | 9:15PM  | 3:40PM  |
| 2:30PM  | 6:40AM  | 10:47PM       | Lv ARKANSAS CITY  | Ar 7:15AM  | 8:12PM  | 2:20PM  |
| 2:35PM  | 6:40AM  | 10:47PM       | Lv ARKANSAS CITY  | Ar 7:15AM  | 8:12PM  | 2:20PM  |
| 4:33PM  | 8:10AM  | 12:20AM       | Lv GUTHRIE        | Ar 5:40AM  | 6:35PM  | 12:15PM |
| 5:15PM  | 8:55AM  | 1:00AM        | Lv OKLAHOMA CITY  | Ar 5:00AM  | 6:00PM  | 11:35AM |
| 5:35PM  | 8:55AM  | 1:15AM        | Lv OKLAHOMA CITY  | Ar 4:30AM  | 5:55PM  | 11:20AM |
| 6:35PM  | 9:40AM  | 2:05AM        | Lv PURCELL        | Ar 3:20AM  | 5:13PM  | 10:55AM |
| 6:40PM  | 9:45AM  | 2:10AM        | Lv PURCELL        | Ar 3:10AM  | 5:10PM  | 10:50AM |
| 10:20PM | 12:55PM | 6:30AM        | Lv FT. WORTH      | Ar 10:20PM | 2:05PM  | 6:45AM  |
| Bus     | Bus     | No. 111       | Lv FT. WORTH      | Ar 9:00PM  | 1:45PM  | 5:10AM  |
| 11:10PM | 1:05PM  | 4:55AM        | Lv FT. WORTH      | Ar 8:15PM  | 12:45PM | 5:10AM  |
| 12:25AM | 2:05PM  | 4:55AM        | Lv DALLAS         | Ar 8:15PM  | 12:45PM | 5:10AM  |
| No. 112 | Bus     | No. 111       | Lv FT. WORTH      | Ar 8:15PM  | 12:45PM | 5:10AM  |
| 8:15PM  | 11:10AM | 4:55AM        | Lv DALLAS         | Ar 8:15PM  | 12:45PM | 5:10AM  |
| 9:00PM  | 12:25PM | 6:45AM        | Lv FT. WORTH      | Ar 8:15PM  | 12:45PM | 5:10AM  |
| No. 77  | 9:20PM  | Ar            | Lv FT. WORTH      | Ar 8:15PM  | 12:45PM | 5:10AM  |
| 1:25AM  | Ar      | Lv BROWNWOOD  | Ar 8:15PM         | 12:45PM    | 5:10AM  | 5:45AM  |
| 6:10AM  | Ar      | Lv SAN ANGELO | Ar 8:15PM         | 12:45PM    | 5:10AM  | 8:50PM  |
| No. 5   | No. 16  | Lv            | Lv FT. WORTH      | Ar 8:15PM  | 12:45PM | 5:10AM  |
| 10:45PM | 1:05PM  | Lv            | Lv CLEBURNE       | Ar 8:15PM  | 12:45PM | 5:10AM  |
| 11:50PM | 1:43PM  | Lv            | Lv CLEBURNE       | Ar 8:15PM  | 12:45PM | 5:10AM  |
| 11:55PM | 1:45PM  | Lv            | Lv TEMPLE         | Ar 8:15PM  | 12:45PM | 5:10AM  |
| 2:10AM  | 3:27PM  | Lv            | Lv TEMPLE         | Ar 8:15PM  | 12:45PM | 5:10AM  |
| 2:25AM  | 3:29PM  | Lv            | Lv BELLVILLE YARD | Ar 8:15PM  | 12:45PM | 5:10AM  |
| 5:41AM  | 5:21PM  | Lv            | Lv BELLVILLE YARD | Ar 8:15PM  | 12:45PM | 5:10AM  |
| 5:43AM  | 5:23PM  | Lv            | Lv HOUSTON        | Ar 8:15PM  | 12:45PM | 5:10AM  |
| 8:00AM  | 7:00PM  | Lv            | Lv HOUSTON        | Ar 8:15PM  | 12:45PM | 5:10AM  |
| 8:25AM  | 7:10PM  | Lv            | Lv GALVESTON      | Ar 8:15PM  | 12:45PM | 5:10AM  |
| 9:50AM  | 8:15PM  | Lv            | Lv GALVESTON      | Ar 8:15PM  | 12:45PM | 5:10AM  |

| 47     | 211     | STATIONS       | 212        | 48     |
|--------|---------|----------------|------------|--------|
| 2:00AM | 5:40PM  | Lv KANSAS CITY | Ar 11:50AM | 9:15PM |
| 3:35AM | 10:40PM | Lv TULSA       | Ar 11:50AM | 9:15PM |

| 1-102   | 13-130 | STATIONS          | 101-2      | 141-14  |
|---------|--------|-------------------|------------|---------|
| 1000AM  | 5:00PM | Lv LA JUNTA       | Ar 10:45PM | 4:00AM  |
| 11:25AM | 6:10PM | Lv PUEBLO         | Ar 9:25PM  | 1:40AM  |
| 11:35AM | 6:20PM | Lv PUEBLO         | Ar 9:20PM  | 1:35AM  |
| 12:35PM | 7:27PM | Lv COLORADO SPGS. | Ar 8:30PM  | 12:45AM |
| 12:35PM | 7:27PM | Lv COLORADO SPGS. | Ar 8:30PM  | 12:45AM |
| 2:20PM  | 9:15PM | Lv DENVER         | Ar 6:45PM  | 11:00PM |

| Motor Coach | Motor Coach | Motor Coach | 13      | STATIONS       | 14         | Motor Coach | Motor Coach | Motor Coach |
|-------------|-------------|-------------|---------|----------------|------------|-------------|-------------|-------------|
| 7:40PM      | 1:40PM      | 9:00AM      | 5:30PM  | Lv ALBUQUERQUE | Ar 1:00PM  | 7:00AM      | 11:55AM     | 4:10PM      |
| 8:40PM      | 2:40PM      | 10:00AM     | 6:10PM  | Lv BELEN       | Ar 12:15PM | 6:05AM      | 11:00AM     | 3:15PM      |
|             |             |             | 11:10PM | Lv EL PASO     | Ar 7:15AM  |             |             |             |

| Miles | Chicago to Kansas City     | 450  | Miles | Chicago to Kansas City | 450  |
|-------|----------------------------|------|-------|------------------------|------|
|       | Kansas City to Albuquerque | 886  |       | Kansas City to Belen   | 902  |
|       | Albuquerque to Los Angeles | 888  |       | Belen to Los Angeles   | 872  |
|       |                            | 2224 |       |                        | 2224 |

Issued June 8, 1954

Oct. 26, 1958

Time from 12.01 midnight to 12.00 noon shown in light face type, time from 12.01 noon to 12.00 midnight shown in heavy face type.

|  |  | 7      |       | 5  |    | 3  |    | 17 |    | 15 |    | 1  |    | 123 |    | 11 |    | 19 |    | STATIONS |                  | 8  |        | 12    |       | 2     |       | 20     |      | 124 |    | 18 |    | 6  |    | 16 |    | 4  |  |  |  |  |
|--|--|--------|-------|----|----|----|----|----|----|----|----|----|----|-----|----|----|----|----|----|----------|------------------|----|--------|-------|-------|-------|-------|--------|------|-----|----|----|----|----|----|----|----|----|--|--|--|--|
|  |  | PM     | AM    | PM | AM | PM | AM | PM | AM | PM | AM | PM | AM | PM  | AM | PM | AM | PM | AM |          | PM               | AM | PM     | AM    | PM    | AM    | PM    | AM     | PM   | AM  | PM | AM | PM | AM | PM | AM | PM | AM |  |  |  |  |
|  |  | 11.55  | 10.30 |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Lv       | CHICAGO (C.T.)   | Ar | 4.00   | 8.00  | 2.00  |       | 7.15  | 5.30   | 1.30 |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  | 2.05   | 12.40 |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Lv       | CHILLICOTHE      | Ar | 1.20   | 5.35  | 11.35 | 4.35  | 2.00  | 11.00  |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  | 2.10   | 12.45 |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Lv       | CHILLICOTHE      | Ar | 1.20   | 5.35  | 11.35 | 4.35  | 2.00  | 11.00  |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  | 3.55   | 2.45  |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Lv       | FT. MADISON      | Lv | 11.30  | 4.00  | 10.00 | 2.55  | 11.25 | 9.25   |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  | 4.00   | 2.50  |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Lv       | SHOPTON          | Lv | 11.20  | 3.55  | 9.55  | 2.50  | 11.20 | 9.20   |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  | 4.05   | 2.55  |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Lv       | SHOPTON          | Ar | 11.10  | 3.50  | 9.50  | 2.45  | 11.15 | 9.15   |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  | A 6.00 | 5.00  |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Lv       | MARCELINE        | Lv | A 9.20 | 2.05  | 8.10  | 12.50 | 8.50  | A 7.30 |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  | A 6.00 | 5.00  |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Lv       | MARCELINE        | Ar | A 9.20 | 2.05  | 8.10  | 12.50 | 8.50  | A 7.30 |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  | 7.55   | 7.00  |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Lv       | KANSAS CITY      | Lv | 7.30   | 12.25 | 6.30  | 11.00 | 6.35  | 5.50   |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  | 9.00   | 8.30  |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Lv       | KANSAS CITY      | Ar | 6.35   | 12.05 | 6.00  | 10.35 | 6.05  | 5.35   |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  |        | 9.45  |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Ar       | TOPEKA           | Ar |        | 10.50 | 4.25  |       | 4.35  |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  |        | 9.45  |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Ar       | TOPEKA           | Ar |        | 10.50 | 4.25  |       | 4.35  |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  | A11.00 | 11.25 |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Lv       | EMPORIA          | Lv | 4.20   | 9.45  | 3.10  | 8.35  | 3.20  | A 3.40 |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  | A11.00 | 11.25 |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Lv       | EMPORIA          | Ar | 4.20   | 9.45  | 3.10  | 8.35  | 3.20  | A 3.40 |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  |        | PM    |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Lv       | NEWTON           | Lv | 3.05   | 8.40  | 2.05  | 7.25  | 2.10  | 2.35   |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  | 12.10  | 12.35 |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Lv       | NEWTON           | Ar | 2.55   | 8.35  | 1.50  | 7.20  | 1.55  | 2.30   |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  | 12.20  | 12.55 |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Lv       | HUTCHINSON       | Lv | 2.05   |       |       |       |       |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  | A12.50 | 9.14  |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Lv       | HUTCHINSON       | Ar | 2.05   |       |       |       |       |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  | A12.50 | 9.14  |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Lv       | DODGE CITY (CT)  | Lv | 11.55  |       |       |       |       |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  | 2.35   | 11.59 |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Ar       | DODGE CITY (CT)  | Ar | 10.45  |       |       |       |       |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  | 1.40   |       |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Ar       | DODGE CITY (MT)  | Ar | 10.45  |       |       |       |       |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  | 4.35   |       |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Lv       | LA JUNTA         | Lv | 7.10   |       |       |       |       |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  | 4.50   |       |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Lv       | LA JUNTA         | Ar | 12.50  |       |       |       |       |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  | 7.21   |       |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Ar       | RATON            | Lv | 3.35   |       |       |       |       |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  | 7.24   |       |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Ar       | RATON            | Lv | 3.25   |       |       |       |       |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  | 9.20   |       |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Ar       | LAS VEGAS        | Lv | 12.35  |       |       |       |       |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  | 9.23   |       |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Ar       | LAS VEGAS        | Lv | 12.25  |       |       |       |       |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  | 11.15  |       |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Ar       | LAMY             | Lv | 10.25  |       |       |       |       |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  | 11.15  |       |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Ar       | LAMY             | Lv | 10.25  |       |       |       |       |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  | 12.40  |       |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Ar       | ALBUQUERQUE      | Lv | 9.05   |       |       |       |       |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  |        | 1.35  |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Ar       | WICHITA (C.T.)   | Lv |        | 8.00  | 1.10  |       |       |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  |        | 1.50  |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Ar       | WICHITA          | Ar |        | 8.00  | 1.10  |       |       |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  |        | PM    |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Ar       | WELLINGTON       | Lv |        |       | 12.20 |       |       |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  |        |       |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Ar       | WELLINGTON       | Lv |        |       | 12.15 |       |       |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  |        |       |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Ar       | WAYNOKA          | Lv |        |       | 10.05 |       |       |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  |        |       |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Ar       | WAYNOKA          | Ar |        |       | 10.00 |       |       |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  |        |       |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Ar       | CANADIAN         | Lv |        |       | 7.45  |       |       |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  |        |       |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Ar       | CANADIAN         | Ar |        |       | 7.45  |       |       |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  |        |       |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Ar       | AMARILLO         | Lv |        |       | 6.10  |       |       |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  |        |       |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Ar       | AMARILLO         | Lv |        |       | 6.00  |       |       |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  |        |       |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Ar       | CLOVIS (C.T.)    | Lv |        |       | 4.20  |       |       |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  |        |       |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Ar       | CLOVIS (M.T.)    | Ar |        |       | 2.45  |       |       |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  |        |       |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Ar       | VAUGHN           | Lv |        |       | 12.45 |       |       |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  |        |       |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Ar       | VAUGHN           | Ar |        |       | 12.45 |       |       |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  |        |       |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Ar       | BELEN            | Lv |        |       | 11.00 |       |       |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  |        |       |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Ar       | BELEN            | Ar |        |       | 10.50 |       |       |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  |        |       |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Lv       | ALBUQUERQUE (MT) | Ar | 8.50   |       |       |       |       |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  |        |       |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Lv       | GALLUP           | Lv | 6.05   |       |       |       |       |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  |        |       |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Lv       | GALLUP           | Ar | 8.35   |       |       |       |       |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  |        |       |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Lv       | WINSLOW          | Lv | 3.10   |       |       |       |       |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  |        |       |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Lv       | WINSLOW          | Ar | 3.00   |       |       |       |       |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  |        |       |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Lv       | FLAGSTAFF        | Lv | 1.45   |       |       |       |       |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  |        |       |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Lv       | FLAGSTAFF        | Ar | 1.45   |       |       |       |       |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  |        |       |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Lv       | WILLIAMS         | Lv | 12.58  |       |       |       |       |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  |        |       |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Lv       | WILLIAMS         | Ar | 12.58  |       |       |       |       |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  |        |       |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Lv       | ASH FORK         | Lv | 11.55  |       |       |       |       |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  |        |       |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Lv       | ASH FORK         | Ar | 11.55  |       |       |       |       |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  |        |       |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Lv       | SELIGMAN         | Lv | 11.08  |       |       |       |       |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  |        |       |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Lv       | SELIGMAN (M.T.)  | Lv | 11.05  |       |       |       |       |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  |        |       |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Lv       | NEEDLES (P.T.)   | Lv | 7.05   |       |       |       |       |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  |        |       |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Lv       | NEEDLES          | Lv | 6.55   |       |       |       |       |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |
|  |  |        |       |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    | Lv       | BARSTOW          | Lv | 4.00   |       |       |       |       |        |      |     |    |    |    |    |    |    |    |    |  |  |  |  |

