



ASSIGNMENT OF SPACE

in Sleeping Cars and Chair Cars

Passenger Traffic Department
System Assignment Circular No. 2

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

PASSENGER TRAFFIC DEPARTMENT

SYSTEM ASSIGNMENT CIRCULAR NO. 2

Effective September 16, 1959

(Canceling System Assignment Circular No. 1)

ASSIGNMENT OF SPACE

IN

SLEEPING CARS

AND

CHAIR CARS

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(Revised February 1, 1966. Correction No. 752 to Santa Fe System Assignment Circular No. 2, canceling Correction No. 707.)

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(Revised September 5, 1965. Correction No. 735 to System
Assignment Circular No. 2, cancelling Correction No. 694.)

AVOID DUPLICATE SALES

1. Don't fail to enter name, ticket number or code on diagram.
2. Don't fail to verify date train passes station at which space is to be claimed.
3. Don't fail to enter on diagram starting point and destination of space released to other agents. This for information of Pullman Conductors when wiring unsold space.
4. Don't enter ticket number in wrong space on diagram.
5. Don't enter wrong space on ticket.
6. Don't guess at a message that is not clear--verify.
7. Don't fail to deliver office diagram to Pullman Conductor, regardless of whether or not any space has been sold.
8. Don't forget the date always refers to the date the train leaves station at which space is to be claimed, unless otherwise stated.
9. Don't forget that when cars leave terminals after midnight, but are open for occupancy before midnight, diagrams and tickets must be dated for actual date of departure.
- # 10. Don't forget that space requested will be for use from point to which request is addressed, unless otherwise specified.

New Material.

(Correction No. 216 to System Assignment Circular No. 2, canceling correction No. 60.)

CHECK LIST OF CORRECTIONS RECEIVED

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

949	976	1003	1030	1057	1084	1111	1138	1165
950	977	1004	1031	1058	1085	1112	1139	1166
951	978	1005	1032	1059	1086	1113	1140	1167
952	979	1006	1033	1060	1087	1114	1141	1168
953	980	1007	1034	1061	1088	1115	1142	1169
954	981	1008	1035	1062	1089	1116	1143	1170
955	982	1009	1036	1063	1090	1117	1144	1171
956	983	1010	1037	1064	1091	1118	1145	1172
957	984	1011	1038	1065	1092	1119	1146	1173
958	985	1012	1039	1066	1093	1120	1147	1174
959	986	1013	1040	1067	1094	1121	1148	1175
960	987	1014	1041	1068	1095	1122	1149	1176
961	988	1015	1042	1069	1096	1123	1150	1177
962	989	1016	1043	1070	1097	1124	1151	1178
963	990	1017	1044	1071	1098	1125	1152	1179
964	991	1018	1045	1072	1099	1126	1153	1180
965	992	1019	1046	1073	1100	1127	1154	1181
966	993	1020	1047	1074	1101	1128	1155	1182
967	994	1021	1048	1075	1102	1129	1156	1183
968	995	1022	1049	1076	1103	1130	1157	1184
969	996	1023	1050	1077	1104	1131	1158	1185
970	997	1024	1051	1078	1105	1132	1159	1186
971	998	1025	1052	1079	1106	1133	1160	1187
972	999	1026	1053	1080	1107	1134	1161	1188
973	1000	1027	1054	1081	1108	1135	1162	1189
974	1001	1028	1055	1082	1109	1136	1163	1190
975	1002	1029	1056	1083	1110	1137	1164	1191

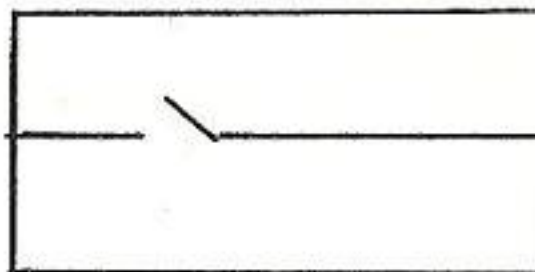
(Issued Sept. 15, 1967. Correction No. 939 to Santa Fe System Assignment circular No. 2, canceling Correction No. 708)

ALL PASSENGER DEPARTMENT PERSONNEL
SHOULD FAMILIARIZE THEMSELVES WITH
THE TYPE OF EQUIPMENT OPERATING ON
CERTAIN SANTA FE NAME TRAINS

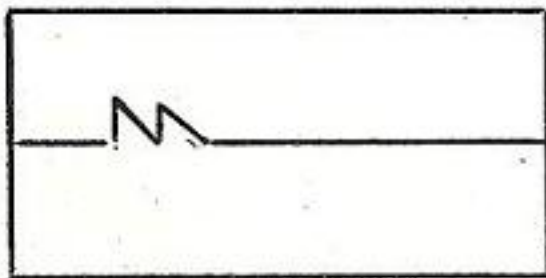
PAGES 3 TO 15 INC., WILL ANSWER
CORRECTLY QUESTIONS PERTAINING
TO THE RIDING POSITION, SOFA OR
CHAIR, LOCATION OF LAVATORY AND
LOCATION OF ROOM

THE DIFFERENT TYPE OPENINGS BETWEEN
ROOMS ARE SHOWN BELOW

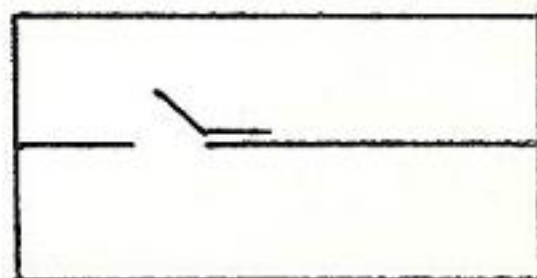
CONNECTING DOOR



CONNECTING DOOR
AND
FOLDING PARTITION



CONNECTING DOOR
AND
SLIDING PARTITION



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(Correction No. 638 to Santa Fe System Assignment Circular No. 2, cancelling Original Page 3.)

4-1 Lng. (LW)

Diagram 264

4-Compartments
1-Double Bedroom
Lounge

#NOTE: Rooms B, C, D, and E can be convert- ed into Drawing Rooms.			front
	BEDROOM		
	A	@Crosswise-Sofa Toilet not encl.	
	COMPARTMENT		
	B	Backward Riding Crosswise-Sofa Toilet enclosed	
@"Vista" series cars forward riding. Other cars in this line such as "Puye" and "Denehotso" backward riding.	COMPARTMENT		
	C	Forward Riding Crosswise-Sofa Toilet enclosed	
	COMPARTMENT		
	D	Backward Riding Crosswise-Sofa Toilet enclosed	
	COMPARTMENT		
	E	Forward Riding Crosswise-Sofa Toilet enclosed	

LOUNGE

rear

(Revised September 10, 1966. Correction No. 802 to Santa Fe Assignment Circular No. 2, canceling Correction No. 753.)

4-4-2 Diagram 235-D

(LW)

4-Double Bedrooms
4-Compartments
2-Drawing-rooms

front

BEDROOM	
A	Backward Riding Crosswise-Sofa Toilet not encl.
COMPARTMENT chair	
B	Forward Riding Lengthwise-Chair Toilet enclosed
BEDROOM	
C	Backward Riding Crosswise-Sofa Toilet not encl.
DRAWINGROOM	
D	Forward Riding Crosswise-Sofa Toilet enclosed
DRAWINGROOM	
E	Backward Riding Crosswise-Sofa Toilet enclosed
COMPARTMENT chair	
F	Forward Riding Lengthwise-Chair Toilet enclosed
COMPARTMENT chair	
G	Backward Riding Lengthwise-Chair Toilet enclosed
BEDROOM	
H	Forward Riding Crosswise-Sofa Toilet not encl.
COMPARTMENT chair	
I	Backward Riding Lengthwise-Chair Toilet enclosed
BEDROOM	
J	Forward Riding Crosswise-Sofa Toilet not encl.

rear

4-4-2 Diagram 265-D

(LW)

4-Compartments
4-Double Bedrooms
2-Drawing-rooms

front

BEDROOM	
A	Backward Riding Crosswise-Sofa Toilet not encl.
BEDROOM	
B	Forward Riding Crosswise-Sofa Toilet not encl.
COMPARTMENT chair	
C	Backward Riding Crosswise-Sofa Toilet not encl.
DRAWINGROOM	
D	Forward Riding Crosswise-Sofa Toilet enclosed
DRAWINGROOM	
E	Backward Riding Crosswise-Sofa Toilet enclosed
COMPARTMENT chair	
F	Forward Riding Crosswise-Sofa Toilet not encl.
COMPARTMENT chair	
G	Backward Riding Crosswise-Sofa Toilet not encl.
COMPARTMENT chair	
H	Forward Riding Crosswise-Sofa Toilet not encl.
BEDROOM	
I	Backward Riding Crosswise-Sofa Toilet not encl.
BEDROOM	
J	Forward Riding Crosswise-Sofa Toilet not encl.

rear

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(Correction No. 639 to Santa Fe System Assignment Circular No. 2, cancelling original page 6.)

6-6-4 Diagram 282-D

(LW)

6-Roomettes
6-Sections
4-Double Bedrooms
front

BEDROOM	
A	Backward Riding Crosswise-Sofa Toilet not encl.
BEDROOM	
B	Forward Riding Crosswise-Sofa Toilet not encl.
BEDROOM	
C	Backward Riding Crosswise-Sofa Toilet not encl.
BEDROOM	
D	Forward Riding Crosswise-Sofa Toilet not encl.
ROOMETTE 2	ROOMETTE 1
ROOMETTE 4	ROOMETTE 3
ROOMETTE 6	ROOMETTE 5
UPPER	LOWER
7	7
8	8
9	9
10	10
11	11
12	12
rear	

8-1-2 Diagram 25-D

(HW)

8-Sections
1-Drawing-room
2-Compartments
front

{	UPPER	1	1	LOWER	}
		2	2		
{		3	3		}
		4	4		
{		5	5		}
		6	6		
{		7	7		}
		8	8		
DRAWINGROOM					
A Forward Riding Lengthwise-Sofa Toilet enclosed					
COMPARTMENT					
B Forward Riding Crosswise-Sofa Toilet not encl.					
COMPARTMENT					
C Forward Riding Crosswise-Sofa Toilet not encl.					
rear					

Bracketed sections are opposite
with odd numbers on right side.