[illegible][illegible]

Note A: Not a regular stop, passing time only. † Conditional stop only. ‡ Operating stop. ▲ S. P. Station. ☐ Nov. 27 and Dec. 25, 1958. CT—Central Time MT—Mountain Time PT—Pacific Time

Oct. 26, 1958

| 9       | 15      | 19            | Mls.              | STATIONS         | 12         | 16      | 20      |
|---------|---------|---------------|-------------------|------------------|------------|---------|---------|
| 10:00PM | 6:00PM  | 9:10AM        | 0                 | Lv CHICAGO       | Ar 8:00PM  | 9:00AM  | 7:15AM  |
| 12:40AM | 8:10PM  | 11:15AM       | 130               | Lv CHILLICOTHE   | Ar 5:35PM  | 6:25AM  | 4:35AM  |
| 2:45AM  | 8:10PM  | 11:15AM       | 130               | Lv CHILLICOTHE   | Ar 5:35PM  | 6:25AM  | 4:35AM  |
| 2:45AM  | 8:10PM  | 11:15AM       | 233               | Lv FT. MADISON   | Ar 4:00PM  | 4:50AM  | 2:55AM  |
| 2:50AM  | 9:55PM  | 12:55PM       | 234               | Lv SHOPTON       | Ar 3:55PM  | 4:45AM  | 2:50AM  |
| 2:55AM  | 10:00PM | 1:00PM        | 234               | Lv SHOPTON       | Ar 3:50PM  | 4:40AM  | 2:45AM  |
| 5:00AM  | 11:15PM | 2:45PM        | 346               | Lv MARCELINE     | Ar 2:05PM  | 12:50AM | 11:25AM |
| 5:00AM  | 11:15PM | 2:45PM        | 346               | Lv MARCELINE     | Ar 2:05PM  | 12:50AM | 11:25AM |
| 7:00AM  | 1:30AM  | 4:35PM        | 450               | Lv KANSAS CITY   | Ar 12:25PM | 1:10AM  | 11:00PM |
| No. 5   | No. 11  |               |                   |                  |            |         | No. 6   |
| 8:30AM  | 1:50AM  | 5:05PM        | 450               | Lv KANSAS CITY   | Ar 12:05PM | 12:50AM | 9:15PM  |
| 9:45AM  | 6:16PM  | 516           | Lv TOPEKA         | Ar 10:50AM       | 7:40PM     |         |         |
| 9:45AM  | 6:16PM  | 516           | Lv TOPEKA         | Ar 10:50AM       | 7:40PM     |         |         |
| 11:25AM | 8:45AM  | 7:20PM        | 577               | Lv EMPORIA       | Ar 9:45AM  | 11:00PM | 6:10PM  |
| 11:25AM | 8:45AM  | 7:20PM        | 577               | Lv EMPORIA       | Ar 9:45AM  | 11:00PM | 6:10PM  |
| 12:35PM | 4:50AM  | 8:25PM        | 680               | Lv NEWTON        | Ar 8:40AM  | 9:55PM  | 4:55PM  |
| 12:55PM | 5:00AM  | 8:30PM        | 650               | Lv NEWTON        | Ar 8:35AM  | 9:50PM  | 4:35PM  |
| 1:35PM  | 5:35AM  | 9:05PM        | 678               | Lv WICHITA       | Ar 8:00AM  | 9:15PM  | 3:50PM  |
| 1:55PM  | 5:35AM  | 9:10PM        | 678               | Lv WICHITA       | Ar 8:00AM  | 9:10PM  | 3:40PM  |
| 3:15PM  | 6:40AM  | 10:10PM       | 729               | Lv ARKANSAS CITY | Ar 7:05AM  | 8:12PM  | 2:30PM  |
| 3:20PM  | 6:40AM  | 10:10PM       | 729               | Lv ARKANSAS CITY | Ar 7:05AM  | 8:12PM  | 2:30PM  |
| 5:22PM  | 8:07AM  | 11:45PM       | 818               | Lv GUTHRIE       | Ar 5:33AM  | 6:35PM  | 12:25PM |
| 6:15PM  | 8:55AM  | 12:30AM       | 849               | Lv OKLAHOMA CITY | Ar 5:00AM  | 6:00PM  | 11:40AM |
| 6:30PM  | 8:55AM  | 1:10AM        | 849               | Lv OKLAHOMA CITY | Ar 4:30AM  | 5:55PM  | 11:25AM |
| 7:25PM  | 9:40AM  | 2:00AM        | 883               | Lv PURCELL       | Ar 3:20AM  | 5:13PM  | 10:35AM |
| 7:28PM  | 9:45AM  | 2:05AM        | 883               | Lv PURCELL       | Ar 3:10AM  | 5:10PM  | 10:30AM |
| No. 115 | No. 111 |               |                   |                  |            |         | No. 116 |
| 12:30PM | 1:02PM  | 1021          | Lv DENTON         | Ar 12:20PM       | 2:20PM     |         |         |
| 1:20PM  | 1:02PM  | 1021          | Lv DENTON         | Ar 12:20PM       | 2:20PM     |         |         |
| 1:55PM  | 1:07PM  | 1075          | Lv WHITE ROCK     | Ar 1:10PM        | 1:10PM     |         |         |
| 10:55PM | 12:55PM | 6:30AM        | 1054              | Lv FT. WORTH     | Ar 10:20PM | 2:00PM  | 7:00AM  |
| 12:10AM | No. 111 | No. 112       |                   |                  |            |         | Bus     |
| 1:25AM  | 7:00AM  | 9:00PM        | 1054              | Lv FT. WORTH     | Ar 8:15PM  | 16:25AM | 15:10AM |
| 8:15PM  | 11:10AM | 0             | Lv DALLAS         | Ar 3:25PM        | 7:45AM     |         |         |
| 9:00PM  | 12:25PM | 31            | Lv FT. WORTH      | Ar 2:10PM        | 7:00AM     |         |         |
| No. 77  | No. 78  |               |                   |                  |            |         | No. 111 |
| 9:20PM  | 0       | Lv FT. WORTH  | Ar 5:45AM         |                  |            |         |         |
| 1:25AM  | 142     | Lv BROWNWOOD  | Ar 1:00AM         |                  |            |         |         |
| 6:10AM  | 239     | Lv SAN ANGELO | Ar 8:50PM         |                  |            |         |         |
| No. 5   | No. 16  |               |                   |                  |            |         | No. 6   |
| 11:20PM | 1:05PM  | 1054          | Lv FT. WORTH      | Ar 1:45PM        | 6:05AM     |         |         |
| 12:01AM | 1:43PM  | 1063          | Lv CLEBURNE       | Ar 1:10PM        | 5:15AM     |         |         |
| 12:05AM | 1:45PM  | 1063          | Lv CLEBURNE       | Ar 1:08PM        | 5:05AM     |         |         |
| 2:20AM  | 3:27PM  | 1182          | Lv TEMPLE         | Ar 11:31AM       | 2:45AM     |         |         |
| 2:40AM  | 3:29PM  | 1182          | Lv TEMPLE         | Ar 11:29AM       | 2:30AM     |         |         |
| 5:46AM  | 6:21PM  | 1294          | Lv BELLVILLE YARD | Ar 9:40AM        | 11:30PM    |         |         |
| 5:49AM  | 6:23PM  | 1294          | Lv BELLVILLE YARD | Ar 9:39AM        | 11:25PM    |         |         |
| 8:30AM  | 7:00PM  | 1374          | Lv HOUSTON        | Ar 8:10AM        | 9:25PM     |         |         |
| 7:10PM  | 1374    | Lv HOUSTON    | Ar 7:55AM         |                  |            |         |         |
| 8:15PM  | 1427    | Lv GALVESTON  | Ar 6:50AM         |                  |            |         |         |

| Mileage between           |      |  |
|---------------------------|------|--|
| Chicago—Kansas City       | 450  |  |
| Kansas City—Oklahoma City | 399  |  |
| Oklahoma City—Ft. Worth   | 205  |  |
| Ft. Worth—Houston         | 320  |  |
| Houston—Galveston         | 83   |  |
|                           | 1427 |  |

| 47      | 211     | Mls. | STATIONS       | 212        | 48      |
|---------|---------|------|----------------|------------|---------|
| 11:59PM | 5:00PM  | 0    | Lv KANSAS CITY | Ar 12:10PM | 10:00PM |
| 7:00AM  | 10:00PM | 256  | Lv TULSA       | Ar 7:15AM  | 4:16PM  |

| 191-190 | Mls. | STATIONS            | 201-200    |
|---------|------|---------------------|------------|
| 1:15PM  | 0    | Lv LA JUNTA         | Ar 11:50PM |
| 2:25PM  | 64   | Lv PUEBLO           | Ar 10:45PM |
| 3:00PM  | 64   | Lv PUEBLO           | Ar 10:00PM |
| 4:10PM  | 108  | Lv COLORADO SPRINGS | Ar 9:05PM  |
| 4:10PM  | 108  | Lv COLORADO SPRINGS | Ar 9:05PM  |
| 5:60PM  | 183  | Lv DENVER           | Ar 7:15PM  |

| Motor Coach | Motor Coach | 13   | Mls. | STATIONS       | 14       | Motor Coach | Motor Coach |
|-------------|-------------|------|------|----------------|----------|-------------|-------------|
| PM          | AM          | PM   | 0    | Lv ALBUQUERQUE | Ar 12:45 | AM          | PM          |
| 2:50        | 9:50        | 6:00 | 0    | Lv ALBUQUERQUE | Ar 12:45 | AM          | PM          |
| 3:50        | 10:50       | 6:40 | 30   | Lv EL PASO     | Ar 11:59 | 11:00       | 4:55        |
| PM          | AM          | PM   | 253  | Lv EL PASO     | Ar 7:00  | AM          | PM          |

| 66-75   |         | Mls. | STATIONS      |                 | 75-66   |                |
|---------|---------|------|---------------|-----------------|---------|----------------|
| No. 66  | 6.45PM  | 0    | Lv            | HOUSTON         | Ar      | No. 65 8.15AM  |
|         | 8.22PM  | 80   | Ar            | BELLVILLE YARD  | Lv      | 6.27AM         |
|         | 8.27PM  | 80   | Lv            | BELLVILLE YARD  | Ar      | 6.22AM         |
| No. 75  | 10.40PM | 191  | Lv            | TEMPLE          | Lv      | 4.00AM         |
|         | 10.50PM | 191  | Ar            | TEMPLE          | Ar      | 3.45AM         |
|         | 1.35AM  | 324  | Ar            | BROWNWOOD       | Lv      | 12.45AM        |
| No. 112 | 8.15PM  | 0    | Lv            | DALLAS          | Ar      | No. 111 7.45AM |
|         | 9.00PM  | 31   | Ar            | FT. WORTH       | Lv      | 7.00AM         |
| No. 77  | 9.20PM  | 31   | Lv            | FT. WORTH       | Ar      | No. 78 5.45AM  |
|         | 1.25AM  | 173  | Ar            | BROWNWOOD       | Lv      | 1.00AM         |
| No. 75  | 2.00AM  | 324  | Lv            | BROWNWOOD       | Ar      | No. 76 12.25AM |
|         | 4.25AM  | 438  | Lv            | SWEETWATER      | Lv      | 9.50PM         |
|         | 4.45AM  | 438  | Ar            | SWEETWATER      | Ar      | 9.40PM         |
|         | 6.50AM  | 544  | Lv            | SLATON          | Lv      | 7.40PM         |
|         | 6.55AM  | 544  | Ar            | SLATON          | Ar      | 7.35PM         |
|         | 7.15AM  | 559  | Lv            | LUBBOCK         | Lv      | 7.15PM         |
|         | 7.30AM  | 559  | Ar            | LUBBOCK         | Ar      | 7.00PM         |
|         | 10.30AM | 658  | Ar            | CLOVIS (C.T.)   | Lv      | 4.25PM         |
| No. 1   | No. 2   |      |               |                 |         |                |
| 11.50AM | 658     | Lv   | CLOVIS (M.T.) | Ar              | 2.45PM  |                |
| 3.50PM  | 898     | Lv   | BELEN         | Lv              | 11.00AM |                |
| 4.00PM  | 898     | Lv   | BELEN         | Lv              | 10.50AM |                |
| 6.10PM  | 1043    | Lv   | GALLUP        | Lv              | 8.38AM  |                |
| 6.12PM  | 1043    | Lv   | GALLUP        | Lv              | 8.35AM  |                |
| 7.54PM  | 1171    | Ar   | WINSLOW       | Lv              | 6.50AM  |                |
| No. 1   | No. 123 |      |               |                 |         |                |
| 8.00PM  | 9.50PM  | 1171 | Lv            | WINSLOW         | Ar      | No. 124 4.40AM |
| 9.44PM  | 12.05AM | 1263 | Lv            | WILLIAMS        | Lv      | 2.35AM         |
| 9.44PM  | 12.05AM | 1263 | Lv            | WILLIAMS        | Lv      | 2.35AM         |
| 10.40PM | 1.07AM  | 1286 | Lv            | ASH FORK        | Lv      | 1.30AM         |
| 10.40PM | 1.07AM  | 1286 | Lv            | ASH FORK        | Lv      | 1.30AM         |
| 11.20PM | 1.50AM  | 1313 | Lv            | SELIGMAN        | Lv      | 12.48AM        |
| 11.22PM | 1.53AM  | 1313 | Lv            | SELIGMAN (M.T.) | Lv      | 12.45AM        |
| 12.45AM | 3.50AM  | 1462 | Lv            | NEEDLES (P.T.)  | Lv      | 8.35PM         |
| 12.55AM | 4.00AM  | 1462 | Lv            | NEEDLES         | Lv      | 8.25PM         |
| 3.45AM  | 7.30AM  | 1630 | Lv            | BARSTOW         | Lv      | 6.35PM         |
|         | 7.45AM  | 1630 | Lv            | BARSTOW         | Ar      | 6.25PM         |
|         | 9.55AM  | 1711 | Ar            | SAN BERNARDINO  | Lv      | 3.13PM         |
|         | 10.00AM | 1711 | Ar            | SAN BERNARDINO  | Lv      | 3.10PM         |
|         | 10.25AM | 1721 | Ar            | RIVERSIDE       | Lv      | 2.40PM         |
|         | 11.23AM | 1757 | Ar            | FULLERTON       | Lv      | 1.45PM         |
|         | 12.10PM | 1783 | Ar            | LOS ANGELES     | Lv      | 1.15PM         |
| ↓       |         |      |               |                 |         | ↑              |
| No. 1   | 0       | Lv   | BARSTOW       | Ar              | No. 2   | 9.10PM         |
| 3.55AM  | 141     | Ar   | BAKERSFIELD   | Lv              | 5.30PM  |                |
| 7.30AM  | 141     | Lv   | BAKERSFIELD   | Ar              | 5.25PM  |                |
| 7.45AM  | 252     | Lv   | FRESNO        | Lv              | 3.30PM  |                |
| 9.40AM  | 252     | Lv   | FRESNO        | Ar              | 3.25PM  |                |
| 9.45AM  | 310     | Lv   | MERCED        | Lv              | 2.30PM  |                |
| 10.40AM | 310     | Lv   | MERCED        | Ar              | 2.30PM  |                |
| 11.50AM | 375     | Ar   | STOCKTON      | Lv              | 1.24PM  |                |
| 11.50AM | 375     | Lv   | STOCKTON      | Ar              | 1.24PM  |                |
| 1.30PM  | 443     | Ar   | RICHMOND      | Lv              | 11.59AM |                |
| 1.35PM  | 443     | Lv   | RICHMOND      | Ar              | 11.54AM |                |
| 1.55PM  | 451     | Ar   | BERKELEY      | Lv              | 11.35AM |                |
| 2.10PM  | 454     | Ar   | OAKLAND       | Lv              | 11.25AM |                |
| 2.30PM  | 461     | Ar   | SAN FRANCISCO | Lv              | 11.15AM |                |

| 25     | Mls. | STATIONS    | 26        | 47     | Mls. | STATIONS    | 42         |
|--------|------|-------------|-----------|--------|------|-------------|------------|
| 1:45PM | 0    | Lv CLOVIS   | Ar 1:00PM | 2:10AM | 0    | Lv ASH FORK | Ar 10:15PM |
| 6:00PM | 188  | Lv CARLSBAD | Lv 8:45AM | 3:45AM | 67   | Lv PRESCOTT | Lv 8:24PM  |
|        |      |             |           | 8:30AM | 184  | Lv PHOENIX  | Lv 4:00PM  |

| Motor Coach | Motor Coach | Motor Coach | Mls. | STATIONS        | Motor Coach | Motor Coach | Motor Coach |
|-------------|-------------|-------------|------|-----------------|-------------|-------------|-------------|
| 7:40PM      | 11:30AM     | 5:30AM      | 0    | Lv GRAND CANYON | Ar 9:25AM   | 3:30PM      | 11:45PM     |
| 9:25PM      | 1:15PM      | 7:15AM      | 64   | Lv WILLIAMS     | Lv 7:40AM   | 1:45PM      | 10:00PM     |

Conditional stop only. † Except Sundays. A Not a regular stop, passing time only.

| 17    | 15    | 1     |       |                | Mls.            | STATIONS       | 2     |       |            | 18    | 24    |    |            | 16 |
|-------|-------|-------|-------|----------------|-----------------|----------------|-------|-------|------------|-------|-------|----|------------|----|
|       |       | PM    | AM    | Sec Note A     |                 |                | PM    | AM    | Sec Note A |       | PM    | AM | Sec Note A |    |
| FM    | 6.30  | 5.00  | 10.00 | 9.00           | 0               | CHICAGO (C.T.) | Ar    | 8.00  | 1.30       | 9.00  | 10.00 | AM |            |    |
|       | 7.20  | 5.50  | 10.50 | 9.55           | 38              | JOLIET         | Lv    | 7.05  | 1.25       | 8.04  | 8.48  |    |            |    |
|       | 8.05  | 6.35  | 11.35 | 10.45          | 90              | STREATOR       | Lv    | 6.15  | 11.35      | 7.08  | 7.55  |    |            |    |
|       | 8.40  | 7.10  | 12.10 | 11.25          | 130             | CHILLICOTHE    | Ar    | 5.35  | 10.55      | 6.20  | 7.15  |    |            |    |
|       | 9.25  | 7.55  | 12.55 | 12.16          | 177             | GALESBURG      | Lv    | 4.60  | 10.10      | 5.25  | 6.30  |    |            |    |
|       | 10.30 | 9.05  | 2.00  | 1.26           | 232             | FT. MADISON    | Lv    | 3.55  | 9.15       | 4.25  | 5.35  |    |            |    |
|       | 10.15 | 3.12  | 2.58  | 3.11           | Lv              | LA PLATA       | Lv    | 2.35  |            | 2.55  | 4.20  |    |            |    |
|       | 10.10 | 48    | 3.50  | 3.36           | 340             | MARCELINE      | Lv    | 1.68  | 7.30       | 2.20  | 33.45 |    |            |    |
|       | 1.55  | 12.40 | 5.50  | 5.40           | 448             | KANSAS CITY    | Lv    | 12.15 | 5.50       | 12.30 | 2.05  |    |            |    |
|       | 2.05  | 1.00  | 6.20  | 6.06           | 448             | KANSAS CITY    | Ar    | 11.45 | 5.35       | 12.15 | 1.40  |    |            |    |
|       | 1.48  | 7.00  | 6.40  | 489            | Lv              | LAWRENCE       | Lv    | 10.45 |            | 11.15 | 12.45 |    |            |    |
|       | 2.25  | 7.35  | 7.15  | 515            | Lv              | TOPEKA         | Ar    | 10.15 |            | 10.40 | 12.15 |    |            |    |
|       | 3.55  | 3.30  | 8.50  | 8.30           | 577             | EMPORIA        | Ar    | 9.00  | 3.45       | 9.25  | 11.00 |    |            |    |
|       | 5.00  | 4.35  | 9.50  | 9.40           | 838             | NEWTON         | Lv    | 7.50  | 2.40       | 8.15  | 9.55  |    |            |    |
|       | 5.05  | 4.45  | 10.05 | 9.45           | 838             | NEWTON         | Ar    | 7.40  | 2.35       | 8.05  | 9.40  |    |            |    |
|       | 5.35  | 7.15  | 1.05  | 10.30          | 668             | EUTHICSON      | Lv    |       | 1.58       | 7.20  |       |    |            |    |
| 7.00  | 7.15  | 12.10 | 788   | Lv             | DODGE CITY (CT) | Lv             | 12.23 |       | 12.30      | 4.30  |       |    |            |    |
| 8.15  | 9.20  | 1.05  | 838   | Lv             | DODGE CITY (MT) | Ar             | 11.20 |       | 11.25      | 3.30  |       |    |            |    |
| 9.00  | 3.45  | 990   | Lv    | LAMAR          | Lv              |                | 3.08  | 1.55  |            |       |       |    |            |    |
| 9.20  | 1.45  | 990   | Lv    | LA JUNTA       | Lv              | 8.25           | 1.00  |       |            |       |       |    |            |    |
| 11.40 | 6.13  | 1094  | Lv    | RATON          | Lv              | 8.16           | 12.40 |       |            |       |       |    |            |    |
| 11.46 | 6.18  | 1094  | Lv    | RATON          | Lv              | 6.05           | 10.15 |       |            |       |       |    |            |    |
| 1.46  | 8.05  | 1204  | Lv    | LAS VEGAS      | Lv              | 6.02           | 10.10 |       |            |       |       |    |            |    |
| 1.50  | 8.08  | 1204  | Lv    | LAS VEGAS      | Ar              | 4.13           | 8.15  |       |            |       |       |    |            |    |
| 3.40  | 9.50  | 1268  | Ar    | LAMY           | Lv              | 4.10           | 8.10  |       |            |       |       |    |            |    |
| 5.00  | 11.00 | 1336  | Ar    | ALBUQUERQUE    | Lv              | 2.25           | 6.25  |       |            |       |       |    |            |    |
|       |       |       |       |                |                 | 1.20           | 5.10  |       |            |       |       |    |            |    |
| 5.25  | 10.50 | 877   | Lv    | WICHITA (C.T.) | Lv              | 7.05           |       |       |            |       |       |    |            |    |
| 5.25  | 11.00 | 877   | Lv    | WICHITA        | Lv              | 7.05           |       |       |            |       |       |    |            |    |
| 11.45 | 7.11  | 711   | Lv    | WELLINGTON     | Lv              | 6.10           |       |       |            |       |       |    |            |    |
| 11.50 | 7.11  | 711   | Lv    | WELLINGTON     | Ar              | 6.05           |       |       |            |       |       |    |            |    |
| 12.57 | 779   | Lv    | 779   | Lv             | KIOWA           | Lv             | 4.56  |       |            |       |       |    |            |    |
| 1.20  | 797   | Lv    | 797   | Lv             | ALVA            | Lv             | 4.35  |       |            |       |       |    |            |    |
| 1.45  | 818   | Lv    | 818   | Lv             | WAYNOKA         | Lv             | 4.10  |       |            |       |       |    |            |    |
| 1.55  | 818   | Lv    | 818   | Lv             | WAYNOKA         | Ar             | 4.00  |       |            |       |       |    |            |    |
| 2.32  | 853   | Lv    | 853   | Lv             | WOODWARD        | Lv             | 3.24  |       |            |       |       |    |            |    |
| 3.08  | 889   | Lv    | 889   | Lv             | SHATTAUCK       | Lv             | 2.50  |       |            |       |       |    |            |    |
| 3.52  | 925   | Ar    | 925   | Ar             | CANNADIAN       | Lv             | 2.06  |       |            |       |       |    |            |    |
| 4.35  | 968   | Lv    | 968   | Lv             | PAMPA           | Lv             | 1.22  |       |            |       |       |    |            |    |
| 5.30  | 1023  | Lv    | 1023  | Lv             | AMARILLO        | Lv             | 12.25 |       |            |       |       |    |            |    |
| 5.50  | 1023  | Lv    | 1023  | Lv             | AMARILLO        | Ar             | 12.05 |       |            |       |       |    |            |    |
| 6.43  | 1069  | Lv    | 1069  | Lv             | HEREFORD        | Lv             | 11.15 |       |            |       |       |    |            |    |
| 7.45  | 1126  | Ar    | 1126  | Ar             | CLOVIS (M.T.)   | Lv             | 10.15 |       |            |       |       |    |            |    |
| 7.00  | 1126  | Ar    | 1126  | Ar             | CLOVIS (M.T.)   | Ar             | 9.00  |       |            |       |       |    |            |    |
| 9.20  | 9.20  | 1367  | Ar    | VAUGHN         | Lv              | 6.20           |       |       |            |       |       |    |            |    |
| 11.40 | 1367  | Ar    | 1367  | Ar             | BELEN           | Lv             | 4.05  |       |            |       |       |    |            |    |

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**NOTE B:** Not a regular stop, passing time only. † Conditional stop. \* Chicago Los Angeles Mileage Via Ottawa. CT-Central Time, MT-Mountain Time, PT-Pacific Time.

Through October 25, 1970, all times shown are Advanced Standard time as defined in the Uniform Time Act of 1966.

○ All times shown are Advanced Standard time except for Arizona. ARIZONA TIME: From April 28 to October 25, 1970, train times shown for Arizona points are one hour earlier than local time; i.e. Train No. 17, Super Chief, shown as leaving Winslow 9:35 p.m., will actually leave at 8:35 p.m., Arizona local time.

[illegible]

| 17      | 15      | 23      | Mls. | ELAPSED TIME<br>BETWEEN   | 2       | 18      | 24      | 16     |
|---------|---------|---------|------|---------------------------|---------|---------|---------|--------|
| 7' 25"  | 7' 40"  | 8' 40"  | 449  | Chicago—Kansas City       | 7' 35"  | 7' 40"  | 8' 30"  | 7' 55" |
| 40' 30" | 50' 45" | 47' 00" | 2222 | Chicago—Los Angeles       | 40' 00" | 40' 00" | 46' 00" |        |
| 50' 45" | 50' 45" | 2542    |      | Kansas City—San Francisco | 50' 15" | 50' 15" |         |        |
| 18' 20" | 18' 20" | 3068    | 498  | Kansas City—Belen         | 18' 56" | 15' 15" | 18' 05" | 8' 05" |
| 15' 55" | 16' 00" | 7' 00"  | 935  | Newton—La Junta           | 5' 10"  | 5' 10"  | 5' 30"  |        |
| 7' 40"  | 7' 40"  | 7' 00"  | 345  | La Junta—Albuquerque      | 6' 55"  | 6' 55"  | 7' 30"  |        |
| 8' 45"  | 8' 45"  | 450     |      | Wichita—Clovis            | 8' 50"  | 8' 50"  |         |        |
| 12' 30" | 12' 30" | 231     | 450  | Clovis—Belen              | 4' 55"  | 4' 55"  |         |        |
| 12' 30" | 12' 30" | 730     |      | Belen—Bastow              | 13' 00" | 12' 50" | 14' 00" |        |
| 12' 30" | 13' 30" | 140     | 730  | Albuquerque—Los Angeles   | 3' 40"  | 3' 40"  | 4' 10"  |        |
| 3' 50"  | 5' 00"  | 5' 00"  | 460  | Bastow—San Francisco      | 9' 45"  | 9' 45"  |         |        |

|                      | 78                | 76                | 74                | Mis.             |                   | 73                    | 75                | 77                |
|----------------------|-------------------|-------------------|-------------------|------------------|-------------------|-----------------------|-------------------|-------------------|
|                      |                   | AM                | 7:30              |                  | 0 ly              | LOS ANGELES           | 9:55              | 6:55              |
|                      |                   | 1:05              | 10:25             |                  | 128 <sup>Ar</sup> | SAN DIEGO             | 7:50              | 4:00              |
|                      | PM                | 10:40             | 1:55              |                  |                   |                       | AM                | PM                |
| ELAPSED TIME BETWEEN |                   |                   |                   |                  |                   |                       |                   |                   |
|                      | 2:55 <sup>2</sup> | 2:55 <sup>1</sup> | 2:55 <sup>3</sup> | 128 <sup>3</sup> |                   | Los Angeles—San Diego | 2:55 <sup>3</sup> | 2:55 <sup>1</sup> |

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○ All times shown are Advanced Standard time except for Arizona. ARIZONA TIME: From April 28 to October 25, 1970, train times shown for Arizona points are one hour earlier than local time; i.e. Train No. 17, Super Chief, shown as leaving Winslow 9:35 p.m., will actually leave at 8:35 p.m., Arizona local time.