8-2-2 Diagram 260-D

(LW)

8-Sections
2-Double Bedrooms
2-Compartments

front

UPPER	1	1	LOWER
	2	2	
	3	3	
	4	4	
	5	5	
	6	6	
	7	7	
	8	8	
BEDROOM			
A Backward Riding Crosswise-Sofa Toilet not encl.			
BEDROOM			
B Forward Riding Crosswise-Sofa Toilet not encl.			
COMPARTMENT chair			
C Backward Riding Crosswise-Sofa Toilet not encl.			
COMPARTMENT chair			
D Forward Riding Crosswise-Sofa Toilet not encl.			

rear

10-3-2 Diagram 284-D

(LW)

10-Roomettes
3-Double Bedrooms
2-Compartments

front

ROOMETTE	ROOMETTE
2	1
ROOMETTE	ROOMETTE
4	3
BEDROOM	
A Backward Riding Crosswise-Sofa Toilet not encl.	
COMPARTMENT chair	
B Backward Riding Lengthwise-Chair Toilet enclosed	
BEDROOM	
C Forward Riding Crosswise-Sofa Toilet not encl.	
COMPARTMENT chair	
D Backward Riding Lengthwise-Chair Toilet enclosed	
BEDROOM	
E Forward Riding Crosswise-Sofa Toilet not encl.	
ROOMETTE	ROOMETTE
6	5
ROOMETTE	ROOMETTE
8	7
ROOMETTE	ROOMETTE
10	9

rear

Bracketed sections are opposite
with odd number on right side. -8-

10-6 PALM (LW)

Diagram 216-D

10-Roomettes
6-Double Bedrooms
front

BEDROOM	
A	Backward Riding Crosswise-Sofa Toilet enclosed
BEDROOM chair	
B	Forward Riding Lengthwise-Chair Toilet enclosed
BEDROOM chair	
C	Backward Riding Lengthwise-Chair Toilet enclosed
BEDROOM	
D	Forward Riding Crosswise-Sofa Toilet enclosed
BEDROOM chair	
E	Backward Riding Lengthwise-Chair Toilet enclosed
BEDROOM	
F	Forward Riding Crosswise-Sofa Toilet enclosed
ROOMETTE	ROOMETTE
2	1
ROOMETTE	ROOMETTE
4	3
ROOMETTE	ROOMETTE
6	5
ROOMETTE	ROOMETTE
8	7
ROOMETTE	ROOMETTE
10	9

rear

10-6 PINE (LW)

Diagram 214-D

10-Roomettes
6-Double Bedrooms
front

ROOMETTE	ROOMETTE
9	10
ROOMETTE	ROOMETTE
7	8
ROOMETTE	ROOMETTE
5	6
ROOMETTE	ROOMETTE
3	4
ROOMETTE	ROOMETTE
1	2
BEDROOM chair	
F	Backward Riding Lengthwise-Chair Toilet enclosed
BEDROOM	
E	Forward Riding Crosswise-Sofa Toilet enclosed
BEDROOM chair	
D	Backward Riding Lengthwise-Chair Toilet enclosed
BEDROOM	
C	Forward Riding Crosswise-Sofa Toilet enclosed
BEDROOM chair	
B	Backward Riding Lengthwise-Chair Toilet enclosed
BEDROOM	
A	Forward Riding Crosswise-Sofa Toilet enclosed

rear

(LW)

10-Roomettes
5-Double Bedrooms
front

BEDROOM	
A	Forward Riding Crosswise-Sofa Toilet not encl.
BEDROOM	
B	Backward Riding Crosswise-Sofa Toilet not encl.
BEDROOM	
C	Forward Riding Crosswise-Sofa Toilet not encl.
BEDROOM	
D	Backward Riding Crosswise-Sofa Toilet not encl.
BEDROOM	
E	Forward Riding Crosswise-Sofa Toilet not encl.
ROOMETTE	ROOMETTE
2	1
ROOMETTE	ROOMETTE
4	3
ROOMETTE	ROOMETTE
6	5
ROOMETTE	ROOMETTE
8	7
ROOMETTE	ROOMETTE
10	9

rear

11-Double Bedrooms

DOUBLE BEDROOM	
A	Forward Riding Crosswise-Sofa
DOUBLE BEDROOM	
B	Backward Riding Crosswise-Sofa
DOUBLE BEDROOM	
C	Forward Riding Crosswise-Sofa
DOUBLE BEDROOM	
D	Backward Riding Crosswise-Sofa
DOUBLE BEDROOM	
E	Forward Riding Crosswise-Sofa
DOUBLE BEDROOM	
F	Backward Riding Crosswise-Sofa
DOUBLE BEDROOM	
G	Forward Riding Crosswise-Sofa
DOUBLE BEDROOM	
H	Backward Riding Crosswise-Sofa
DOUBLE BEDROOM	
I	Forward Riding Crosswise-Sofa
DOUBLE BEDROOM	
J	Backward Riding Crosswise-Sofa
DOUBLE BEDROOM	
K	Forward Riding Crosswise-Sofa

rear

(Revised October 20, 1965. Correction No. 738 to System
Assignment Circular No. 2, canceling Correction No. 546)

14-Sections

Bracketed sections are opposite with odd numbers on right side.

DIAGRAM Form 213-D

Mens Lounge			
UPPER			LOWER
{	1	1	}
	2	2	
{	3	3	}
	4	4	
{	5	5	}
	6	6	
{	7	7	}
	8	8	
{	9	9	}
	10	10	
{	11	11	}
	12	12	
{	13	13	}
	14	14	
Ladies Lounge			
rear			

14 ROOMETTES		4 DOUBLE BEDROOMS	
ROOMETTE		ROOMETTE	
13		14	
ROOMETTE		ROOMETTE	
11		12	
ROOMETTE		ROOMETTE	
9		10	
ROOMETTE		ROOMETTE	
7		8	
ROOMETTE		ROOMETTE	
5		6	
ROOMETTE		ROOMETTE	
3		4	
ROOMETTE		ROOMETTE	
1		2	
★ DOUBLE BEDROOM D Crosswise Into Bed and Under			
★ DOUBLE BEDROOM C Total Test Lengthwise Folding Bed and Under			
★ DOUBLE BEDROOM B Total Test Lengthwise Folding Bed and Under			
★ DOUBLE BEDROOM A Crosswise Into Bed and Under			
rear			

(Revised April 26, 1964. Correction No. 547 to System Assignment Circular No. 2, canceling Correction No. 354.)

48-SEAT COACH

Diagram 191-X

front	
Mens Lounge	
1	2
3	4
5	6
7	8
9	10
11	12
13	14
15	16
17	18
19	20
21	22
23	24
25	26
27	28
29	30
31	32
33	34
35	36
37	38
39	40
41	42
43	44
45	46
47	48
Ladies Lounge	
rear	

44-SEAT COACH

Diagram 191-Q

front	
Mens Lounge	
1	2
3	4
5	6
7	8
9	10
11	12
13	14
15	16
17	18
19	20
21	22
23	24
25	26
27	28
29	30
31	32
33	34
35	36
37	38
39	40
41	42
43	44
Ladies Lounge	
rear	

Bracketed seats are adjoining and lower number is window seat.

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(Correction No. 640 to Santa Fe System Assignment Circular No. 2, cancelling original page 13.)

68 SEAT HI-LEVEL COACH

Diagram 191-I

front	
74 S	S 73
70 S	S 69
{ 66	65 }
{ 68	67 }
{ 62	61 }
{ 64	63 }
{ 58	57 }
{ 60	59 }
{ 54	53 }
{ 56	55 }
{ 50	51 49 }
{ 52	51 }
{ 46 48	47 45 }
{ 48	47 }
stairwell to restrooms	41 }
	43 }
	37 }
	39 }
{ 34	33 }
{ 36	35 }
{ 30	29 }
{ 32	31 }
{ 26	25 }
{ 28	27 }
{ 22	21 }
{ 24	23 }
{ 18	17 }
{ 20	19 }
{ 14	13 }
{ 16	15 }
{ 10	9 }
{ 12	11 }
{ 6	5 }
{ 8	7 }
{ 2	1 }
{ 4	3 }
rear	

68 SEAT HI-LEVEL COACH

Diagram 191-H

front	
{ 1	2 }
{ 3	4 }
{ 5	6 }
{ 7	8 }
{ 9	10 }
{ 11	12 }
{ 13	14 }
{ 15	16 }
{ 17	18 }
{ 19	20 }
{ 21	22 }
{ 23	24 }
{ 25	26 }
{ 27	28 }
{ 29	30 }
{ 31	32 }
{ 33	34 }
{ 35	36 }
{ 37	stairwell to restrooms
{ 39	
{ 41	
{ 43	
{ 45	46 }
{ 47	48 }
{ 49	50 }
{ 51	52 }
{ 53	54 }
{ 55	56 }
{ 57	58 }
{ 59	60 }
{ 61	62 }
{ 63	64 }
{ 65	66 }
{ 67	68 }
69 S	S 70
73 S	S 74
rear	

Bracketed seats are adjoining and lower number is window seat. S- indicates single seat (window) -14-

72 SEAT HI-LEVEL COACH

Diagram 191-J

front	
{ 1	2 }
{ 3	4 }
{ 5	6 }
{ 7	8 }
{ 9	10 }
{ 11	12 }
{ 13	14 }
{ 15	16 }
{ 17	18 }
{ 19	20 }
{ 21	22 }
{ 23	24 }
{ 25	26 }
{ 27	28 }
{ 29	30 }
{ 31	32 }
{ 33	34 }
{ 35	36 }
{ 37	stairwell to restrooms
{ 39	
{ 41	
{ 43	
{ 45	46 }
{ 47	48 }
{ 49	50 }
{ 51	52 }
{ 53	54 }
{ 55	56 }
{ 57	58 }
{ 59	60 }
{ 61	62 }
{ 63	64 }
{ 65	66 }
{ 67	68 }
{ 69	70 }
{ 71	72 }
{ 73	74 }
{ 75	76 }
rear	

Bracketed seats are adjoining and lower number is window seat.

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(Correction No. 218 to System Assignment Circular No. 2,
canceling original page 16.)

CAPACITIES OF PULLMAN CARS .IN REGULAR SERVICE

4-1-Lng.....4-Compartment, 1-Double Bedroom Lounge LW
Standard.
4-4-2.....4-Compartment, 4-Double Bedroom, 2-Drawing
Room LW Standard.
6-6-4.....6-Section, 6-Roomette, 4-Double Bedroom LW
Standard.
8-2-2.....8-Section, 2-Compartment, 2-Double Bedroom
LW Standard.
10-3-2.....10 Roomette, 3-Double Bedroom, 2-Comp. LW
Standard.
10-5.....10-Roomette, 5-Double Bedroom LW Standard.
10-6.....10-Roomette, 6-Double Bedroom LW Standard.
#11-BR.....11 Double Bedrooms.
14-4.....14-Roomette, 4-Double Bedroom LW Standard.

ADDITIONAL COMPANY-OWNED OR ASSIGNED CARS

14-Sec.....14-Section Standard (LW or HW).

(#New Material. Revised May 4, 1964. Correction No.576
to System Assignment Circular No. 2, canceling Correct-
ion No. 349.)