| 16      | Miles | STATIONS      | 16      |
|---------|-------|---------------|---------|
| 5.00PM  | 0     | CHICAGO       | 10.00AM |
| 6.50PM  | 38    | JOLIET        | 9.49AM  |
| 6.50PM  | 100   | ST. LOUIS     | 7.55AM  |
| 7.15PM  | 172   | ST. LOUIS     | 7.55AM  |
| 7.15PM  | 172   | ST. LOUIS     | 7.55AM  |
| 9.05PM  | 233   | GALESBURG     | 6.30AM  |
| 9.05PM  | 277   | FT. MADISON   | 5.35AM  |
| 10.48PM | 346   | MARCELINE     | 3.45AM  |
| 12.40AM | 449   | KANSAS CITY   | 2.05AM  |
| 1.00AM  | 449   | KANSAS CITY   | 1.40AM  |
| 1.00AM  | 499   | LAWRENCE      | 12.15AM |
| 2.25AM  | 515   | TOPEKA        | 12.15AM |
| 3.33AM  | 517   | EMPOHIA       | 11.00PM |
| 4.35AM  | 650   | NEWTON        | 9.55PM  |
| 4.45AM  | 650   | NEWTON        | 9.49PM  |
| 5.10AM  | 715   | WINFIELD      | 8.05PM  |
| 6.30AM  | 728   | ARKANSAS CITY | 8.00PM  |
| 7.10AM  | 731   | PONCA CITY    | 7.25PM  |
| 7.45AM  | 786   | PERRY         | 6.45PM  |
| 8.15AM  | 817   | GUTHRIE       | 6.10PM  |
| 9.00AM  | 848   | OKLAHOMA CITY | 5.49PM  |
| 9.00AM  | 848   | OKLAHOMA CITY | 5.49PM  |
| 9.02AM  | 866   | OKLAHOMA CITY | 5.49PM  |
| 10.10AM | 881   | PURCELL       | 4.40PM  |
| 10.12AM | 881   | PURCELL       | 4.39PM  |
| 10.38AM | 993   | PAULS VALLEY  | 4.05PM  |
| 11.34AM | 948   | ARDMORE       | 3.15PM  |
| 12.22PM | 1032  | WAINESVILLE   | 2.30PM  |
| 1.40PM  | 1062  | FT. WORTH     | 1.08PM  |
| 2.10PM  | 1062  | FT. WORTH     | 12.75PM |
| 2.25PM  | 1062  | FT. WORTH     | 11.10AM |
| 4.00PM  | 1160  | THUNDERBOLT   | 12.58PM |
| 4.40PM  | 1160  | THUNDERBOLT   | 10.45AM |
| 6.34PM  | 1391  | TRIPLE        | 8.50AM  |
| 8.30PM  | 1368  | HOUSTON       | 7.20AM  |

| 211     | Miles | STATIONS       | 212     |
|---------|-------|----------------|---------|
| 6.05PM  | 0     | LV KANSAS CITY | 12.10PM |
| 11.00PM | 256   | LV TULSA       | 7.15AM  |

|  | 201-206<br>See Note A | Miles | STATIONS            | 190-191<br>See Note A |
|--|-----------------------|-------|---------------------|-----------------------|
|  | 8.30PM                | 0     | LA JUNTA            | 7.30PM                |
|  | 9.45PM                | 64    | PUEBLO              | 6.05PM                |
|  | 9.50PM                | 64    | PUEBLO              | 6.05PM                |
|  | 10.45PM               | 108   | LA COLORADO SPRINGS | 5.10PM                |
|  | 12.30AM               | 152   | DEVER               | 3.30PM                |

| 15      |      | ELAPSED TIME BETWEEN      |         | 16 |  |
|---------|------|---------------------------|---------|----|--|
| 7° 40'  | 449  | Chicago—Kansas City       | 7° 55'  |    |  |
| 10° 25' | 1052 | Chicago—Ft. Worth         | 20° 52' |    |  |
| 27° 30' | 1768 | Chicago—Houston           | 28° 40' |    |  |
| 8° 00'  | 390  | Kansas City—Oklahoma City | 8° 00'  |    |  |
| 4° 30'  | 204  | Oklahoma City—Ft. Worth   | 4° 22'  |    |  |
| 6° 30'  | 316  | Ft. Worth—Houston         | 5° 35'  |    |  |

| 201-200 | 211    | Miles | ELAPSED TIME BETWEEN | 212    | 191-190 |
|---------|--------|-------|----------------------|--------|---------|
| .....   | 4' 55" | 256   | Kansas City—Tulsa    | 4' 55" | .....   |
| 4' 00"  | .....  | 182   | La Junta—Denver      | .....  | 4' 00"  |

**? Conditional stop only, !—Flag stop.**

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# SANTA FE EQUIPMENT IN USE 1946-1971

Rebuilding or renumbering dates and former numbers are shown only if changes occurred after 1945. Retirement dates not shown. Business, non-passenger and motor car equipment not listed.

## RPO (60-foot apartment)

| Numbers | Built | By   | # of cars |
|---------|-------|------|-----------|
| 50-52   | 1957  | ACF  | 3 LW      |
| 57-59   | 1928  | Pull | 3         |
| 60-69   | 1924  | Pull | 10        |
| 70-79   | 1927  | Pull | 10        |
| 80-81   | 1940  | Budd | 2 LW      |
| 82-88   | 1947  | ACF  | 7 LW      |
| 89-98   | 1954  | Budd | 10 LW     |
| 99-110  | 1964  | Budd | 12 LW     |

## RPO-baggage (30-ft apartment)

|           |         |      |      |
|-----------|---------|------|------|
| 112-113   | 1910    | ACF  | 2    |
| 2000-2023 | 1913    | Pull | 24   |
| 2024-2038 | 1927    | Pull | 15   |
| 2039-2060 | 1928-30 | Pull | 22   |
| 3400      | 1937    | Budd | 1 LW |
| 3401-3402 | 1938    | Budd | 2 LW |
| 3403      | 1941    | Budd | 1 LW |
| 3404-3408 | 1945    | Budd | 5 LW |
| 3600-3606 | 1951-57 | ACF  | 7 LW |

## RPO-baggage (15-ft apartment)

|           |         |      |    |
|-----------|---------|------|----|
| 2074-2087 | 1905    | ACF  | 12 |
| 2100-2125 | 1927-30 | Pull | 26 |

## RPO-baggage-coach (15-ft apt.)

|                            |      |      |           |
|----------------------------|------|------|-----------|
| 91-92                      | 1930 | Pull | 2 65-seat |
| renumbered 111-112 in 1953 |      |      |           |

## Box express

|           |         |      |     |
|-----------|---------|------|-----|
| 2125-2149 | 1965    | ATSF | 25  |
| 4100-4399 | 1941-42 | Pull | 300 |
| 9700-9749 | 1952    | ATSF | 50  |

## Horse express

|           |            |      |                          |
|-----------|------------|------|--------------------------|
| 366-370   | reb1962-63 | ATSF | 5 fm 3000-, 3030-series  |
| 372-381   | 1908       | ACF  | 10                       |
| 1980-1989 | reb1951-53 | ATSF | 10 fm 3335-, 1222-series |
| 1990-1999 | 1930       | Pull | 10                       |

## Express refrigerator

|           |      |           |    |
|-----------|------|-----------|----|
| 4000-4049 | 1924 | GenAmeCar | 50 |
| 4050-4099 | 1953 | ATSF      | 50 |

## Baggage-coach-caboose (non-AC)

|            |         |            |              |
|------------|---------|------------|--------------|
| 2300-2308  | 1910    | Pull       | 6 28/36-seat |
| 2310-2314  | 1931    | ATSF       | 5 14         |
| 2315       | 1899    | ATSF       | 1 40         |
| 2318-2321  | 1906-07 | Pull       | 3 36/48      |
| 2322, 2325 | 1901-05 | Pull       | 2 28         |
| 2330-2375  | 1901-07 | Pull       | 26 36        |
| 2376       | 1907    | Brny&Smith | 1 36         |
| 2378-2425  | 1901-12 | Pull       | 27 28/36     |

## Baggage/mail storage/express

|    | Numbers   | Built      | By    | # of cars                                          |
|----|-----------|------------|-------|----------------------------------------------------|
|    | 202-203   | 1885       | ATSF  | 2                                                  |
|    | 207-239   | 1902-04    | Pull  | 10                                                 |
| 2d | 233-243   | reb1954-55 | ATSF  | 11 fm 2100-series                                  |
|    | 257-319   | 1906-07    | ACF   | 61                                                 |
|    | 340-352   | 1908-11    | Pull  | 10                                                 |
|    | 383-399   | 1907       | Pull  | 16                                                 |
|    | 1585-1699 | 1909-11    | ACF   | 102                                                |
| 2d | 1660-1661 | reb1959    | ATSF  | 2 fm 2019-20                                       |
|    | 1700-1853 | 1911-29    | Pull  | 150                                                |
|    | 1854-1860 | reb1948-52 | ATSF  | 7 ( mostly from                                    |
|    | 1861-1884 | reb1948-52 | ATSF  | 24 ( 965-series coach                              |
|    | 1890-1899 | 1928       | Pull  | 10                                                 |
|    | 1900-1959 | 1905-10    | ACF   | 57                                                 |
| 2d | 1910-1911 | reb1952-55 | ATSF  | 2 fm 2006, 2002                                    |
|    | 1960-1969 | reb1952    | ATSF  | 10 ( fm 3303- 3349- 2964- ( 1222-series, 832, 1297 |
|    | 1970-1979 | reb1952-56 | ATSF  | 10 fm 2000- & 2010-series                          |
|    | 2024-2048 | reb1960    | ATSF  | 10 fm RPO-baggage same #'s                         |
|    | 3409-3426 | 1947       | ACF   | 18 LW                                              |
|    | 3430-3431 | 1937-41    | Budd  | 2 LW                                               |
|    | 3432-3452 | 1942       | Budd  | 21 LW                                              |
|    | 3453-3466 | 1950       | ACF   | 14 LW                                              |
|    | 3500-3659 | 1953-57    | Budd  | 65 LW                                              |
|    | 3660-3684 | 1955       | ACF   | 25 LW                                              |
|    | 3700-3749 | 1956       | ATSF* | 50 LW                                              |
|    | 3750-3799 | 1958       | ATSF* | 50 LW                                              |
|    | 3800-3839 | 1960       | ATSF* | 40 LW                                              |
|    | 3840-3864 | 1961       | ATSF* | 25 LW                                              |
|    | 3865-3889 | 1962       | ATSF* | 25 LW                                              |
|    | 3890-3914 | 1963       | ATSF* | 25 LW                                              |
|    | 3915-3939 | 1965       | ATSF* | 25 LW                                              |
|    | 3940-3949 | 1960       | ATSF* | 10 LW                                              |

\* - carbodies built by Pullman

## Container flat cars (for passenger service)

|         |            |      |                                                |
|---------|------------|------|------------------------------------------------|
| 200-225 | reb1962    | ATSF | 26 fm 21 HW diners, 1302, 1305, 1354-55 & 1361 |
| 226-230 | reb1965-67 | ATSF | 5 fm 85-ft flat cars (FT-18)                   |

## Steam Generator

|         |         |      |                          |
|---------|---------|------|--------------------------|
| 1-5     | re#1967 | ATSF | 5 fm 9000-04             |
| 6       | re#1968 | ATSF | 1 LW fm 9005             |
| 130     | re#1970 | ATSF | 1 LW fm 6                |
| 131-140 | reb1970 | ATSF | 10 LW fm 3915-series bge |
| 9000    | reb1943 | ATSF | 1 fm tender BP1367       |
| 9001    | reb1943 | ATSF | 1 fm tender BP1360       |
| 9002    | reb1943 | ATSF | 1 fm tender BP1361       |
| 9003    | reb1943 | ATSF | 1 fm tender BP1364       |
| 9004    | reb1943 | ATSF | 1 fm tender BP1357       |
| 9005    | reb1962 | ATSF | 1 LW fm baggage 3707     |

## Baggage-coach (non-AC unless noted)

|           |            |      |                             |
|-----------|------------|------|-----------------------------|
| 2410-2415 | reb1956-57 | ATSF | 6 16-seat fm 1094-99        |
| 2543      | 1910       | ACF  | 1 37                        |
| 2544-2546 | 1927-28    | Pull | 3 42/46                     |
| 2548      | 1914       | Pull | 1 28                        |
| 2602-2608 | 1923       | Pull | 7 28                        |
| 2609-2611 | reb1949    | ATSF | 3 28 fm 965-series          |
| 2622-2643 | reb1950-53 | ATSF | 22 34 fm 1200-, 3300-series |
| 2644-2698 | 1902-12    | Pull | 11 20/48                    |
| 3490-3491 | 1938       | Budd | 2 LW 36-st (AC)             |