LIGHTWEIGHT PULLMAN LINES

<u>LINE</u>	<u>WESTBOUND TRAIN</u>	<u>CAR</u>	<u>EASTBOUND TRAIN</u>	<u>CAR</u>	<u>OPERATED BETWEEN</u>	<u>STYLE</u>	<u>DIAGRAM FORM</u>
4001	17	174	18	184	Chgo-Los Angeles	11 BR	237-D
4002	17	176	18	186	Chgo-Los Angeles	10-6	214-D
4009	19	198	20	208	Chgo-Los Angeles	10-6	216-D
4010	19	196	20	206	Chgo-Los Angeles	4-4-2	235-D
4013	17	175	18	185	Chgo-Los Angeles	11 BR	237-D
4017	47	419	42	420	Wms Jct-Phoenix	6-6-4	282-D
4020	17	170	18	180	Kans Citty-Los Ang	10-6	216-D
4024	1	18	2	28	Chgo-Richmond	10-3-2	284-D
4025	1	19	2	29	Chgo-Richmond	4-1-Lng	264-D
4500	15	156	16	166	Chgo-Ft Worth	10-6	214-D
4502	15-115	154	116-16	164	Chgo-Dallas	10-6	216-D
*4503			20	201	Kans Citty-Chgo	10-6	214-D
4504	23	237	24	247	Kans Citty-Los Ang	6-6-4	282-D
4506	66-75-1	10	2-76-65	22	Houston-Richmond	10-6	214-D
4508	15	158	16	168	Chgo-Houston	10-6	214-D
4510	19	197	20	207	Chgo-Los Angeles	10-3-2	284-D
4511	9	93	20	203	Chgo-Kans Citty	10-3-2	284-D
4513	12-77-75-1-23	231	24-2-76-78-11	241	Dallas-Los Ang	10-3-2	284-D
*4518	1	14	2	25	Chgo-Richmond-KC	10-6	214-D
4526	11	110	12	120	Kans Citty-Dallas	6-6-4	282-D

(*Change effective Sept. 22, 1967. Correction No. 940 to Santa Fe System Assignment Circular No. 2, canceling Correction No. 910.)

INSTRUCTIONS TO TICKET AGENTS

GENERAL INFORMATION

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

CORRECTIONS

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

- * Each new page will bear a correction number. Corrections as received should be checked off in the numerical list on page 1-C. When a correction is missing, a copy should be requested.

USE OF TELEPHONE TO SECURE RESERVATIONS

The use of the telephone in securing sleeping car and chair car reservations is causing considerable extra work in our Reservation Bureaus.

When an assignment is made over the telephone, it is necessary for the Reservation Office assigning the space to send a confirmation message, such message must be checked before it is filed; also, the receiving office must send a confirmation message, which too must be checked when it reaches the Reservation Bureau.

Reservations must be handled by mail or telegrams whenever possible, and the use of the telephone should be confined to urgent requirements for space. It should, of course, be understood that if a customer comes in and desires to purchase his or her transportation at that time, we should not have him return, even though the handling would require a telephone call.

(* Change. Revised June 1, 1961. Correction No. 226, cancelling Correction No. 42.)

INSTRUCTIONS TO TICKET AGENTS (Cont.)
RESERVATION OF SPACE

Effective February 1, 1960, all reserved space, both Pullman and Chair Car, will be handled on a Manual Basis. Agents and Representatives should go direct to Agent holding space in making reservations. See index (by trains) Page 1, also pages 30 to 70 for assignment of space.

Space requested will be for use from point to which request is addressed, unless otherwise specified.

Reservation request will specify date train leaves point at which space will be claimed.

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

TRAINS 17 AND 18

When requesting Pullman space on Trains 17 and 18, "The Super Chief", the full name and address of each person making reservation must be furnished to our Reservation Bureaus for compiling of Passenger list for use on the train.

When requesting reservations for elderly, crippled or infirm passengers on Hi-Level El Capitan, advise the Reservation Bureau condition of passenger so that seats can be assigned in Car 903 westbound or Car 803 eastbound, next to the Lounge Car, which car is equipped with separate toilet facilities for men and women. Reservation should be requested well in advance to avoid inconvenience to passengers who are unable to comfortably negotiate the stairway to the wash rooms downstairs.

*It should be understood that Hi-Level chair car equipment on El Capitan Trains 17 and 18 and San Francisco Chief Trains 1 and 2 is not suitable for use of wheel chair cases or invalids, and these people should be encouraged to use sleeping accommodations.

ADVANCE RESERVATIONS FOR PASSENGER MAKING
AN OCEAN VOYAGE

Requests for reservations may be accepted for departures up to six months in advance. Such reservations may be made by making up an advance working chart and recording the reservation on it. When you are authorized to open diagrams, including the date for which the advance reservation is made, you should incorporate such advance reservations before opening the diagram to the general public.

(*Change. Revised April 24, 1967. Correction No. 876 to Santa Fe System Assignment Circular No. 2, canceling Correction No. 424.)

INSTRUCTIONS TO TICKET AGENTS (Continued)

Complete record must be kept of the railroad agency, tour agency or passenger making such advance reservation because it will be necessary to notify passengers if there is any change in train service between date of assignment and departure of train.

Name of passengers as well as number of passengers are to be included when making Pullman reservations on all Santa Fe trains.

#In all wires involving reservations, the date space will be used should be spelled out.

#When making reservations for eastbound Train 2 "San Francisco Chief", wires requesting space should state from San Francisco unless it is known that motor coach will not be used to Richmond. This will enable our people to determine bus requirements San Francisco to Richmond.

(#Addition effective April 24, 1967. Correction No. 877 to Santa Fe System Assignment Circular No. 2, canceling Correction No. 870)

INSTRUCTIONS TO TICKET AGENTS (Cont.)

DIAGRAMS

Ticket Agents will prepare diagrams covering all space regularly assigned to their respective offices, including space released to them by conductors or other ticket agents, in accordance with standing wiring arrangements shown in this circular.

Reservations should be indicated on diagram, and regardless of whether or not any have been made, diagrams covering sleeping cars are to be turned over to the Pullman Conductors, and those covering chair cars are to be turned over to Railroad Conductors.

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

OFFICE HOURS

The Central Reservation Bureau at Chicago is open daily 7:00 AM to 11:00 PM.

- * The Kansas City Reservation Bureau is open 8:30 AM to 5:00 PM Mondays through Fridays--closed Saturdays, Sundays and holidays.

The Los Angeles Reservation Bureau is open seven days a week and holidays, 6:00 AM to 12:00 midnight.

The San Francisco Reservation Bureau is open seven days a week and holidays, 7:00 AM to 9:00 PM.

(*Change. Effective March 12, 1960. Correction No. 75 to System Assignment Circular No. 2, cancelling Correction No. 23.)

INSTRUCTIONS TO TICKET AGENTS (Cont.)

PREPARATION OF COACH DIAGRAMS COVERING REGULAR ASSIGNMENTS

Ticket Agents holding regular assignments of chair car seats will prepare diagrams as follows:

Please see that the blank spaces provided on diagram for showing car number, train number, etc., are completely filled in, without fail. The line "FROM" should show the name of the station making the diagram. The line "DAY & DATE" should show day of week and date train leaves station making the diagram.

EXCEPTION: In case of diagrams prepared by agents off the route of the train, the "FROM" should show the point from which the office holds the seats, and the "DAY & DATE" should show day of week and date train passes the point from which the office holds the seats.

Each diagram should clearly show every seat assigned to the office making it, and destination to which the office holds the seat.

Draw a perpendicular line through the center of spaces opposite the numbers of all seats not assigned to the office making the diagram. The absence of perpendicular line will indicate that seat is assigned to office making the diagram.

If space opposite seat number is left entirely blank, it will mean that office making diagram holds the seat for use to destination of car.

When a seat is assigned to office making the diagram, for use to a point short of the destination of car, the point to which seat may be used should be stamped or written in the space opposite seat number.

PREPARATION OF COACH DIAGRAMS COVERING RELEASED SPACE

Ticket agents receiving regular releases of seats from other agents or from conductors, as provided for in the wiring arrangements outlined herein, will prepare diagrams as follows:

When released seat is in a car for which the office regularly makes a diagram, stamp or write opposite the

(Concluded on Page 24)

INSTRUCTIONS TO TICKET AGENTS (Cont.)

proper seat number and through the perpendicular line "_____ sells" (the blank space to be filled in with the name of the station making the diagram).

When released seat is to a point short of the destination of the car, stamp or write opposite the proper seat number "_____ sells to _____" (the first blank space to be filled in with the name of the station making the diagram, and the second blank space the name of the point to which the seat may be used).

When the released seat is in a car for which the office does not regularly make a diagram, diagram of proper form should be prepared to cover, following practices outlined in the two preceding paragraphs. Perpendicular lines should be drawn through all spaces except that covered by the release. The blank spaces for showing car number, train number, etc., should be filled in, the same as on diagrams covering regular assignments.

METHOD OF SHOWING RESERVATIONS ON COACH DIAGRAM

* When a reservation is made, the code, ticket, or coach reservation coupon number (or name) should be written plainly in the space opposite the seat number. Use pencil (not ink) in order that same may be easily erased in case reservation is changed or cancelled.

When the reservation is to be claimed at an intermediate station, the fact should be shown on the diagram. For example, if Kansas City holds seat 16 to Los Angeles, and assigns it to Dodge City for use to Los Angeles, Kansas City diagram should show number with notation "On Dodge City."

When reservation is made to a point, short of that to which the office holds the seat, the fact should be indicated on the diagram. For example, if Kansas City holds seat 16 to Los Angeles and assigns it to a passenger for use to Albuquerque only, the number should be shown on the diagram with notation "To Albuquerque."

When an Agent, or a Conductor, releases seats to another agent, as provided for in the wiring arrangements shown herein, the agent or the conductor releasing the seats should make a clear record on the diagram.

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(*Change. Revised January 1, 1960. Correction No. 62 to Santa Fe Assignment Circular No. 2, cancelling original page 24.)

INSTRUCTIONS TO TICKET AGENTS (Cont.)

The proper form of notation to be made in the space opposite the seat number is "Released to _____" (the blank space to be filled in with the name of the office to which the space is released). The telegram releasing the seats must show to what point they are available for use.

Diagram records of reservations and space releases are highly important, to avoid possibility of duplicate reservations, and to insure the maximum use of the seat accommodations available. They are also important to conductors who have the problem of seating passengers on the train and of wiring unsold space.

DISPOSITION OF COACH DIAGRAMS

Agents along the route of the train will stamp diagrams with ticket dater, and deliver them to conductor at the train upon its arrival.

Agents off the route of the train will file diagrams for record after wiring disposition of their space as provided.

RESERVATION OF CHAIR CAR SEATS

All seats on "San Francisco Chief" will be reserved, and agents will NOT sell Special Service Charge Ticket without first obtaining reservation of required seat space. Description of the reservation must be shown on the Special Service Charge Ticket in every instance (see Tariff A-1373).

All seats on "The Chief" will be reserved, and agents will NOT sell Special Service Charge Ticket without first obtaining reservation of required seat space. Description of the reservation must be shown on the Special Service Charge Ticket in every instance (see Tariff A-1384).

All seats on "EL CAPITAN" will be reserved; and agents will NOT sell extra fare tickets for use thereon without first obtaining reservation of the required seat space. Description of the reservation must be shown on the extra fare tickets in every instance. (See Tariff A-1376).

SEATS MUST NOT BE SOLD OR ASSIGNED SHORT to passengers who intend to remain on train, and no passenger

(Continued on Page 26)

INSTRUCTIONS TO TICKET AGENTS (Cont.)

should be permitted to board train without a definite seat assignment through to destination.

CANCELLATION OF RESERVATION: The station from which the space was obtained should be promptly advised. Should the cancellation occur after the train has passed such station, conductor should be notified by wire.

RESERVATIONS FOR CHILDREN: Seats will be reserved for children of half fare age holding half fare tickets and for children under half fare age without tickets when accompanied by parent or guardian. **EXCEPTION:** On "THE CHIEF" and "SAN FRANCISCO CHIEF," children under five years of age occupying a reserved chair car seat, will be assessed the full service charge, but will NOT require a passage ticket.

When selling tickets and making reservations of chair car seats, it is highly important that it be ascertained whether there are children to be accommodated and that the necessary seats be reserved for them. Agents should in each case ask whether there is anyone accompanying the person making reservation, either adults or children.

On "EL CAPITAN": In making reservations for children under five years of age, the code or extra fare ticket number issued to the adult passenger (parent or guardian) should be shown on the diagram for each seat reserved. The numbers of the seats assigned should be shown on face of the extra fare ticket, and endorsement made on back of extra fare ticket showing number of children under five years of age accompanying the adult passenger.

ON "THE CHIEF" and "SAN FRANCISCO CHIEF": In making reservation for child under five years of age, special service charge ticket should be issued in each case, and such ticket endorsed to show description of the seat assigned.

In case passenger boards train with child under five years of age without seat reservation, conductors will assign space, collect Special Service Charge, where required, and make proper notation on diagram.

* **SEX OF PASSENGERS TO BE SHOWN ON DIAGRAM:**
When making reservation of a single seat, the sex of the passenger should be shown on the diagram. Ticket agents when wiring other agents or conductors for seat space will state the sex of passenger in each case, whether one or more passengers, and this information will be noted on the diagram by the office or conductor assigning the space. Where these notations appear, agents, when assigning adjoining seats, should make every effort to avoid locating passengers of different sexes together when not traveling together.

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(*Change. Revised January 15, 1962. Correction No. 312 cancelling Correction No. 58 to System Assignment Circular No. 2.)

INSTRUCTIONS TO TICKET AGENTS (Cont.)

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

ORDERING EXTRA SLEEPING CARS BY WIRE

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

Cipher	Signifies
Ace.....	Account overflow provide first extra standard sleeper train No. _____.
King....	Account overflow provide second extra standard sleeper train No. _____.
Queen...	Account overflow provide third extra standard sleeper train No. _____.
Jack....	Account overflow provide fourth extra standard sleeper train No. _____.

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

DESIGNATION OF CARS

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

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

(Revised January 15, 1962. Correction No. 313 cancelling original page 27, System Assignment Circular No. 2.)

INSTRUCTIONS TO TICKET AGENTS (Cont.)

EXTRA CARS

Extra standard sleeping cars and extra chair cars in which space is assigned, ordered on a train which starts from the station from which car is ordered should be given a number in the series belonging to that train which has not been assigned to any regular car.

Extra standard sleeping cars and extra chair cars in which space is assigned, ordered on a train which does not start from station from which car is ordered, should be secured from Central Reservation Bureau at Chicago.

ADVANCE PREPARATION OF SLEEPING CAR SPACE

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

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

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

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

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

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INSTRUCTIONS TO TICKET AGENTS (Cont.)

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

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

RESERVATION CIPHER CODE

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

* When the time element will not permit the desired results, telegraph service may be used. Messages should be condensed as much as possible and for that purpose the cipher code shown on the following pages "CIPHER CODE FOR USE IN CONNECTION WITH RESERVATIONS IN SLEEPING CARS, AND CHAIR CARS" should be used.

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

Messages directed to those not furnished Santa Fe reservation code, such as a foreign line agent, must not contain code words. Do not use code words in requesting reservation of Pullman or chair car space when wiring either train or Pullman conductors en route.

(*Change. Revised September 10, 1966. Correction No. 804 to System Assignment Circular No. 2 canceling Correction No. 426.)

*CIPHER CODE FOR USE IN CONNECTION WITH RESERVATIONS IN
SANTA FE SLEEPING CARS AND CHAIR CARS

<u>Cipher</u>	<u>Signifies</u>
Hunt.....	Reserve one coach seat
Hunted.....	Reserve two coach seats
Hunter.....	Reserve three coach seats
Huntress....	Reserve four coach seats
Rose.....	Reserve one lower berth
Pink.....	Reserve two lower berths
White.....	Reserve three lower berths
Black.....	Reserve four lower berths
Blue.....	Reserve one section
Brown.....	Reserve two sections
Purple.....	Reserve three sections
Green.....	Reserve four sections
Canary.....	Reserve one upper berth
Salmon.....	Reserve two upper berths
Red.....	Reserve one drawing-room
Lilac.....	Reserve two drawing-rooms
Yellow.....	Reserve one compartment
Violet.....	Reserve two compartments
Amber.....	Reserve three compartments
Ecru.....	Reserve four compartments
Wine.....	Reserve one roomette
Chrome.....	Reserve two roomettes
Buff.....	Reserve one double bedroom
Buffet.....	Reserve single bedroom
+Indigo.....	Reserve two double bedrooms
+Laura.....	Reserve compartment and double bedroom
Helen.....	Reserve drawing-room and double bedroom
Mabel.....	Reserve drawing-room and one compartment
High.....	All my space sold
Bounced.....	Referring to your wire, reservation for
Bumped.....	Referring my wire, reservation for
Cable.....	Passing your station
Bash.....	From this station
Poke.....	Will advise you as soon as possible
Tackle.....	Cancel reservation
Amative.....	Am trying to secure reservation(s) for
Hike.....	Answer(s) quick. Rush answer(s). Wire answer(s)
Chain.....	Please answer quickly my wire
Wide.....	Have reserved

+When using ciphers "Indigo" or "Laura," the word "Open" or "Closed" must be added, to indicate whether the partition between the rooms should be open or closed.

(*New Material. Effective September 15, 1966. Correction No. 805 to Santa Fe System Assignment Circular No. 2.)

<u>Cipher</u>	<u>Signifies</u>
Widest.....	Have released for your sale
Mumps.....	If space requested is not available, refer to (fill in name) to advise me direct
Ache.....	Advise description of space by first mail
Pain.....	Advise Pullman ticket number issued for in- section on diagram
Fever.....	Insert ticket number(s)
Jolt.....	Or first date on which space is available prior to _____.
Jolting.....	Or first date on which space is available thereafter prior to _____.
Butterfly...	First available date is
Punic.....	Advise status of partition
Palet.....	Advise sex of passenger
Panda.....	Advise full name & address of passenger
Paten.....	Advise disposition of space now held
Pleb.....	Advise number of passengers
Jug.....	Will call at city ticket office for space
Bat.....	Will call on agent at depot for space
Acid.....	Advance preparation, one berth
Borax.....	Advance preparation, two berths
Camphor.....	Advance preparation, three berths
Dioxide.....	Advance preparation, lower and sofa in drawing-room
Emetic.....	No advance preparation
Ace.....	Account overflow, provide first extra stand- ard sleeper, Train _____
King.....	Account overflow, provide second extra stand- ard sleeper, Train _____
Queen.....	Account overflow, provide third extra stand- ard sleeper, Train _____
Jack.....	Account overflow, provide fourth extra stand- ard sleeper, Train _____
Wham.....	Your wire bulled, repeat for clarification.
Aim.....	On Train 1
Aimless.....	On Train 1 to Kansas City
Aiming.....	On Trains 1-47 to Phoenix
Aimed.....	On Train 1 to Richmond
Coal.....	On Train 2
Coaler.....	On Train 2 to Kansas City
Coaling.....	On Train 2 to Chicago
Hard.....	On Train 9
Hardest.....	On Train 9 to Kansas City
Swift.....	On Train 11
Swifter.....	On Train 11 to Dallas
Sand.....	On Train 12
Sandy.....	On Train 12 to Kansas City

(Correction No. 806 to Santa Fe System Assignment Circular
No. 2.)

CipherSignifies

Run.....On Train 15
Runless.....On Train 15 to Kansas City
Runner.....On Train 15 to Wichita
Runlet.....On Train 15 to Oklahoma City
Running.....On Train 15 to Fort Worth
Rung.....On Train 15-115 to Dallas
Runly.....On Train 15 to Houston
Quail.....On Train 16
Quailing.....On Train 16 to Kansas City
Quailey.....On Train 16 to Chicago
Smile.....On Train 17, Super Chief
Smiling.....On Train 17, Super Chief to Los Angeles
Smileful.....On Trains 17-15-14-17, Super Chief to
Los Angeles via Grand Canyon (one day at Canyon)
Sad.....On Train 17, El Capitan
Sadder.....On Train 17, El Capitan to Kansas City
Sadly.....On Train 17, El Capitan to Los Angeles
Hate.....On Train 18, Super Chief
Hater.....On Train 18, Super Chief to Kansas City
Hating.....On Train 18, Super Chief to Chicago
Joy.....On Train 18, El Capitan
Joyful.....On Train 18, El Capitan to Kansas City
Joyous.....On Train 18, El Capitan to Chicago
Crow.....On Train 19
Crowing.....On Train 19 to Los Angeles
Crowless.....On Train 19 to Kansas City
Robin.....On Train 20
Robber.....On Train 20 to Kansas City
Robbing.....On Train 20 to Chicago
Robful.....On Trains 20-15-14-20 to Chicago via Grand
Canyon (one day at Canyon)
Wood.....On Train 23
Wooding.....On Train 23 to Los Angeles
Rope.....On Train 24
Roper.....On Train 24 to Kansas City
Roping.....On Train 24 to Chicago
Helper.....On Train 42
Help.....On Train 47
Fag.....On Train 65
Fagged.....On Train 66
Era.....On Train 75
Eke.....On Train 76
Curlew.....On Train 77
Drover.....On Train 78

(Correction No. 807 to Santa Fe System Assignment Circular
No. 2.)