| Coach<br>Numbers | Built          | By      | Seats | # of<br>cars |                                                                        |
|------------------|----------------|---------|-------|--------------|------------------------------------------------------------------------|
| 435-449          | 1911           | Pull    | 80    | 15           | non-AC; fm US Maritime Cmsn 1943; ex-Pac Elec cars                     |
| 526-527          | 1954           | Budd    | 68    | 2            | LW prototype high-level coaches (with center steps down)               |
| 528-537          | 1956           | Budd    | 68    | 10           | LW high-levels (steps down)                                            |
| 538-549          | 1964           | Budd    | 68    | 12           | LW high-levels (steps down)                                            |
| 648              | 1902           | Pull    | 66    | 1            | non-AC                                                                 |
| 677              | 1902           | Pull    | 72    | 1            | non-AC                                                                 |
| 700-724          | 1956           | Budd    | 72    | 25           | LW high-levels                                                         |
| 725-736          | 1964           | Budd    | 72    | 12           | LW high-levels (could be converted to steps down)                      |
| 761              | 1909           | Pull    | 64    | 1            | non-AC                                                                 |
| 780              | 1910           | Pull    | 80    | 1            | non-AC                                                                 |
| 799-804          | 1929           | Pull    | 68    | 6            | partition                                                              |
| 805-816          | 1928-29        | Pull    | 76    | 10           | partition                                                              |
| 824-828          | 1924           | Pull    | 76    | 5            | non-AC partition                                                       |
| 829-866          | 1910-17        | Pull    | 76    | 14           | non-AC partition                                                       |
| 910-961          | 1910           | Pull    | 80    | 16           | non-AC                                                                 |
| 965-999          | 1913           | Pull    | 80    | 33           | non-AC                                                                 |
| 1000             | 1910           | Pull    | 64    | 1            | non-AC partition                                                       |
| 1001-1002        | 1900 Brny&Smth | 56/68   | 2     | 2            | non-AC partition                                                       |
| 1010-1021        | 1905-12        | Pull    | 64/72 | 10           | non-AC partition                                                       |
| 1030-1037        | 1924-28        | Pull    | 72    | 8            | partition                                                              |
| 1093             | 1929           | Pull    | 72    | 1            | non-AC                                                                 |
| 1094-1099        | 1929           | Pull    | 44    | 6            | non-AC; dormitory section in one end                                   |
| 1100             | 1941           | PREC    | 56    | 1            | LW pendulum suspension                                                 |
| 1101-1125        | reb1953        | ATSF    | 64    | 24           | fm 7 1222- and 17 3303-series coaches                                  |
| 1126-1141        | re#1953        | ATSF    | 41    | 16           | unrebuilt Point- & Peak-series sleepers (10 sec, 2 DR)                 |
| 1155-1164        | reb1953        | ATSF    | 50    | 10           | fm General-series sleepers                                             |
| 1165-1167        | 1914           | Pull    | 58    | 3            |                                                                        |
| 1168-1170        | 1927           | Pull    | 63    | 3            |                                                                        |
| 1171-1197        | 1910           | Pull    | 72    | 25           | non-AC                                                                 |
| 2d 1171-1177     | re#1953        | ATSF    | 56    | 7            | unconverted tourist sleepers (14 sec) used as coach                    |
| 1200-1221        | 1910           | Pull    | 76    | 15           | non-AC smoker                                                          |
| 1222-1295        | 1910-14        | Pull    | 72    | 68           | non-AC                                                                 |
| 1296-1298        | 1913           | Pull    | 64    | 3            |                                                                        |
| 2791-2803        | reb1962        | ATSF    | 48    | 13           | LW fm 3246-48, Vista Plains and 9 8-2-2 sleepers                       |
| 2804-2815        | reb1960        | ATSF    | 48    | 12           | LW fm 17 rmte sleepers and 4 pre-war sleeper-observations              |
| 2816-2860        | 1953           | Budd    | 48    | 45           | LW                                                                     |
| 2861-2911        | 1947           | Pull    | 44    | 51           | LW                                                                     |
| 2912-2945        | 1950           | Pull    | 44    | 34           | LW                                                                     |
| 2946-2955        | reb1960        | ATSF    | 44    | 10           | LW fm 3198-99, 3241-42, all LW 14 section sleepers                     |
| 2956-2960        | reb1961        | ATSF    | 44    | 5            | LW fm Taos, 3240, 3243-45                                              |
| 2964-2969        | 1924           | Pull    | 84    | 6            | non-AC smoker                                                          |
| 2970-2999        | 1914           | Pull    | 84    | 30           | non-AC smoker                                                          |
| 3000-3019        | 1924-27        | Pull    | 66    | 20           |                                                                        |
| 3020-3029        | 1927           | Pull    | 48    | 10           |                                                                        |
| 3030-3069        | 1928-30        | Pull    | 48    | 40           |                                                                        |
| 3070             | 1936           | Budd    | 52    | 1            | LW delivered with 64 seats                                             |
| 3071             | 1936           | StLsCar | 52    | 1            | LW delivered with 64 seats                                             |
| 3072-3116        | 1937-38        | Budd    | 52    | 45           | LW delivered with 60 seats                                             |
| 3119             | 1950           | Budd    | 52    | 1            | LW                                                                     |
| 3120-3129        | 1930           | Pull    | 76    | 10           | smoker                                                                 |
| 3130-3133        | 1924           | Pull    | 76    | 4            | smoker                                                                 |
| 3134-3136        | 1929           | Pull    | 72    | 3            | smoker                                                                 |
| 3137-3149        | 1941           | Budd    | 52    | 13           | LW converted to 42 seats 1954                                          |
| 3150             | 1941           | Budd    | 52    | 1            | LW                                                                     |
| 3151-3158        | 1946           | Budd    | 52    | 8            | LW                                                                     |
| 3159-3166        | 1946           | Budd    | 52    | 8            | LW converted to 42 seats 1954                                          |
| 3187-3189        | 1947           | Pull    | 52    | 3            | LW partition                                                           |
| 3303-3334        | 1914           | Pull    | 60    | 25           | non-AC                                                                 |
| 3335-3344        | 1924           | Pull    | 80    | 10           | non-AC; 3335 converted to full snack bar car 1949                      |
| 3346-3361        | 1928           | Pull    | 80    | 14           | non-AC; 3355 converted to full snack bar car 1949                      |
| 3362-3364        | 1928           | Pull    | 80    | 3            |                                                                        |
| 3365-3368        | 1928           | Pull    | 80    | 4            | 3365-66 converted to full snack bar cars 1956, replacing 3335 and 3355 |



| <u>Diner</u> |         |      | No. of |             | <u>Coach-Observation</u>  |       |      | No. of |                   | Converted<br>to coach |
|--------------|---------|------|--------|-------------|---------------------------|-------|------|--------|-------------------|-----------------------|
| Numbers      | Built   | By   | Cars   |             | Numbers                   | Built | By   | Cars   | Seats             |                       |
| 600-606      | 1950    | Pull | 7      | LW          | 3197                      | 1940  | Pull | 1      | LW 50 (38 in '47) |                       |
| 650-655      | 1956    | Budd | 6      | LW hi-level | 3198-3199                 | 1938  | Budd | 2      | LW 50 (38 in '47) | 1960                  |
| 1400-1411    | 1927    | Pull | 12     |             | 3240                      | 1938  | Budd | 1      | LW 60             | 1962                  |
| 1412-1418    | 1929-30 | Pull | 7      |             | 3243-3244                 | 1938  | Budd | 2      | LW 60             | 1962                  |
| 1435, 1439   | 1911    | Pull | 2      | non-AC      | 3245                      | 1941  | Budd | 1      | LW 60             | 1962                  |
| 1442-1455    | 1914    | Pull | 11     |             | 3246-3248                 | 1947  | Pull | 3      | LW 42             | 1962                  |
| 1456-1463    | 1922    | Pull | 8      |             |                           |       |      |        |                   |                       |
| 1464-1473    | 1925-26 | Pull | 10     |             | <u>Parlor-Observation</u> |       |      |        |                   |                       |
| 1474-1484    | 1937    | Budd | 11     | LW          | 3241-3242                 | 1938  | Budd | 2      | LW 32 parlor      | 1960                  |
| 1485-1487    | 1938    | Budd | 3      | LW          |                           |       |      |        |                   |                       |
| 1488         | 1940    | Pull | 1      | LW          |                           |       |      |        |                   |                       |
| 1489-1498    | 1942    | Budd | 10     | LW          |                           |       |      |        |                   |                       |

Cafe-lounge / cafe-lounge-observation / coach-snack diner / lunch cntr-diner / LCD-dorm

| Numbers    | Built   | By   | # of cars | Type |                                                                               |
|------------|---------|------|-----------|------|-------------------------------------------------------------------------------|
| 1396-1397  | reb1952 | ATSF | 2         | LW   | snack diner-lounge fm bar lounge of same numbers                              |
| 1500-1502  | 1938    | Budd | 3         | LW   | lunch counter-diner                                                           |
| 1501       | reb1954 | ATSF | 1         | LW   | cafeteria fm LCD of same number                                               |
| 1503-1504  | 1941    | Budd | 2         | LW   | lunch counter-diner                                                           |
| 1505-1506  | 1938    | Budd | 2         | LW   | lunch counter-diner                                                           |
| 1507       | 1940    | Pull | 1         | LW   | lunch counter-diner                                                           |
| 1508       | 1926    | Pull | 1         |      | cafe-lounge-observatn open-platform; non-AC                                   |
| 1509-1512  | 1926    | Pull | 4         |      | cafe-lounge-observatn open-platform                                           |
| 1513-1514  | 1930    | Pull | 2         |      | cafe-lounge-observatn open-platform                                           |
| 1515-1516  | 1931    | Pull | 2         |      | cafe-lounge                                                                   |
| 1518       | reb1950 | ATSF | 1         |      | coach-snack diner 24 coach, 13 dining seats; fm 3059                          |
| 1519-1520  | reb1949 | ATSF | 2         |      | coach-snack diner 24 coach, 14 dining seats; fm 3068-69                       |
| 1522-1523  | reb1950 | ATSF | 2         |      | snack diner-lounge fm 1367, 1369                                              |
| 1522-1523  | reb1954 | ATSF | 2         |      | coach-snack diner 22 coach, 24 dining seats; fm dnr-lge                       |
| 1550-1565  | 1948    | Budd | 16        | LW   | lunch counter-diner                                                           |
| 1566-1577  | 1950    | Pull | 12        | LW   | lunch counter-diner                                                           |
| 1569-1577  | reb1954 | ATSF | 9         | LW   | lunch cntr-dnr-dorm fm LCD's of same numbers                                  |
| 3153       | reb1953 | ATSF | 1         | LW   | coach-Vend-O-Mat lounge fm coach of same #; reconverted to 42-seat coach 1965 |
| 3335, 3355 | reb1949 | ATSF | 2         |      | snack fm coaches of same numbers                                              |
| 3365-3366  | reb1956 | ATSF | 2         |      | snack fm coaches; used furnishings of 3335, 3355                              |

Bar lounge / bar lounge-dormitory

|           |         |      |    |    |                                                  |
|-----------|---------|------|----|----|--------------------------------------------------|
| 500-505   | 1950    | Pull | 6  | LW | dome bar lounge                                  |
| 506-513   | 1954    | Budd | 8  | LW | fulldome bar lounge                              |
| 550-555   | 1954    | Budd | 6  | LW | fulldome bar lounge-dormitory                    |
| 575-580   | 1956    | Budd | 6  | LW | high-level lounge (2 bars)                       |
| 1339-1344 | 1950    | Pull | 6  | LW | lounge-dormitory                                 |
| 1345      | 1950    | Pull | 1  | LW | bar lounge-dormitory                             |
| 1346      | 1950    | Pull | 1  | LW | bar lounge vending machines 1963; snack bar 1967 |
| 1347-1349 | 1947    | Pull | 3  | LW | bar lounge                                       |
| 1350-1355 | 1927    | Pull | 6  |    | bar lounge-dormitory                             |
| 1358-1359 | 1914    | Pull | 2  |    | bar lounge-dormitory                             |
| 1360-1369 | 1925-26 | Pull | 10 |    | bar lounge-dormitory                             |
| 1370-1376 | 1937    | Budd | 7  | LW | bar lounge-dormitory                             |
| 1377      | 1938    | Budd | 1  | LW | bar lounge-dormitory                             |
| 1378      | 1940    | Pull | 1  | LW | bar lounge-dormitory                             |
| 1388-1389 | 1941    | Budd | 2  | LW | bar lounge                                       |
| 1390-1395 | 1946    | Budd | 6  | LW | bar lounge-dormitory                             |
| 1396-1397 | 1940    | Budd | 2  | LW | bar lounge                                       |
| 1524-1531 | reb1948 | ATSF | 8  |    | bar lounge-dormitory fm 3120-26, 28              |
| 1532-1537 | 1914    | Pull | 6  |    | bar lounge-dormitory                             |
| 3117-3118 | reb1962 | ATSF | 2  | LW | bar lounge fm coach-bar lounge of same numbers   |
| 3230-3233 | 1914    | Pull | 4  |    | parlor-bar lounge-dorm 14 revolving parlor seats |

Coach-bar lounge

| Numbers   | Built | By   | # of cars    |
|-----------|-------|------|--------------|
| 1398-1399 | 1938  | Budd | 2 LW 26-seat |
| 1521      | 1911  | Pull | 1 36-seat    |
| 3117-3118 | 1938  | Budd | 2 LW 26-seat |
| 3179      | 1947  | Pull | 1 LW 26-seat |

Baggage-dormitory-coach

| Numbers   | Built   | By   | # of cars                        |
|-----------|---------|------|----------------------------------|
| 3482      | 1940    | Pull | 1 LW 32-seat                     |
| 3492-3493 | reb1945 | ATSF | 2 LW 28-st fm bagg-coach same #s |

Baggage-bar lounge-dormitory

|           |         |      |              |
|-----------|---------|------|--------------|
| 1300      | reb1948 | ATSF | 1 fm 1350    |
| 1301-1302 | 1927    | Pull | 2            |
| 1303-1305 | reb1948 | ATSF | 3 fm 1351-53 |
| 1380-1383 | 1937    | Budd | 4 LW         |
| 1385      | 1937    | Budd | 1 LW         |
| 1386-1387 | 1938    | Budd | 2 LW         |

Baggage-dormitory

|           |         |      |                                                                   |
|-----------|---------|------|-------------------------------------------------------------------|
| 1380-1381 | reb1956 | ATSF | 2 LW fm baggage-bar lounge-dorm same numbers                      |
| 1383      | reb1956 | ATSF | 1 LW fm baggage-bar lounge-dorm same number                       |
| 1384      | reb1946 | ATSF | 1 LW fm baggage-bar lounge-dorm same number                       |
| 1385-1386 | reb1956 | ATSF | 2 LW fm baggage-bar lounge-dorm same numbers                      |
| 1387      | reb1948 | ATSF | 1 LW fm baggage-bar lounge-dorm same number                       |
| 3477-3479 | 1947    | Pull | 3 LW high-level end adaptor added 1956                            |
| 3480-3481 | 1938    | Budd | 2 LW high-level end adaptor added 1956                            |
| 3482      | reb1952 | ATSF | 1 LW fm bagg-dorm-coach same #; high-level end adaptor added 1956 |

Dormitory

| Number | Yr   | Desig. | Type    | Former Name  | Number | Yr   | Desig. | Type | Former Name |
|--------|------|--------|---------|--------------|--------|------|--------|------|-------------|
| 1306   | 1957 | 14     | sec HW  | Cyrus Field  | 3483   | 1966 | 4-4-2  |      | Kayenta     |
| 1307   | 1957 | 14     | sec HW  | James Watt   | 3484   | 1966 | 4-4-2  |      | Polacca     |
| 3472   | 1963 | 4-2-2  |         | Oraibi       | 3485   | 1966 | 4-4-2  |      | Kaibito     |
| 3473   | 1963 | 8-2-2  |         | Forward      | 3486   | 1966 | 4-4-2  |      | Hasta       |
| 3474   | 1962 | 24     | dup rte | Indian Arrow | 3487   | 1966 | 4-4-2  |      | Nava        |
| 3475   | 1962 | 24     | dup rte | Indian Lake  | 3488   | 1966 | 4-4-2  |      | Seboyeta    |
| 3476   | 1957 | 8-1-2  | (LW)    | Isleta       |        |      |        |      |             |

Sleeping cars -- Heavyweight

The cars listed below were those purchased from the Pullman Company by Santa Fe. Besides these, other sleeping cars from the Pullman-owned fleet were assigned to Santa Fe trains. Unless noted otherwise, these cars were bought from Pullman in 1948.