ALPHABETICAL LIST OF CIPHER CODE WORDS

<u>Cipher</u>	<u>Signifies</u>
Ace.....	Account overflow, provide first extra standard sleeper, Train_____.
Ache.....	Advise description of space by first mail.
Acid.....	Advance preparation, one berth.
Aim.....	On Train 1.
Aimless.....	On Train 1 to Kansas City.
Aimed.....	On Train 1 to Richmond.
Aiming.....	On Trains 1-47 to Phoenix.
Amative.....	Am trying to secure reservation(s) for.
Amber.....	Reserve three compartments.
Bash.....	From this station.
Bat.....	Will call on agent at depot for space.
Black.....	Reserve four lower berths.
Blue.....	Reserve one section.
Borax.....	Advance preparation, two berths.
Bounced.....	Referring to your wire, reservation for.
Brown.....	Reserve two sections.
Buff.....	Reserve one bedroom.
Buffet.....	Reserve single bedroom.
Bumped.....	Referring my wire, reservation for.
Butterfly....	First available date is.
Cable.....	Passing your station.
Camphor.....	Advance preparation, three berths.
Canary.....	Reserve one upper berth.
Chain.....	Please answer quickly my wire.
Chrome.....	Reserve two roomettes.
Coal.....	On Train 2.
Coaler.....	On Train 2 to Kansas City.
Coaling.....	On Train 2 to Chicago.
Crow.....	On Train 19.
Crowing.....	On Train 19 to Los Angeles.
Crowless.....	On Train 19 to Kansas City.
Curlew.....	On Train 77.
Dioxide.....	Advance preparation, lower and sofa in Drawing-room.

(Correction No. 808 to Santa Fe System Assignment Circular No. 2.)

CipherSignifies

Ecru.....Reserve four compartments
Eke.....On Train 76
Emetic.....No advance preparation
Era.....On Train 75

Fag.....On Train 65
Fagged.....On Train 66
Fever.....Insert ticket number(s)

Green.....Reserve four sections

Hard.....On Train 9
Hardest.....On Train 9 to Kansas City
Hate.....On Train 18 Super Chief
Hater.....On Train 18 Super Chief to Kansas City
Hating.....On Train 18 Super Chief to Chicago
Helen.....Reserve drawing-room and double bedroom
Help.....On Train 47
Helper.....On Train 42
High.....All my space sold
Hike.....Answer(s) quick. Rush answer(s). Wire
 answer. (s).
Hunt.....Reserve one coach seat
Hunted.....Reserve two coach seats
Hunter.....Reserve three coach seats
Huntress.....Reserve four coach seats

Indigo.....Reserve two double bedrooms

Jack.....Account overflow, provide fourth extra
 standard sleeper, Train _____.
Jolt.....Or first date on which space is available
 prior to _____.
Jolting.....Or first date on which space is available
 thereafter prior to _____.
Joy.....On Train 18 El Capitan
Joyful.....On Train 18 El Capitan to Kansas City
Joyous.....On Train 18 El Capitan to Chicago
Jug.....Will call at city ticket office for space

King.....Account overflow, provide second extra
 standard sleeper, Train _____.

Laura.....Reserve compartment and double bedroom
Lilac.....Reserve two drawing-rooms

Mabel.....Reserve drawing-room and one compartment
Mumps.....If space requested not available, refer
 to (fill in name) to advise me direct.

(Correction No. 809 to Santa Fe System Assignment Circular No. 2)

CipherSignifies

Palet.....Advise sex of passenger
Pain.....Advise Pullman ticket number issued for
 insertion on diagram
Panda.....Advise full name and address of passenger
Paten.....Advise disposition of space now held
Pink.....Reserve two lower berths
Pleb.....Advise number of passengers
Poke.....Will advise you as soon as possible
Punic.....Advise status of partition
Purple.....Reserve three sections

Quail.....On Train 16
Quailing.....On Train 16 to Kansas City
Quailey.....On Train 16 to Chicago
Queen.....Account overflow, provide third extra
 standard sleeper, Train ____.

Red.....Reserve one drawing-room
Robin.....On Train 20
Robber.....On Train 20 to Kansas City
Robbing.....On Train 20 to Chicago
Robful.....On Trains 20-15-14-20 to Chicago via
 Grand Canyon (one day at Canyon)
Rope.....On Train 24
Roper.....On Train 24 to Kansas City
Roping.....On Train 24 to Chicago
Rose.....Reserve one lower berth
Run.....On Train 15
Runless.....On Train 15 to Kansas City
Runner.....On Train 15 to Wichita
Runlet.....On Train 15 to Oklahoma City
Running.....On Train 15 to Ft. Worth
Rung.....On Trains 15-115 to Dallas
Runly.....On Train 15 to Houston

Sad.....On Train 17 El Capitan
Sadder.....On Train 17 El Capitan to Kansas City
Sadly.....On Train 17 El Capitan to Los Angeles
Salmon.....Reserve two upper berths
Sand.....On Train 12
Sandy.....On Train 12 to Kansas City
Smile.....On Train 17 Super Chief
Smileful.....On Trains 17-15-14-17 Super Chief to
 Los Angeles via Grand Canyon (one day
 at Canyon)
Smiling.....On Train 17 Super Chief to Los Angeles
Swift.....On Train 11
Swifter.....On Train 11 to Dallas

(Correction No. 810 to Santa Fe System Assignment Circular No. 2)

<u>Cipher</u>	<u>Signifies</u>
Tackle.....	Cancel reservation
Violet.....	Reserve two compartments
Wham.....	Your wire bulled, repeat for clarification
White.....	Reserve three lower berths
Wide.....	Have reserved
Widest.....	Have released for your sale
Wine.....	Reserve one roomette
Wood.....	On Train 23
Wooding.....	On Train 23 to Los Angeles
Yellow.....	Reserve one compartment

(Correction No. 811 to Santa Fe System Assignment Circular No. 2)

TRAIN NO. 1 (from head end)			
Car No.	Between	Capacity	Operated On
*770	DALLAS-LOS ANGELES	44-seat chair	Tr. 12-77-75-1-23
	Ft. Worth - Seats 1 thru 20 to Los Angeles		
	Dallas - Remaining seats to Los Angeles		

*TX-17-	HOUSTON-LOS ANGELES	44-seat	Tr. 66-75-1-23
	(Operates June 1 - September 10, 1967)		
	Houston - Seats 33-35-37-39 to Lubbock		
	- Remaining seats to Los Angeles		
	Lubbock - Seats 33-35-37-39 to Los Angeles		

*308	HOUSTON-RICHMOND	44-seat chair	Tr. 66-75-1
	(Operates June 1-September 10, 1967)		
	Train Condr - Seats 42 and 44		
	Houston - Seats 1-3-5-7-9-11-13-15-17-19-21-23-25-27-29-31 to Lubbock		
	- Remaining seats to Richmond		
	Dallas - Seats 21-23-25-27-29-31 Lubbock to Richmond		
	Ft. Worth - Seats 9-11-13-15-17-19 Lubbock to Richmond		
	Lubbock - Seats 1-3-5-7 to Richmond		

#309	CHICAGO-LOS ANGELES	44-seat chair	Tr. 1-23
	(Operates May 26-September 8, 1967)		
	Chicago - Seats 1-2-3-4-5-6-7-8-10-12 to Kansas City		
	- Seats 9-11-13-14-15-16-17-19 to Wichita		
	- Seats 18-20-21-22-23-24-25-26-27-28-29-31 to Clovis		
	- Seats 30-32-33-34-35-36-37-38-39-40-41-43 to Amarillo		
	Kansas City - Seats 1-2-3-4-5-6-7-8-10-12 to Amarillo		
	Wichita - Seats 9-11-13-14-15-16-17-19 to Los Angeles		
	Amarillo - Seats 1-2-3-4-5-6-7-8-10-12-30-32-33-34-35-36-37-38-39-40-41-43 to Los Angeles		
	Clovis - Seats 18-20-21-22-23-24-25-26-27-28-29-31 to Los Angeles		
	Conductor - Seats 42-44 to Los Angeles		

(Continued on Page 30-A)

(*Change effective June 1, 1967. #Change effective May 26, 1967. Correction No. 887 to Santa Fe System Assignment Circular No. 2, canceling Correction No. 812.)

TRAIN NO. 1 (Continued)

Car No.	Between	Capacity	Operated On
307	CHICAGO-RICHMOND	68 seat Head Step-down Hi-Level Chair Car	Tr. 1
Chicago	- Seats 1-2-3-4-5-6-7-8-9-10-11-12 to Clovis		
	- Seats 14-16-18-20-22-24 to Belen		
	- Seats 50-52-53-54-55-56-57-58-59-60- 61-63 to Amarillo		
	- Seats 62-64-65-66-67-68-69-70-73-74 to Richmond		
	- Seats 13-15-17-19-21-23-25-26-27-28- 29-30-31-32-33-35-37-39-41-43-45-46- 47-48-49-51 to Kansas City		
Kansas City	- Seats 13-15-17-19 to Belen		
	- Seats 21-23-25-26-27-28-29-30-31-32- 33-35 to Clovis		
	- Seats 37-39-41-43-45-46-47-48-49-51 to Amarillo		
Amarillo	- Seats 37-39-41-43-45-46-47-48-49-50- 51-52-53-54-55-56-57-58-59-60-61 and 63 to Richmond		
Ft. Worth	- Seats 1-2-3-4-5-6-7-8-9-10-11-12, Clovis to Richmond		
Albuquerque	- Seats 13-14-15-16-17-18-19-20-22-24 Belen to Richmond		
Dallas	- Seats 21-23-25-26-27-28-29-30-31-32- 33-35 Clovis to Richmond		
Train Sales	- Seats 34-36- Chicago to Richmond		

(Continued on Page 30-B)

(Effective May 27, 1966. Correction No. 788 to System Assignment Circular No. 2 canceling Correction No. 770).

TRAIN NO. 1 (Continued)

Car No.	Between	Capacity	Operated On
*302	CHICAGO-RICHMOND - 72-seat Hi-Level chair, (Operates June 8-September 8, 1967) Chicago - All seats to Richmond		Tr. 1
*301	CHICAGO-RICHMOND - 72-seat Hi-Level chair Train Sales - Seats 45 thru 48 Chicago - Seats 1 thru 20 also 21-23 to Kansas City - Remaining seat to Richmond Kansas City - Seats 1 thru 20 also 21-23 to Richmond		Tr. 1
300	CHICAGO-RICHMOND - 68-seat Hi-Level Rear Step-down Chair Car Chicago - Seats 1 thru 32, also 33-35 to Richmond - Seats 34-36-37-39-41-43 to Ft. Madison - Seats 45 thru 68 also 69-73 to Kansas City Ft. Madison - Seats 34-36-37-39-41-43 to Kansas City Kansas City - Seats 34-36-37-39-41-43 and 45 thru 68 also 69 and 73 to Richmond News Agent - Seats 70 and 74		Tr. 1
	DOME-LOUNGE - DORM - CHICAGO TO RICHMOND		Tr. 1
	DINER - CHICAGO TO RICHMOND		Tr. 1

(Pullman on Page 31)

(*Change effective June 8, 1967. Correction No. 888 to Santa Fe System Assignment Circular No. 2, canceling Correction No. 813.)