8 section, 1 drawing room, 2 compartment (Cent-series; built 1928-30)

|           |          |           |               |
|-----------|----------|-----------|---------------|
| Centacre  | Centdale | Centlow   | Centrange     |
| Centamia  | Centello | Centnome  | Centrock      |
| Centanda  | Centgate | Cent oak  | Centshire     |
| Centarch  | Centholm | Centosa   | Centsylvania  |
| Centash   | Centlawn | Centpaulo | Centwell      |
| Centaya   | Centlea  | Centquora | Laurel Valley |
| Centcampo | Centloch | Centrail  | Laurel Wood   |

14 section (built 1926-27)

|             |               |                   |            |
|-------------|---------------|-------------------|------------|
| Samuel Bard | Isaac Newton  | George Stephenson | James Watt |
| Cyrus Field | Louis Pasteur | John Stevens      |            |

6 compartment, 3 drawing room (Glen-series; built 1927-30)

|            |            |              |              |          |
|------------|------------|--------------|--------------|----------|
| Glen Beach | Glen Ewen  | Glen Frazer  | Glen Terrace | Okauchee |
| Glen Delta | Glen Forge | Glen Roberts | Oconomowoc   |          |

10 section, 1 drawing room, 2 compartment (Lake-series; built 1927)

|           |           |           |            |           |
|-----------|-----------|-----------|------------|-----------|
| Dean Lake | Echo Lake | Lava Lake | Moose Lake | Star Lake |
| Dell Lake | Fern Lake | Lona Lake | Spear Lake | Swan Lake |

|                                                                                     |                |               |               |            |
|-------------------------------------------------------------------------------------|----------------|---------------|---------------|------------|
| 10 section, 2 drawing room (Peak-series; built 1926, 28-29; purchased by ATSF 1953) |                |               |               |            |
| Antler Peak                                                                         | Bison Peak     | Gothic Peak   | Spanish Peaks | Yount Peak |
| Bates Peak                                                                          | Fremont's Peak | Pinnacle Peak | Storm Peak    |            |

|                                                                                  |               |             |             |
|----------------------------------------------------------------------------------|---------------|-------------|-------------|
| 10 section, 2 drawing room (Point-series; built 1924-26; purchased by ATSF 1953) |               |             |             |
| Point Bonita                                                                     | Point Delgada | Point Ellis | Point Reyes |
| Point Cooper                                                                     | Point Dume    | Point Loma  |             |

|                                                |                 |                   |                  |
|------------------------------------------------|-----------------|-------------------|------------------|
| 10 section-lounge (General-series; built 1930) |                 |                   |                  |
| General Carr                                   | General Hancock | General Lawton    | General Stoneman |
| General Chaffee                                | General Howard  | General Mills     |                  |
| General Crook                                  | General Kearney | General Schofield |                  |

|                                                                                                                   |                |             |                |
|-------------------------------------------------------------------------------------------------------------------|----------------|-------------|----------------|
| 6 section, 1 drawing room, 4 bedroom (Tribe-series; built 1924, 29 as 10 section, 2 bedroom cars; converted 1940) |                |             |                |
| Attakapa Tribe                                                                                                    | Comanche Tribe | Kaw Tribe   | Shoshone Tribe |
| Choctaw Tribe                                                                                                     | Hopi Tribe     | Kiowa Tribe |                |

### Sleeping cars -- Lightweight

Cars listed by groups, in the order of construction. Rebuilding notes follow each listing.

|                                     |                                                 |
|-------------------------------------|-------------------------------------------------|
| 8 section, 2 compartment, 2 bedroom | (Built by Pullman 1936; purchased by ATSF 1937) |
| Forward                             | Designated dormitory car 1963                   |

|                                          |                                      |
|------------------------------------------|--------------------------------------|
| 8 section, 2 compartment, 1 drawing room | (Built by Budd 1937)                 |
| Isleta                                   | Isleta designated dormitory car 1957 |

|                                          |                                                                  |
|------------------------------------------|------------------------------------------------------------------|
| 6 bedroom, 2 compartment, 2 drawing room | (Built by Budd 1937)                                             |
| Oraibi                                   | Oraibi designated dormitory car 1963; Taos rebuilt to coach 1961 |

|                                                             |                      |
|-------------------------------------------------------------|----------------------|
| 3 compartment, 2 drawing room, 1 bedroom lounge-observation | (Built by Budd 1937) |
| Navajo                                                      |                      |

|            |                         |            |                 |
|------------|-------------------------|------------|-----------------|
| 14 section | (Built by Pullman 1938) |            |                 |
| Dinnebito  | Hakatai                 | Hoskinnini | (all rebuilt to |
| Ganado     | Havasu                  | Hotauta    | (coaches 1960   |

|                                                                 |                         |           |      |
|-----------------------------------------------------------------|-------------------------|-----------|------|
| 4 drawing room, 1 bedroom lounge-observation                    | (Built by Pullman 1938) |           |      |
| Betahtakin                                                      | Chaistla                | Coconino  | Puye |
| Biltabito                                                       | Chuska                  | Denehotso |      |
| Coconino renamed Vista Plains in 1947 and rebuilt to coach 1962 |                         |           |      |
| Observation ends of remaining cars squared 1954-55              |                         |           |      |

Betahtakin, Biltabito, Chaistla and Chuska rebuilt to coaches 1960

|                                     |                         |       |       |                 |
|-------------------------------------|-------------------------|-------|-------|-----------------|
| 17 roomette, 1 section (for porter) | (Built by Pullman 1938) |       |       |                 |
| Chaco                               | Chinle                  | Otowi | Tonto | (all rebuilt to |
| Chimayo                             | Maito                   | Paria | Tuba  | (coaches 1960   |

|                                                                                                           |                            |          |          |         |
|-----------------------------------------------------------------------------------------------------------|----------------------------|----------|----------|---------|
| 8 section, 2 compartment, 2 bedroom                                                                       | (Built by Pullman 1937-38) |          |          |         |
| Salahkai                                                                                                  | Talwiwi                    | Tolani   | Toreva   | Tyuonyi |
| Segatoa                                                                                                   | Toadlena                   | Tolchico | Toroweap | Wupatki |
| Shanto                                                                                                    | Tohatchi                   | Tonalea  | Tyende   | Yampai  |
| Sinyala                                                                                                   |                            |          |          |         |
| Salahkai, Segatoa, Shanto, Toadlena, Tonalea, Toreva, Tyuonyi, Wupatki and Yampai rebuilt to coaches 1962 |                            |          |          |         |

|                                                             |                         |          |           |          |
|-------------------------------------------------------------|-------------------------|----------|-----------|----------|
| 4 compartment, 4 bedroom, 2 drawing room                    | (Built by Pullman 1938) |          |           |          |
| Hotevilla                                                   | Kaibito                 | Klethla  | Nankoweap | Tchirege |
| Haulpai                                                     | Kayenta                 | Moencopi | Naslini   | Tsankawi |
| Jadito                                                      | Kietsiel                | Mojave   | Polacca   |          |
| Kaibito, Kayenta, Polacca designated as dormitory cars 1966 |                         |          |           |          |

4 compartment, 4 bedroom, 2 drawing room (Built by Pullman 1939)  
 Bacobi Nava Saydatoh Seboyeta Tapacipa  
 Hasta  
 Hasta, Nava and Seboyeta designated as dormitory cars 1966

10 roomette, 5 bedroom (Built by Pullman 1940)  
 Cascade Mills Cascade Shoals

6 section, 6 roomette, 4 bedroom (Built by Pullman 1942)  
 Antelope Valley Kaw Valley Red Rock Valley Surprise Valley  
 Blue Valley Mescalero Valley Redondo Valley Sweetwater Valley  
 Chama Valley Monument Valley Rio Grande Valley Taos Valley  
 Cimarron Valley Paradise Valley Salt River Valley Tesuque Valley  
 Cottonwood Valley Pecos Valley San Miguel Valley Verde Valley  
 Eagle Nest Valley Pleasant Valley Sunshine Valley Whitewater Valley  
 Hidden Valley Red River Valley  
 Blue Valley renamed Citrus Valley, Taos Valley renamed Estancia Valley 1954

4 drawing room, 1 bedroom lounge-observation (Built by Pullman 1947)  
 Vista Canyon Vista Cavern Vista Heights Vista Valley  
 Observation ends squared 1956; drawing rooms converted to compartments 1961

4 drawing room, 1 bedroom lounge-observation (Built by ACF 1950)  
 Vista Club Obs end squared 1956; drawing rooms converted to compartments 1961

24 duplex roomettes, 1 section (for porter) (Built by Pullman 1947)  
 Indian Arrow Indian Falls Indian Maid Indian Scout  
 Indian Canoe Indian Flute Indian Mesa Indian Song  
 Indian Drum Indian Lake Indian Pony Indian Squaw  
 Indian Arrow and Indian Lake designated dormitory cars 1962; all cars converted to 11 BR 1964

10 roomette, 3 bedroom, 2 compartment (Built by Pullman 1947-48)  
 Blue Bay Blue Grass Blue Hill Blue Mott Blue Ridge  
 Blue Bell Blue Grove Blue Island Blue Mount Blue Springs  
 Blue Flag Blue Heart Blue Lake Blue Point Blue Water  
 Blue Gem Blue Heron Blue Moon Blue Pond

4 compartment, 4 bedroom, 2 drawing room (Built by Pullman 1947-48)  
 Regal Center Regal Crown Regal Oak Regal River Regal Temple  
 Regal City Regal Gorge Regal Pass Regal Ruby Regal Town  
 Regal Creek Regal Hill Regal Ring Regal Stream Regal Vale  
 Regal Cross Regal House

4 compartment, 4 bedroom, 2 drawing room (Built by ACF 1950)  
 Regal Arms Regal Crest Regal Gate Regal Inn Regal Lark  
 Regal Corps Regal Dome Regal Gulf Regal Isle Regal Manor  
 Regal Court Regal Elm Regal Hunt Regal Lane Regal Spa

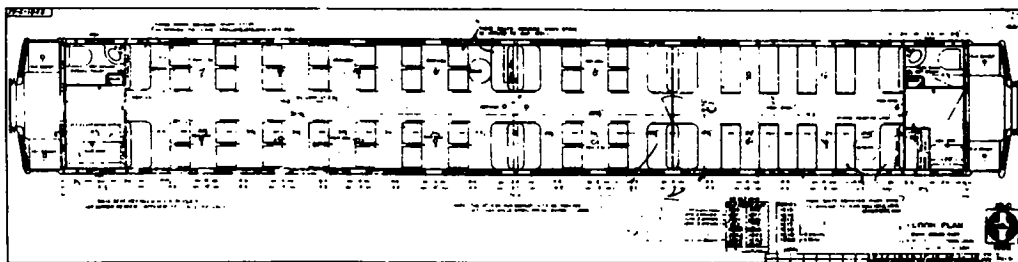
10 roomette, 6 bedroom (Built by Budd 1949-50)  
 Pine Arroyo Pine Cove Pine Gem Pine King Pine Peak  
 Pine Beach Pine Creek Pine Gorge Pine Leaf Pine Range  
 Pine Bell Pine Crest Pine Grove Pine Lodge Pine Rapids  
 Pine Bluff Pine Dale Pine Hill Pine Mesa Pine Ring  
 Pine Brook Pine Dawn Pine Island Pine Pass Pine Shore  
 Pine Cavern Pine Fern

10 roomette, 6 bedroom (Built by ACF 1951)  
 Palm Arch Palm Leaf Palm Path Palm Summit Palm Tower  
 Palm Dome Palm Loch Palm Star Palm Top Palm View  
 Palm Haven Palm Lore Palm Stream

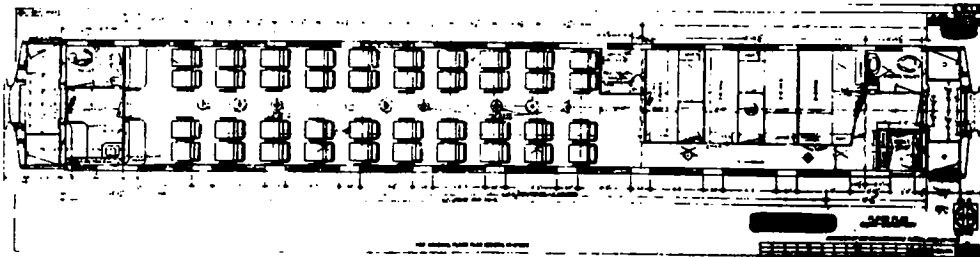
11 bedroom (Rebuilt by ATSF 1964)  
 See Indian-series cars listed above

# ADDENDA

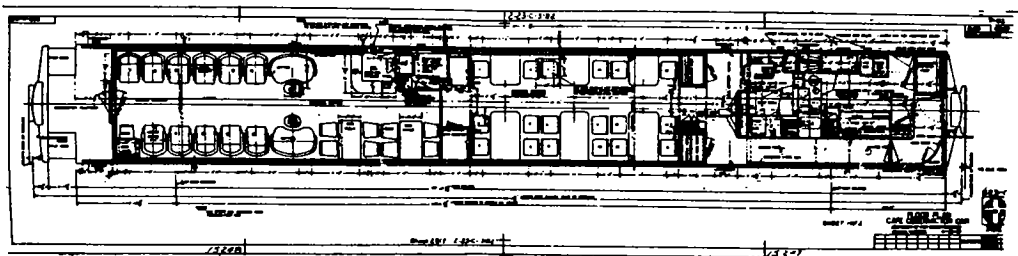
The floorplans didn't reproduce well in the book. They are all shown here along with the identifying page numbers.



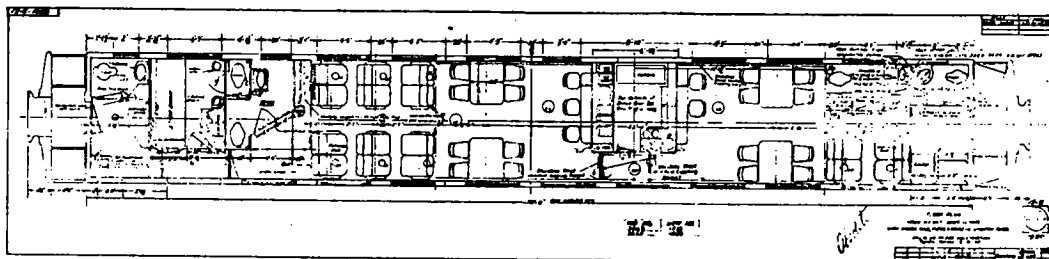
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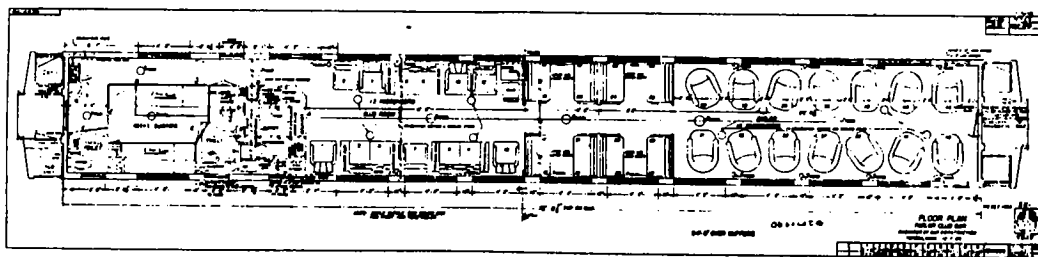
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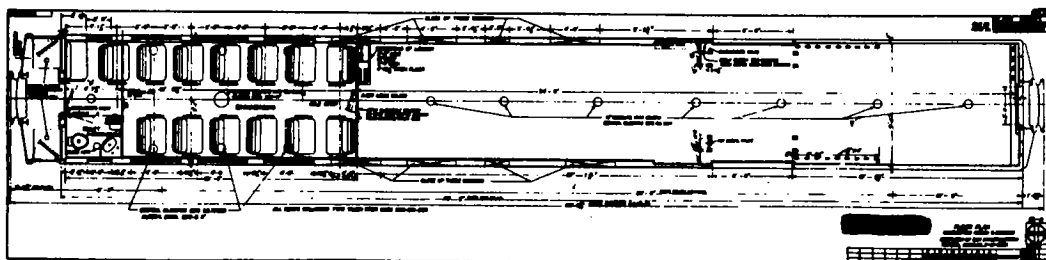
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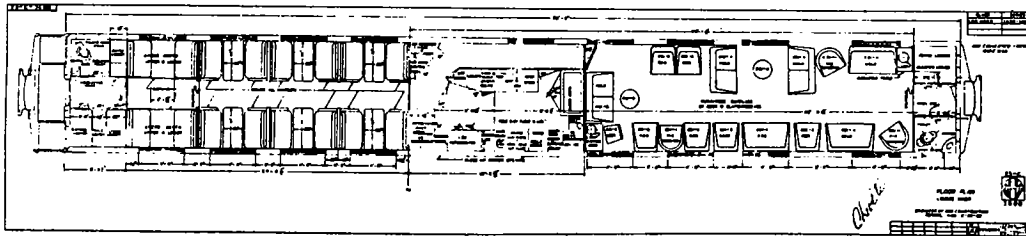
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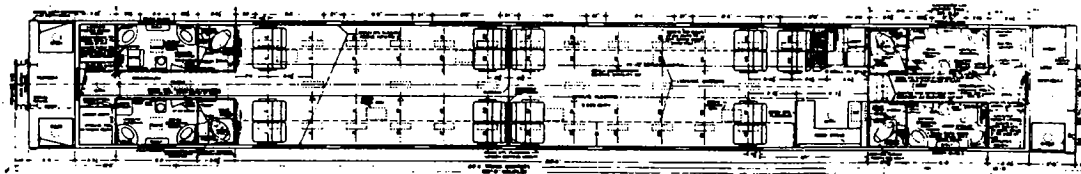
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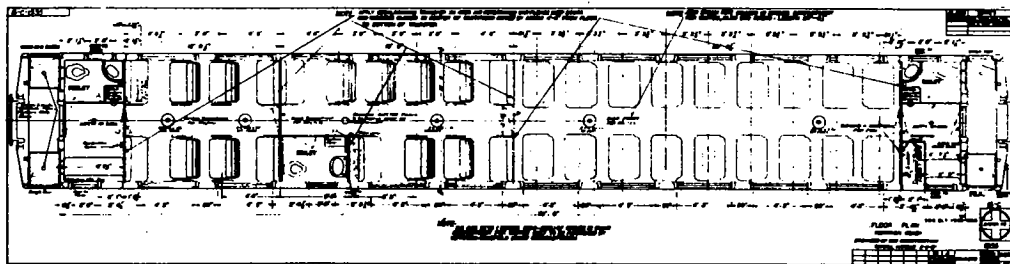
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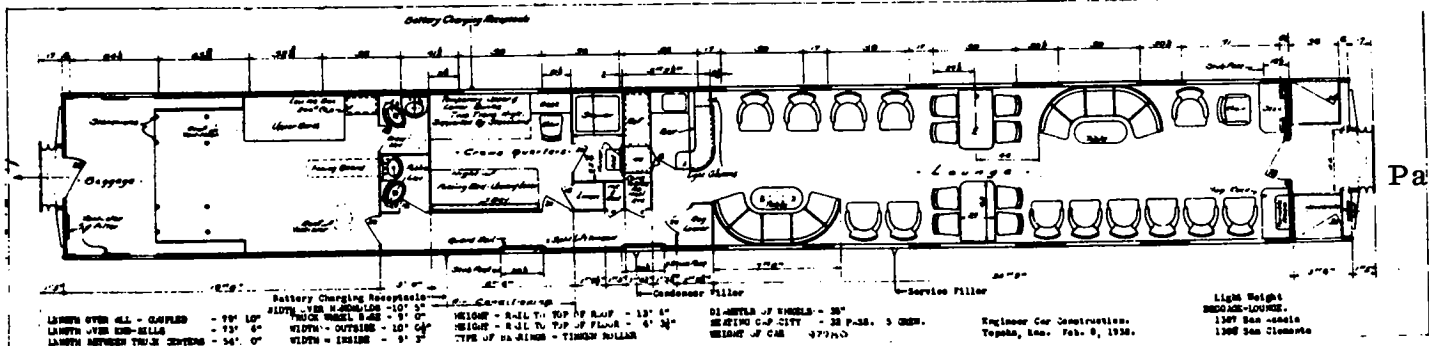
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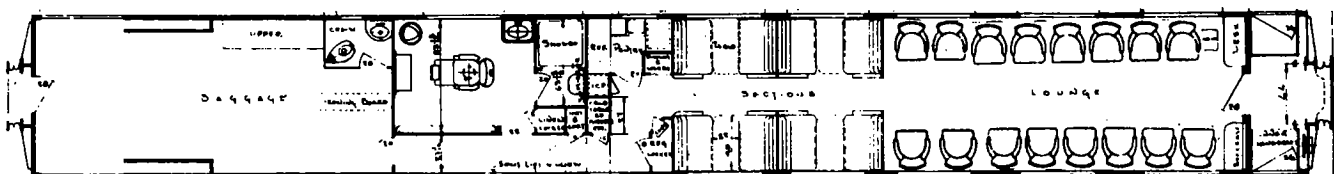
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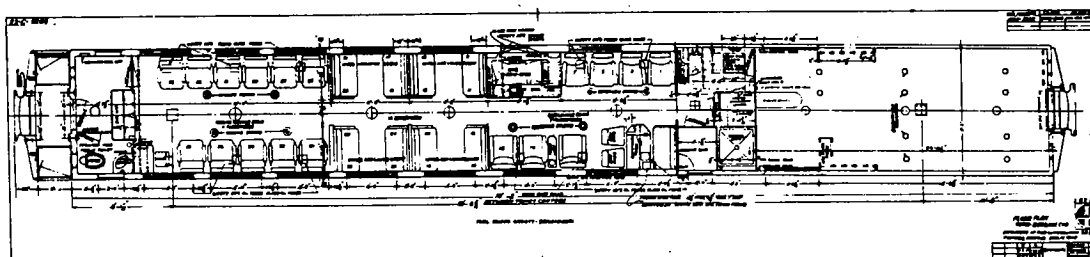
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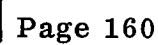
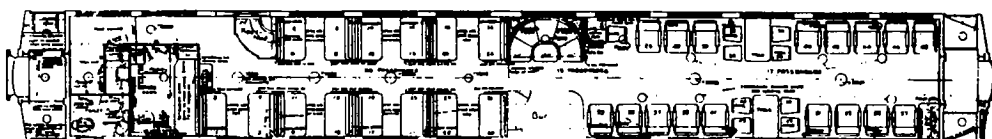
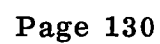
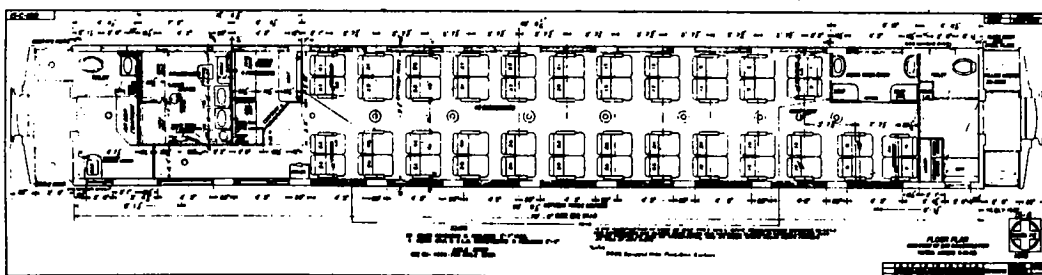
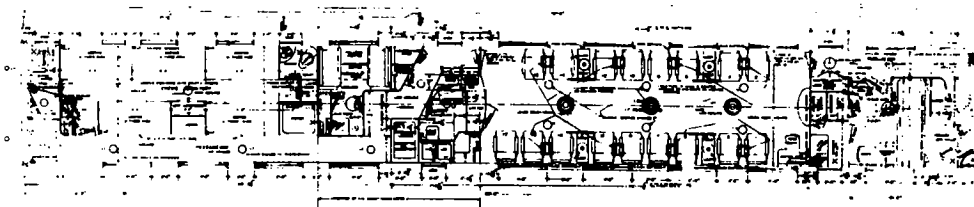
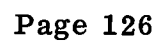
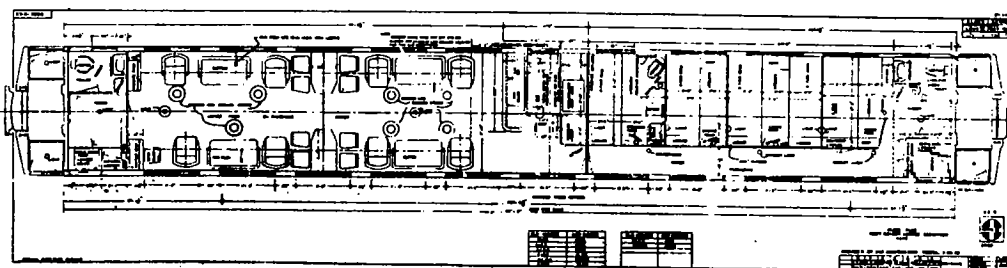
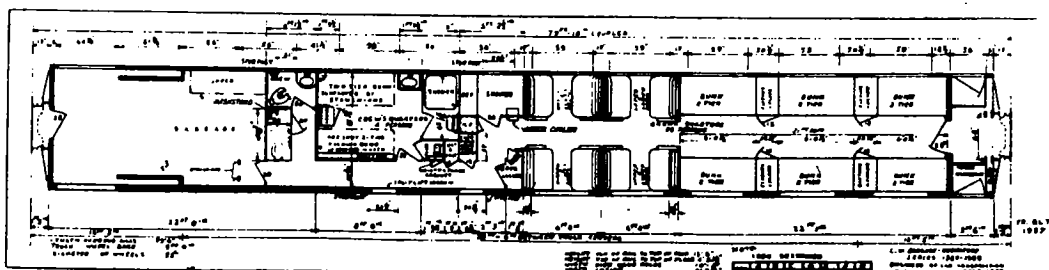
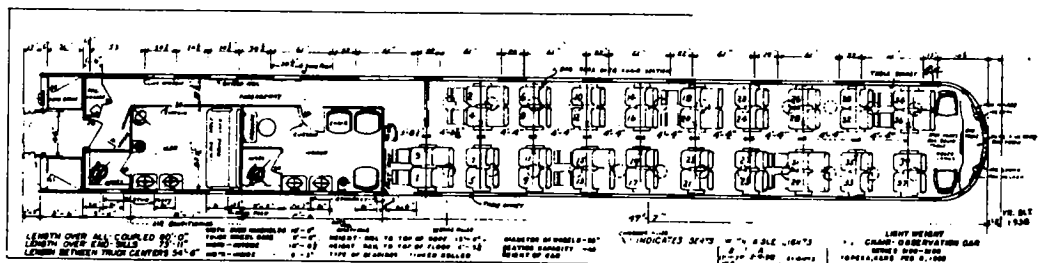
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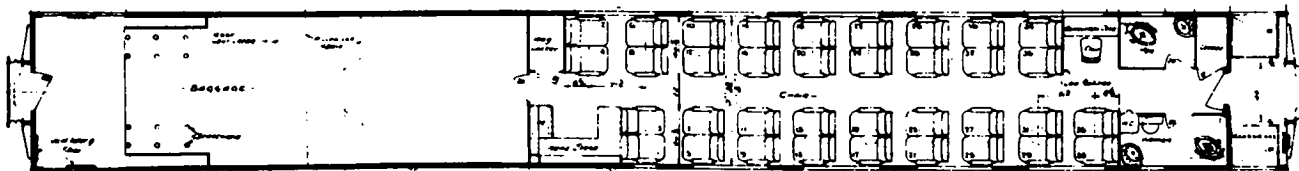


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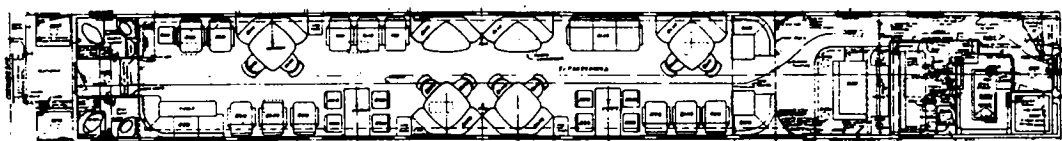


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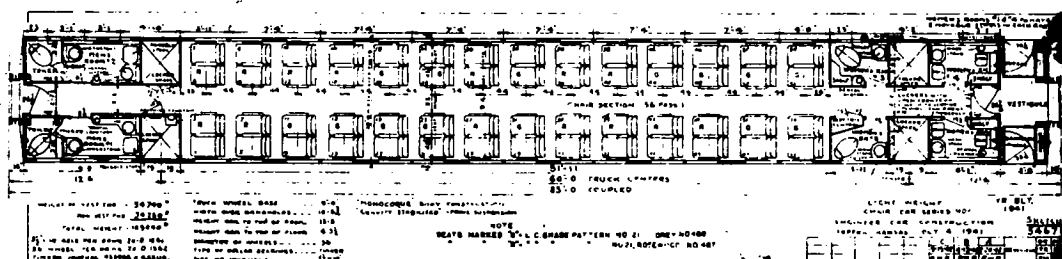