TRAIN NO. 1 SAN FRANCISCO CHIEF (Continued)

Car No.	Between	Capacity	Operated On
19	CHICAGO-RICHMOND	Pullman Line 4025 (4-1-Lng) Diagram 264-D	Tr. 1
	Chicago - All space to Richmond		
18	CHICAGO-RICHMOND	Pullman Line 4024 (10-3-2) Diagram 284-D	Tr. 1
	Dining Car Steward - Rte 1 to Richmond		
	Pullman Employee - Rte 2 to Richmond		
	Pullman Conductor - Rte 4 to Richmond		
	Courier Nurse - Rte 8 to Richmond		
	Chicago - Remaining space to Richmond		
14	CHICAGO-RICHMOND	Pullman Line 4518 (10-6) Diagram 214-D	Tr. 1
	Chicago - Rtes 9-10 to Richmond		
	- Remaining space to Kansas City		
	Kansas City - Rtes 3-4, BR C to Amarillo		
	- Remaining space to Richmond		
	Amarillo - Rtes 3-4, BR C to Richmond		

(Concluded on Page 31-A)

(Revised Sept. 20, 1967. Correction No. 941 to Santa Fe System Assignment Circular No. 2, canceling Correction No. 913)

TRAIN NO. 1 (Continued)

Car No.	Between	Capacity	Operated On
10 -	HOUSTON-RICHMOND	Pullman Line 4506 (10-6) Diagram 214-D	Tr. 66-75-1
	Pullman Employee - Rte 10 - Houston to Richmond		
	Houston - Remaining space to Richmond		
- - - - -	- - - - -	- - - - -	- - - - -
231 -	DALLAS-LOS ANGS	Pullman Line 4513 (10-3-2) Diagram 284-D	Tr. 12-77-75-1-23
	Ft. Worth - Roomettes 1-2-3, also Compt. B and BR-C to Los Angeles		
	Dallas - Roomettes 9-10 to Lubbock		
	Lubbock - Roomettes 9-10 to Los Angeles		
	Dallas - Remaining space to Los Angeles		
- - - - -	- - - - -	- - - - -	- - - - -

Wiring arrangements on next page.

NOTE: For wiring arrangements for Car 10,
see Page 61 (Train 66).

For wiring arrangements for Car 231,
see Page 65 (Train 77).

(Effective June 15, 1965. Correction No. 697 to System
Assignment Circular No. 2, canceling Correction No.
603.)

WIRING ARRANGEMENTS - TRAIN NO. 1

When wiring Chair Car seats or Pullman space as provided herein, ticket agents and conductors will show car number and specific seat numbers or Pullman space, also between what points available. When no space available, wire should be sent, so stating.

All reservation bureaus and Ticket Agents holding regular assignment of space will wire to each main intermediate point all space reserved for use to such points, releasing same for their use beyond, so marking diagrams. Such wires to be filed just prior to train time.

PULLMAN

PULLMAN CONDUCTOR WILL WIRE AS FOLLOWS:

From Shopton to Ticket Agent, Kansas City Union Station, all unsold space on Train No. 1, after retaining one room for train sale.

From Wellington to Ticket Agent, Amarillo, all unsold space on Train No. 1, after retaining one room for train sale.

From Clovis to Ticket Agent, Williams Junction, one bedroom and one roomette from unsold space on Train No. 1.

CHAIR CAR

DEPOT PASSENGER AGENTS WILL WIRE AS FOLLOWS:

* DEPOT PASSENGER AGENT, CHICAGO, will release to train conductor, 2 chair car seats for train sales, then release to Depot Passenger Agent, Kansas City, remaining unsold seats on Train No. 1.

DEPOT PASSENGER AGENT, KANSAS CITY, will release to train conductor 4 chair car seats for train sales, 2 seats to Ticket Agent, Topeka, 16 seats to Ticket Agent, Newton, 4 seats to Ticket Agent, Wellington, and remaining unsold seats to Ticket Agent, Amarillo.

TRAIN CONDUCTOR WILL WIRE AS FOLLOWS:

CONDUCTOR INTO FORT MADISON will deliver to outgoing conductor a wire in duplicate (duplicate copy for information of outgoing conductor) for latter to file at Shopton, addressed to Ticket Agent, Kansas City Union Station, showing all "no-shows" in chair cars on Train No. 1. (If no seats are available, wire should be sent, so stating.)

CONDUCTOR FROM WELLINGTON will wire to Ticket Agent, Amarillo, all "no-shows" on Train No. 1.

*Change

(Continued on Page 33)

(Revised April 21, 1963. Correction No. 429 to System Assignment Circular No. 2, canceling Correction No. 302.)

WIRING ARRANGMENTS - TRAIN NO. 1 (Cont.)

CONDUCTOR INTO WINSLOW, will wire Ticket Agent, Williams Jct., all unsold seats (including the no-shows) from Williams Jct. to points beyond, showing to what destination space is available; (This wire should not include seats previously released to Barstow or points beyond, by Reservation Bureaus or Ticket Agents holding regular assignments.)

WIRING ARRANGMENTS - TRAIN NO. 1.

TICKET AGENTS WILL WIRE AS FOLLOWS: While train is en route between Chicago and Clovis, Agents west of Belen should wire Ticket Agents, Clovis or Amarillo for chair car assignments.

TICKET AGENTS, TOPEKA AND NEWTON will release to Train Conductor, all unsold Chair Car seats on Train No. 1.

TICKET AGENT, WICHITA will release to Train Conductor, all unsold Chair Car seats on Train No. 1.

TICKET AGENT, WELLINGTON will release to Ticket Agent, Amarillo, unsold Chair Car Seats on Train No. 1.

TICKET AGENT, AMARILLO, will release to Ticket Agent, Albuquerque, 6 chair car seats in Richmond cars for sale from Belen, then release to Ticket Agent, Clovis, remaining unsold seats in chair cars on Train No. 1.

Car 301 and 307

TICKET AGENTS, Ft. Worth and Dallas after departure Train 77, wire Ticket Agent, Clovis, giving code numbers to be inserted in diagram for Car 307, releasing any unsold space.

TICKET AGENT, HOUSTON, wire Ticket Agent, Clovis, code numbers to be inserted in diagram for Car 301, releasing any unsold seats to Ticket Agent, Temple.

* TICKET AGENT, TEMPLE, wire Ticket Agent, Clovis, code numbers to be inserted in diagram Car 301, releasing any unsold seats to Ticket Agent, Sweetwater.

* TICKET AGENT, SWEETWATER, wire Ticket Agent, Clovis, giving code numbers to be inserted in diagram for Car 301, releasing any unsold space to Ticket Agent, Lubbock.

* TICKET AGENT, LUBBOCK, wire Ticket Agent, Clovis, giving code numbers to be inserted in diagram for Car 301, releasing any unsold space.

(Continued on page 33-A)

(*Change. Effective February 1, 1966. Correction No. 754 to System Assignment Circular No. 2, canceling Correction No. 713.)

WIRING ARRANGEMENTS - TRAIN NO. 1 (Concluded)

CAR 770 DALLAS-LOS ANGELES

On departure Train 66 from Houston, Ticket Agent Houston release to Ticket Agent, Temple, unsold seats in Car 770 (space available from Lubbock to Clovis).

* On departure Train 75, Ticket Agent, Temple, release unsold seats to Ticket Agent, Lubbock.

After departure Train 12, Ticket Agent, Dallas UD will release to Ticket Agent, Ft. Worth UD, all unsold seats in Car 770.

Ticket Agent, Ft. Worth UD, will release to Conductor, Train 77, two seats in Car 770 and to Ticket Agent, Lubbock, balance of unsold seats in Car 770.

Ticket Agent, Lubbock, will release to Ticket Agent, Clovis, all unsold space in Car 770.

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Ticket Agent, Amarillo, will release to Ticket Agent, Clovis, all unsold space in Car 770 and Car 309.

Ticket Agent, Clovis, will release to Conductor, Train 1, all unsold space in Car 770 and Car 309.

TICKET AGENT, CLOVIS, will release 4 seats to Ticket Agent, Williams Jct., and 6 seats to Ticket Agent, Barstow, for their respective sale to Richmond.

TICKET AGENT, ALBUQUERQUE, on departure, will wire equal number of unsold seats to Ticket Agent, Gallup and Winslow.

TICKET AGENTS, GALLUP AND WINSLOW, on departure, will wire to Ticket Agent, Williams Jct., all unsold seats.

TICKET AGENT, WILLIAMS JCT., on departure, wire Ticket Agent, Barstow, all unsold chair car seats.

(*Change. Effective March 15, 1966. Correction No. 762 to System Assignment Circular No. 2, cancelling Correction No. 684.)