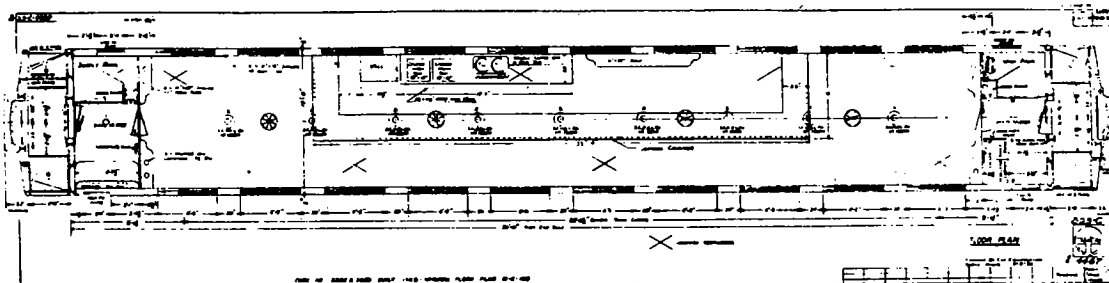
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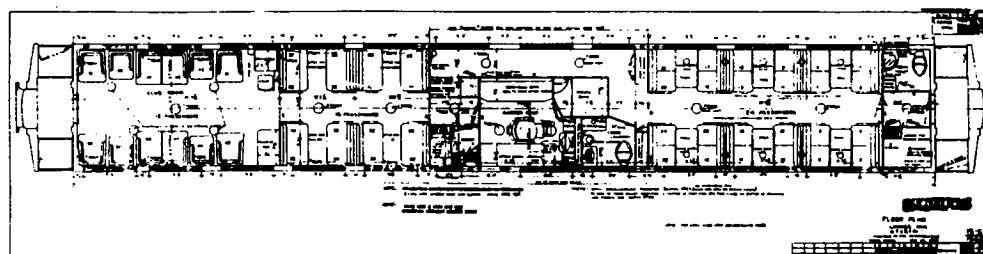
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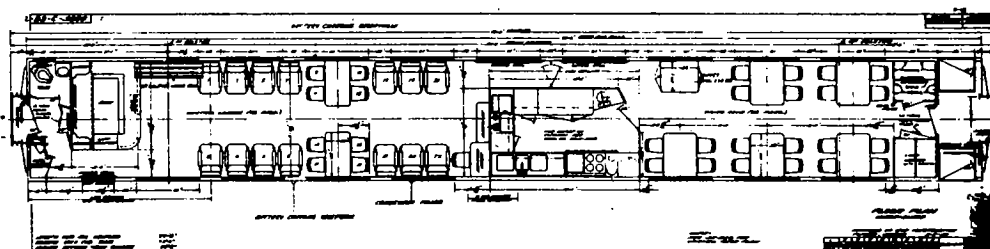
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# Quarter Century of Santa Fe Consists

| Image | Page  | Ref | Sub-Type                | Refer | Paint    | Number | Number     | Name Identifier | Year | Gen. Remarks                            |
|-------|-------|-----|-------------------------|-------|----------|--------|------------|-----------------|------|-----------------------------------------|
| BWP   | Cover | F   | EMD                     |       | RWB      | 304    |            |                 |      |                                         |
| DWG   | 117   | HIL | Chair                   |       |          | 700    |            |                 |      | 68/72 seats w/measurements              |
| DWG   | 119   | HIL | Diner                   |       |          | 650    |            |                 |      | 80 seat, w/measurements                 |
| FPL   | 116   | HIL | Lounge                  |       |          | 575    |            |                 |      | 60 passenger, upper                     |
| FPL   | 116   | HIL | Lounge                  |       |          | 575    |            |                 |      | 60 passenger, lower                     |
| DWG   | 116   | HIL | Lounge                  |       |          | 575    |            |                 |      | w/measurements                          |
| FPL   | 103   | HWT | Baggage-lounge-dorm     |       |          | 1300   | 1303, 130  |                 |      |                                         |
| BWP   | 103   | HWT | Baggage-lounge-dorm     |       | 2 tone g | 1304   |            |                 |      | <Bar Lounge Dorm 1352, Good AC photo    |
| BWP   | 190   | HWT | Cafe Lounge             |       |          | 1515   |            |                 | 1931 | bld. photo                              |
| BWP   | 31    | HWT | Cafe Observation        |       | Shadow   | 1509   |            |                 | 1947 |                                         |
| FPL   | 31    | HWT | Cafe Observation        |       |          | 1509   |            |                 |      |                                         |
| DWG   | 12    | HWT | Cafe Observation        |       |          | 1513   | -14 Series |                 |      |                                         |
| BWP   | 155   | HWT | Cafe Observation        |       | 2 tone g | 1513   |            |                 |      | Good hatch views                        |
| FPL   | 129   | HWT | Chair                   |       |          | 3000   | -19        |                 |      | 66 seat                                 |
| FPL   | 130   | HWT | Chair                   |       |          | 3020   | -29        |                 |      | 48 seat                                 |
| BWP   | 31    | HWT | Chair Diner             |       |          | 1518   |            |                 |      |                                         |
| FPL   | 31    | HWT | Chair Diner             |       |          | 1519   | -20        |                 |      |                                         |
| BWP   | 56    | HWT | Chair Diner             |       | 2 tone g | 1522   |            |                 |      |                                         |
| BWP   | 56    | HWT | Chair Diner             |       |          | 1522   |            |                 | 1954 | Centennial Club Lounge, interior        |
| FPL   | 56    | HWT | Chair Diner             |       |          | 1522   |            |                 |      |                                         |
| FPL   | 72    | HWT | Chair-Coach-Smoker      |       |          | 1030   | Series     |                 |      |                                         |
| BWP   | 133   | HWT | Coach                   |       |          | 3311   |            |                 | 1953 | mechanical a/c, >1125 in 1953, small wi |
| FPL   | 24    | HWT | Coach Dorm              |       |          | 1094   | -99 Series |                 |      | 44 seats, 12 crew                       |
| DWG   | 43    | HWT | Coach-Baggage           |       |          | 2602   | -08        |                 |      | Upper windows open                      |
| BWP   | 50    | HWT | Coach-Baggage           |       |          | 2602   |            |                 |      | Upper windows open                      |
| FPL   | 50    | HWT | Coach-Baggage           |       |          | 2602   |            |                 |      | Upper windows open                      |
| FPL   | 22    | HWT | Coach-smoker            |       |          | 1200   | -21 Series |                 |      | Walkover seats                          |
| BWP   | 29    | HWT | Diner                   |       |          | 1406   |            |                 | 1927 |                                         |
| FPL   | 126   | HWT | Lounge Dorm             |       |          | 1524   | -31        |                 | 1948 |                                         |
| FPL   | 160   | HWT | Lounge Dorm             |       |          | 1532   | -37        |                 |      |                                         |
| DWG   | 175   | HWT | Lounge-dormitory        |       |          | 1358   | -59        |                 |      | <coach buffet lounge 1530-31            |
| FPL   | 175   | HWT | Lounge-dormitory        |       |          | 1358   | -59        |                 |      | <coach buffet lounge 1530-31            |
| FPL   | 124   | HWT | Lounge-dormitory        |       |          | 1360   | series     |                 |      |                                         |
| BWP   | 123   | HWT | Lounge-dormitory        |       | Coach C  | 1363   |            | San Bartolo     |      |                                         |
| BWP   | 123   | HWT | Lounge-dormitory        |       | Shadow   | 1363   |            | San Bartolo     | 1947 |                                         |
| BWP   | 157   | HWT | Mail-RPO                |       |          | 75     |            |                 | 1917 | 60'                                     |
| FPL   | 38    | HWT | Parlor Club             |       |          | 3230   | -33        |                 |      |                                         |
| BWP   | 131   | HWT | Sleeper: 6-1-4          |       | 2 tone g |        |            | Shoshone Tribe  |      |                                         |
| BWP   | 7     | HWT | Sleeper: tourist        |       | 2 tne gr | 3115   |            |                 |      | A/C                                     |
| DWG   | 82    | LWT | 24 Roomette             |       |          |        |            |                 |      |                                         |
| BWP   | 90    | LWT | Baggage Bar Lounge Dorm |       |          | 1386   |            | San Clemente    |      |                                         |
| FPL   | 89    | LWT | Baggage Bar Lounge Dorm |       |          | 1386   | -87 series |                 | 1938 |                                         |
| FPL   | 101   | LWT | Baggage Barber Lounge   |       |          | 1385   |            | San Pascal      |      | >Baggage Dorm                           |
| FPL   | 161   | LWT | Baggage Chair           |       |          | 3490   | -91        |                 |      |                                         |
| BWP   | 161   | LWT | Baggage Chair           |       |          | 3491   |            |                 |      |                                         |
| FPL   | 107   | LWT | Baggage Dorm            |       |          | 1380   | -85        |                 |      | after 1956 conversion                   |
| BWP   | 101   | LWT | Baggage Dorm            |       |          | 1385   |            | San Pascal      |      | < Baggage Barber Lounge                 |
| BWP   | 114   | LWT | Baggage Dorm            |       |          | 3481   |            |                 |      | w/transition cauling, Budd              |
| FPL   | 114   | LWT | Baggage Dorm            |       |          | 3481   |            |                 |      |                                         |
| BWP   | 63    | LWT | Baggage-chair-dorm      |       |          | 3493   |            |                 |      | 28 seat, 12 bunk                        |
| BWP   | 160   | LWT | Cafeteria               |       |          | 1501   |            |                 |      |                                         |
| FPL   | 163   | LWT | Chair                   |       |          | 1100   |            |                 | 1941 | pendulum suspended                      |
| BWP   | 169   | LWT | Chair                   |       | 2 tone g | 1100   |            |                 |      | Pendulum suspended                      |
| BWP   | 69    | LWT | Chair                   |       |          | 3101   |            |                 |      | 52 seat Budd                            |
| DWG   | 150   | LWT | Chair observation       |       |          | 3197   |            |                 |      | 38 seat, used with M-190, w/measureme   |
| FPL   | 104   | LWT | Chair observation       |       |          | 3198   | -99        |                 |      | 38 seat < 50 seat                       |
| FPL   | 166   | LWT | Chair observation       |       |          | 3240   | 3243-45    |                 | 1936 | Budd                                    |
| FPL   | 167   | LWT | Chair-Club lounge       |       |          | 1398   | -99        |                 |      |                                         |

| <u>Page</u> | <u>Ridge Ref</u> | <u>Refer</u> | <u>Sub-Type Refer</u> | <u>Paint</u>                    | <u>Number</u> | <u>Number</u> | <u>Name Identifier</u> | <u>Year</u> | <u>Gen. Remarks</u>                       |
|-------------|------------------|--------------|-----------------------|---------------------------------|---------------|---------------|------------------------|-------------|-------------------------------------------|
|             | BWP              | 167          | LWT                   | Chair-Club lounge               |               | 1399          |                        |             | Budd                                      |
|             | FPL              | 162          | LWT                   | Club-Lounge                     |               | 1347          | -49                    |             |                                           |
|             | BWP              | 162          | LWT                   | Club-Lounge                     |               | 1349          |                        |             |                                           |
|             | BWP              | 159          | LWT                   | Club-lounge                     |               | 3117          |                        |             |                                           |
|             | FPL              | 159          | LWT                   | Club-lounge                     |               | 3117          | -18                    | 1938        |                                           |
|             | FPL              | 79           | LWT                   | Club-lounge-dorm                |               | 1371          | -76 series             | 1937        |                                           |
|             | BWP              | 79           | LWT                   | Club-lounge-dorm                |               | 1372          | Picuris                |             |                                           |
|             | BWP              | 172          | LWT                   | Coach Observation               |               | 2340          | series                 |             | 60 seat                                   |
|             | DWG              | 93           | LWT                   | Diner                           |               | 600           | -06                    |             | Pullman                                   |
|             | DWG              | 95           | LWT                   | Dome-lounge                     |               | 500           | -05                    |             |                                           |
|             | FPL              | 108          | LWT                   | Dome-lounge                     |               | 506           | -13                    |             | upper level                               |
|             | FPL              | 109          | LWT                   | Dome-lounge                     |               | 506           | -13                    |             | lower level                               |
|             | BWP              | 109          | LWT                   | Dome-lounge                     |               | 507           |                        |             |                                           |
|             | BWP              | 81           | LWT                   | Dome-lounge-dorm                |               | 554           |                        |             |                                           |
|             | BWP              | 69           | LWT                   | Legrest chair                   |               | 2839          |                        |             | 48 seat, Budd                             |
|             | BWP              | 69           | LWT                   | Legrest chair                   |               | 2898          |                        |             | 44 seat, Pullman                          |
|             | BWP              | 190          | LWT                   | Lounge diner                    |               | 1396          |                        |             | < Bar Lounge                              |
|             | FPL              | 190          | LWT                   | Lounge diner                    |               | 1396          | -97                    |             | < Bar Lounge                              |
|             | BWP              | 92           | LWT                   | Lounge-Dorm                     |               | 1342          |                        |             | Pullman                                   |
|             | FPL              | 110          | LWT                   | Lunch Counter Dine              |               | 1550          | series                 |             |                                           |
|             | BWP              | 110          | LWT                   | Lunch Counter Dine              |               | 1553          |                        |             |                                           |
|             | FPL              | 61           | LWT                   | Parlor-Observation              |               | 3241          | -43                    |             | externally twin of coach-observation 3241 |
|             | FPL              | 64           | LWT                   | Partition Chair                 |               | 3187          | -89                    |             |                                           |
|             | BWP              | 113          | LWT                   | Sleeper 10-5                    |               |               |                        |             | Cascade Shoals                            |
|             | BWP              | 114          | LWT                   | Sleeper: 11 double bed          |               |               |                        |             | Indian Squaw                              |
|             | BWP              | 111          | LWT                   | sleeper: 17-1                   |               |               |                        |             | Paria                                     |
|             | BWP              | 89           | LWT                   | sleeper: 4-1 lounge-observation |               |               |                        |             | Vista Cavern                              |
|             | BWP              | 113          | LWT                   | sleeper: 4-1 lounge-observation |               |               |                        | 1938        | round end, Bld. photo                     |
|             | BWP              | 113          | LWT                   | sleeper: 4-1 lounge-observation |               |               |                        | 1968        | Flat end                                  |
|             | BWP              | 92           | LWT                   | Sleeper: 4-4-2                  |               |               |                        |             | Regal Cross                               |
|             | BWP              | 136          | LWT                   | Sleeper: 4-4-2                  |               |               |                        |             | Pullman                                   |
|             | BWP              | 66           | LWT                   | Sleeper: 6-6-4                  | Gray          |               |                        |             | Cottonwood Valle                          |
|             | FPL              | 173          | LWT                   | Snack Car                       |               | 3365          | -66                    |             | <coaches                                  |
|             | BWP              | 92           | LWT                   | Steam Generator Car             |               | 134           |                        |             | <Baggage                                  |
|             | DWG              | 150          | MOTO                  |                                 |               | M-190         |                        |             | w/measurements]                           |