TRAIN NO. 2 (From head end)

Car No.	Between	Capacity	Operated On
780	LOS ANGELES-DALLAS	44-seat Chair Car	Tr. 24-2-76-78-11
(REFER TO TRAIN 24 FOR SPACE ASSIGNMENT)			
#TX-18	LOS ANGELES-HOUSTON	44 seat Chair Car	Tr. 24-2-76-65
(Operates June 1-Sept. 10, 1967)			
(REFER TO TRAIN 24 FOR SPACE ASSIGNMENT)			
* 409	LOS ANGELES-CHICAGO	44-seat Chair Car	Tr. 24-2
(Operates May 26-Sept. 8, 1967)			
(REFER TO TRAIN 24 FOR SPACE ASSIGNMENT)			
#408	RICHMOND-HOUSTON	44-seat Chair Car	Tr. 2-76-65
(Operates June 1-Sept. 10, 1967)			
Conductor - Seats 42-44			
San Francisco - Remaining seats to Houston)			
*407	RICHMOND-CHICAGO	68-seat Hi Level step-down Chair Car	Tr. 2
Conductor - Seats 1-2-3-4			
San Francisco - Seats 17 thru 28, 29-31 and 57 thru 68 to Amarillo			
- Seats 30-32-34-36 to Belen			
- Seats 49 thru 56 to Wichita			
- Seats 33-35-37-39-41-43-45-46-47-48 to Clovis			
- Remaining seats to Chicago			
Albuquerque - Seats 30-32-34-36 Belen to Clovis			
Clovis - Seats 45-46-47-48 to Amarillo			
- Seats 30-32-33-34-35-36-37-39-41-43 to Chicago			
Lubbock - Seats 45-46-47-48 Amarillo to Chicago			
Amarillo - Seats 17 thru 28, 29-31 and 57 thru 68 to Chicago			
Wichita - Seats 49 thru 56 to Chicago			

(Continued on Page 34-A)

(#Addition effective June 1, 1967. *Change effective May 26, 1967. Correction No. 890 to Santa Fe System Assignment Circular No. 2, canceling Correction No. 814)

TRAIN NO. 2 (from head end)

Car No.	Between	Capacity	Operated On
*402	RICHMOND-CHICAGO - 72-seat Hi-Level chair (Operates June 4 - September 9, 1967)		Tr. 2
	San Francisco - Seats 1-3-5-7-9-11-13-15 to Clovis - Seats 2-4-6-8-10-12-14-16 to Amarillo - Remaining seats to Chicago		
	Clovis - Seats 1-3-5-7-9-11-13-15 to Chicago		
	Amarillo - Seats 2-4-6-8-10-12-14-16 to Chicago		

*401	RICHMOND-CHICAGO - 72-seat Hi-Level chair		Tr. 2
	San Francisco - All seats to Chicago		

*400	RICHMOND-CHICAGO - 68-seat Hi-Level stp-down chair		Tr. 2
	San Francisco - Seats 1 thru 36 and 45 thru 68 also 69-73 to Kansas City		
	Train Sale - Seats 37-39-41-43		
	News Agent - Seats 70-74		
	Kansas City - Seats 1 thru 36 and 45 thru 68 also 69-73 to Chicago		

(Pullman on Page 35)

(*Change effective June 4, 1967. Correction No. 891 to Santa Fe System Assignment Circular No. 2)

TRAIN NO. 2 SAN FRANCISCO CHIEF (Continued)

Car No.	Between	Capacity	Operated On
DOME-LOUNGE - DORM - RICHMOND TO CHICAGO			Tr. 2
DINER - RICHMOND TO CHICAGO			Tr. 2
29 - RICHMOND-CHICAGO - Pullman Line 4025 (4-1-Lng)		Diagram 264-D	Tr. 2
San Francisco - All space to Chicago			
28 - RICHMOND-CHICAGO - Pullman Line 4024 (10-3-2)		Diagram 284-D	Tr. 2
Pullman Porter	- Rte 1 to Chicago		
Pullman Conductor	- Rte 2 to Chicago		
Din. Car Steward	- Rte 9 to Chicago		
Courier Nurse	- Rte 10 to Chicago		
San Francisco	- Remaining space to Chicago		
*25 - RICHMOND-KANSAS CITY - Pullman Line 4518 (10-6)		Diagram 214-D	Tr. 2
San Francisco	- Rtes 5-6, BR B to Amarillo		
	- Remaining space to Kansas City		
Amarillo	- Rtes 5-6, BR B to Kansas City		
(Car set for occupancy Kansas City Union Station until 7:30 AM)			
22 - RICHMOND-HOUSTON - Pullman Line 4506 (10-6)		Diagram 214-D	Tr. 2-76-65
Pullman Empl	- Rte 10 to Houston		
San Francisco	- Rtes 5-6, BR A-B to Lubbock		
	- Rte 3 to Clovis		
	- Remaining space to Houston		
Clovis	- Rte 3 to Houston		
Lubbock	- Rtes 5-6, BR A-B to Houston		

(Concluded on Page 35-A)

(*Change effective Sept. 22, 1967. Correction No. 942 to Santa Fe System Assignment Circular No. 2, canceling Correction No. 917)

TRAIN NO. 2 (Continued)

<u>Car</u> <u>No.</u>	<u>Between</u>	<u>Capacity</u>	<u>Operated</u> <u>On</u>
*241	- LOS ANGELES-DALLAS - Pullman Line	4513	(10-3-2)
		Tr.	24-2-76-78-11

(REFER TO TRAIN 24 FOR SPACE ASSIGNMENT)

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Wiring arrangements on next page.

(*Change. Effective June 10, 1964. Correction No. 606 to System Assignment Circular No. 2 canceling Correction No. 553.)

WIRING ARRANGEMENTS - TRAIN NO. 2

When wiring seats as provided herein, ticket agents and conductors will show car number and specific seat numbers, or Pullman space, also between what points available. When no space available, wire should be sent so stating.

PULLMAN

PULLMAN CONDUCTOR WILL WIRE AS FOLLOWS:

From Bakersfield to Ticket Agent, Albuquerque, one room in Richmond-Houston Car 22; also one room in Richmond-Chicago sleepers.

From Needles to Ticket Agent, Lubbock, all unsold space in Richmond-Houston Car 22, after retaining one room for train sale.

*From Needles to Ticket Agent, Amarillo, all unsold space in Chicago sleepers on Train 2, after retaining one room in Chicago sleepers for train sale.

From Newton to Ticket Agent, Kansas City Union Station, unsold space, after retaining one room for train sale.

TICKET AGENTS WILL WIRE AS FOLLOWS:

Ticket Agent, Clovis, will release all unsold space in Car 241 to Ticket Agent, Lubbock.

CHAIR CAR

SAN FRANCISCO RESERVATION BUREAU will release to Ticket Agent, Amarillo, daily all chair car seats on Train 2 sold in advance to destinations between Amarillo to but not including Kansas City; also release to General Agent, Passenger Department, Kansas City, daily all seats sold in advance to Kansas City. For advance sales or while train is en route, ticket agents between Amarillo and Kansas City should call on Ticket Agent, Amarillo, for space.

(Continued on Page 37)

(*Change effective January 5, 1967. Correction No. 865 to Santa Fe System Assignment Circular No. 2, canceling Correction No. 836)

WIRING ARRANGEMENTS, TRAIN NO. 2 (Cont.)

SAN FRANCISCO RESERVATION BUREAU (Cont.)

On, departure, San Francisco Reservation Bureau will release to Train Conductor, four seats in Chicago chair cars and two seats in Houston chair car for train sales; also, release twenty seats in Chicago cars and ten seats in Houston car, to Fresno, but will retain them in the Bureau so as to be available for sale by Bay Area Stations until train has left Richmond, at which time unsold space will be released to Ticket Agent, Fresno; also, release ten seats in Chicago cars to Bakersfield, 4 seats to Ticket Agent, Belen, and to Ticket Agent, Albuquerque, four seats in Houston car, also, two seats in Chicago chair cars.

TRAIN CONDUCTORS WILL WIRE AS FOLLOWS:

* Conductor into Winslow will retain four seats in Chicago chair cars for train sales; then, wire to Ticket Agent, Belen, balance of unassigned seats (including no-shows) showing to what destinations space is available--copy of this message to be given the outgoing Conductor.

Conductor into Clovis will turn over to Ticket Agent, Clovis, all unassigned chair car seats.

Conductor out of Amarillo will check diagrams and release all unassigned chair car seats to Kansas City Union Station.

TICKET AGENTS WILL WIRE AS FOLLOWS:

On departure, Ticket Agent, Fresno, will release all unsold space to Ticket Agent, Bakersfield.

On departure, Ticket Agent, Bakersfield, will release four Chicago seats to Ticket Agent, Barstow, four Chicago seats to Ticket Agent, Winslow; then release to Ticket Agent, Belen, balance of unsold space.

On departure, Ticket Agent, Barstow, will release to Ticket Agent, Belen, all unsold space.

On departure, Ticket Agent, Winslow, will release unsold seats to Ticket Agent, Clovis.

TICKET AGENT, ALBUQUERQUE, will release to Ticket Agent, Clovis, all unsold seats in Chicago chair cars.

TICKET AGENT, BELEN, release to Conductor 6 seats in Chicago chair cars and on departure release balance of unsold seats to Ticket Agent, Clovis.

TICKET AGENT, CLOVIS, on departure, will release unsold seats to Ticket Agent, Amarillo.

(Concluded on Page 38)

*Change. Effective December 15, 1966. Correction No. 855 to System Assignment Circular No. 2, cancelling Correction No. 763.)

WIRING ARRANGEMENTS, TRAIN NO. 2 (Cont.)

- * On departure TNMO Bus (12:30 PM), Ticket Agent Lubbock will wire Ticket Agent Amarillo disposition of Lubbock assignment in Car 407, giving ticket or code number and between what points reserved; unsold seats release to Amarillo. Amarillo diagram to show complete disposition of Lubbock assignment.

TICKET AGENT, AMARILLO will release to train conductor four seats for train sales to Ticket Agent Newton, 10 or 12 seats on Train 2 which have been sold short to Newton, Wichita or intermediate points to protect passengers transferring from Train 24. To Ticket Agent Topeka, six seats and to Ticket Agent Kansas City Union Station, any remaining unsold seats.

TICKET AGENT, NEWTON, on departure Train 2, release to Ticket Agent Topeka, all unsold chair-car seats.

TICKET AGENT, TOPEKA, release to train conductor, any unsold seats for train sales.

DEPOT PASSENGER AGENT, KANSAS CITY will release to Ticket Agent, Fort Madison, 10 seats in chair cars on Train 2 and balance of unsold seats to conductor.

(*Change effective June 19, 1965. Correction No. 699 to System Assignment Circular No. 2, canceling Correction No. 616.)

TRAIN NO. 9 (from head end)

Car No.	Between	Capacity	Operated On
LOUNGE	CHICAGO-KANSAS CITY		Tr. 9
*93	CHICAGO-KANSAS CITY - Pullman Line	*4511 (10-3-2)	Tr. 9
		Diagram 284-D	
	Pullman Condr. - Rte 9 to Kansas City		
	Chicago - Remaining space to Kansas City		

(*Change effective October 1, 1966. Correction No. 846 to Santa Fe System Assignment Circular No. 2, canceling Correction No. 837)

TRAIN NO. 11 THE KANSAS CITYAN

Car No.	Between	Capacity	Operated On
110	KANSAS CITY-DALLAS - Pullman Line 4526 (6-6-4) Diagram 282-D		Tr. 11
	Wichita - BR A-B, Rtes 5-6, Upper 10, Sections 11-12 to Dallas		
	Kansas City - Remaining space to Dallas		
LUNCH-COUNTER DINER	- KANSAS CITY TO WICHITA		Tr. 11
DOMELOUNGE	- KANSAS CITY TO WICHITA		Tr. 11
241	LOS ANGELES-DALLAS - Pullman Line 4513 (10-3-2) (REFER TO TRAIN NO. 24 FOR SPACE ASSIGNMENT)	Tr.24-2-76-78-11	
780	LOS ANGELES-DALLAS - 44-seat Chair Car (REFER TO TRAIN NO. 24 FOR SPACE ASSIGNMENT)	Tr.24-2-76-78-11	

TRAIN NO. 12 THE CHICAGOAN

Car No.	Between	Capacity	Operated On
LUNCH-COUNTER DINER	- WICHITA TO CHICAGO		Tr. 12
DOMELOUNGE	- WICHITA TO CHICAGO		Tr. 12
120	DALLAS-KANSAS CITY - Pullman Line 4526 (6-6-4) Diagram 282-D		Tr. 12
	Ft Worth - BR A-B, Rtes 5-6, Upper 10, Sections 11-12 to Kansas City		
	Dallas - Remaining space to Kansas City		
231	DALLAS-LOS ANGELES - Pullman Line 4513 (10-3-2) (REFER TO TRAIN NO. 1 FOR SPACE ASSIGNMENT)	Tr.12-77-75-1-23	
770	DALLAS-LOS ANGELES - 44-seat Chair Car (REFER TO TRAIN NO. 1 FOR SPACE ASSIGNMENT)	Tr.12-77-75-1-23	

(Wiring Arrangements on Page 40-A)

(Revised Sept. 20, 1967. Correction No. 943 to Santa Fe System Assignment Circular No. 2, canceling Correction No. 758)

WIRING ARRANGEMENTS - TRAIN NO. 11

PULLMAN

*Depot Passenger Agent, Kansas City, on departure Train 11, will release unsold space Car 110 to Ticket Agent, Wichita Union Station, after assigning Porter-in-charge one bedroom, one roomette and one section for train sales.

On departure, Train No. 11, Wichita, will release to Ticket Agent, Oklahoma City, one room and one section, Car 110, releasing balance of unsold space to Porter-in-charge.

WIRING ARRANGEMENTS - TRAIN NO. 12

PULLMAN

Ticket Agent, Dallas, will release all unsold space, Car 120, to Ticket Agent, Ft. Worth.

Ticket Agent, Ft. Worth, will release all unsold space, Car 120, to Porter-in-charge for train sales.

(*Change effective October 20, 1965. Correction No. 741 to System Assignment Circular No. 2, cancelling Correction No. 737)

TRAIN NO. 15 (from head end)

Car No.	Between	Capacity	Operated On
DINER	- CHICAGO-HOUSTON		Tr. 15
- - - - -	- - - - -	- - - - -	- - - - -
LOUNGE	- CHICAGO-HOUSTON		Tr. 15
- - - - -	- - - - -	- - - - -	- - - - -
158	- CHICAGO-HOUSTON - Pullman Line 4508 (10-6) Diagram 214-D		Tr. 15
	Pullman Condr - Rte 10 to Houston		
	Chicago - Remaining space to Houston		
- - - - -	- - - - -	- - - - -	- - - - -
*156	- CHICAGO-FT. WORTH - Pullman Line 4500 (10-6) Diagram 214-D		Tr. 15
	Chicago - All space to Ft. Worth		
- - - - -	- - - - -	- - - - -	- - - - -
154	- CHICAGO-DALLAS - Pullman Line 4502 (10-6) Diagram 216-D		Tr. 15-115
	Chicago - All space to Dallas		
- - - - -	- - - - -	- - - - -	- - - - -

Wiring Arrangements on Next Page.

(*Change effective Oct. 1, 1966. Correction No. 838 to Santa Fe System Assignment Circular No. 2, canceling Correction No. 742)

WIRING ARRANGEMENTS - TRAIN NO. 15

Ticket Agents will wire as follows:

- * Manager, Central Reservation Bureau, Chicago, will release daily to Pullman Conductor one Bedroom and one Roomette for train sales and to Depot Ticket Agent, Ft. Worth, balance of space that will be vacated on arrival Ft. Worth in Car 158, Pullman Line 4508.

Depot Passenger Agent, Dearborn Station, Chicago will release to Union Station, Kansas City, one room in Dallas Car and one room in Houston Car, if available, after retaining one room in each car for train sales.

Pullman Conductor will wire as follows:

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

From Emporia to Depot Ticket Agent, Ft. Worth, all space that will be vacated on arrival Ft. Worth in Car 158, Pullman Line 4508, and to Ticket Agent, Oklahoma City, balance of unsold space on Train 15, after retaining one room for train sales.

From Purcell to Depot Ticket Agent, Ft. Worth, all unsold space on Train 15, after retaining one room for train sales.

On arrival Train 15 at Ft. Worth, Pullman Conductor will release to Depot Ticket Agent, Ft. Worth, all unsold space.

(*Change. Effective May 1, 1965. Correction No. 685 to System Assignment Circular No. 2, cancelling Correction No. 419.

TRAIN NO. 16 (from head end)

Car No.	Between	Capacity	Operated On
DINER - HOUSTON-CHGO			Tr. 16
- - - - -	- - - - -	- - - - -	- - - - -
LOUNGE - HOUSTON-CHGO			Tr. 16
- - - - -	- - - - -	- - - - -	- - - - -
*168 - HOUSTON-CHICAGO	Pullman Line 4508 (10-6)		Tr. 16
	Diagram 214-D		
	Pullman Condr - Rte 10 Ft. Worth to Chicago		
	Houston - Rtes 2-6-7-10 to Ft. Worth		
	- BR C-D to Oklahoma City		
	- Remaining space to Chicago		
	Ft. Worth - Rtes 2-6-7 to Chicago		
	Oklahoma City - BR C-D to Chicago		
- - - - -	- - - - -	- - - - -	- - - - -
*166 - FT. WORTH-CHICAGO	Pullman Line 4500 (10-6)		Tr. 16
	Diagram 214-D		
	Pullman Employee - Rte 10 to Chicago		
	Ft. Worth - Rtes 3 thru 9, BR A-E-F		
	to Oklahoma City		
	- Remaining space to Chicago		
	Oklahoma City - Rtes 3 thru 9, BR A-E-F		
	to Chicago		
- - - - -	- - - - -	- - - - -	- - - - -
*164 - DALLAS-CHICAGO	Pullman Line 4502 (10-6)		Tr. 116-16
	Diagram 216-D		
	Dallas - BR D to Oklahoma City		
	- Rtes 5-6-7, BR C to Wichita		
	- Remaining space to Chicago		
	Oklahoma City - BR D to Chicago		
	Wichita - Rtes 5-6-7, BR C to Chicago		
- - - - -	- - - - -	- - - - -	- - - - -

Wiring Arrangements on Next Page.

(*Change effective Oct. 1, 1966. Correction No. 839 to Santa Fe System Assignment Circular No. 2, canceling Correction No. 743)

WIRING ARRANGEMENTS - TRAIN NO. 16

Pullman Conductor will wire as follows:

From Temple to Depot Ticket Agent, Ft. Worth, all unsold space north of Ft. Worth on Train 16.

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

Ticket Agents will wire as follows:

DEPOT TICKET AGENT, HOUSTON, will release to General Agent, Passenger Department, Kansas City, all space to be vacated on arrival Train 16 at Kansas City, THEN release to Pullman Conductor all unsold space to Ft. Worth, also one roomette to Chicago, releasing to Depot Passenger Agent, Ft. Worth, balance of unsold space north of Ft. Worth on Train 16.

DEPOT TICKET AGENT, FT. WORTH, will release to General Agent, Passenger Department, Kansas City, all space to be vacated on arrival Train 16 at Kansas City, THEN release to Pullman Conductor two roomettes for train sales, releasing remainder of unsold space to Depot Ticket Agent, Oklahoma City.

DEPOT TICKET AGENT, DALLAS, will release to General Agent, Passenger Department, Kansas City, all space vacated on arrival Train 16 at Kansas City, THEN release to Pullman Conductor two roomettes and one double room for train sales, releasing remainder of unsold space to Depot Ticket Agent, Oklahoma City.

* DEPOT TICKET AGENT, OKLAHOMA CITY, will release to Pullman Conductor two double rooms for train sales, wiring remainder of unsold space to Ticket Agent, Union Station, Wichita.

(*Change. Effective October 2, 1965. Correction No. 744 to System Assignment Circular No. 2, canceling Correction No. 398)

TRAIN NO. 17 EL CAPITAN (from head end)

Car No.	Between	Capacity	Operated On
*907	CHICAGO-LOS ANGELES	68-seat step-down Hi Level Chair Car	Tr. 17
Train Sales - Seats 25-26-27-28			
Chicago	- Seats 1 thru 10 to Albuquerque - Seats 13-14-15-16 to Kansas City - Seats 21-22-23-24 to Lamy - Remaining seats to Los Angeles		
Kansas City	- Seats 13-14-15-16 to Los Angeles		
Santa Fe	- Seats 21-22-23-24 Lamy to Los Angeles		
Albuquerque	- Seats 1 thru 10 to Los Angeles		
#906	CHICAGO-LOS ANGELES	72-seat Hi Level Chair Car	Tr. 17
(Operates June 8-Sept. 8, 1967)			
Chicago	- All seats to Los Angeles		
#905	CHICAGO-LOS ANGELES	72-seat Hi Level Chair Car	Tr. 17
(Operates June 8-Sept. 8, 1967)			
Chicago	- All seats to Los Angeles		
(Los Angeles will hold all seats Chicago to Los Angeles July 1-Aug. 31, 1967)			
#904	CHICAGO-LOS ANGELES	72-seat Hi Level Chair Car	Tr. 17
(Operates June 8-Sept. 8, 1967)			
Chicago	- All seats to Los Angeles		
HI LEVEL DINER	CHICAGO TO LOS ANGELES		Tr. 17
HI LEVEL LOUNGE	CHICAGO TO LOS ANGELES		Tr. 17

(Continued on Page 45-A)

NOTE: Train 17 will be split June 8-Sept. 8, 1967)

(*Change effective June 8, 1967. #Addition effective June 8, 1967. Correction No. 902 to Santa Fe System Assignment Circular No. 2, canceling Correction No. 817)

TRAIN NO. 17 EL CAPITAN (Concluded)

Car No.	Between	Capacity	Operated On
*903	CHICAGO-LOS ANGELES	72-seat Hi Level Chair Car	Tr. 17
	Train Sales - Seats 2-4-6-8		
	Chicago	- Remaining seats to Kansas City	
	Kansas City	- Remaining seats to Los Angeles	
#902	CHICAGO-LOS ANGELES	72-seat Hi Level Chair Car	Tr. 17
	(Operates June 8-Sept. 8, 1967)		
	Chicago	- All seats to Los Angeles	
#901	CHICAGO-LOS ANGELES	72-seat Hi Level Chair Car	Tr. 17
	(Operates June 8-Sept. 8, 1967)		
	Chicago	- All seats to Los Angeles	
900	CHICAGO-LOS ANGELES	68-seat Hi Level Step-down Chair Car	Tr. 17
	Chicago	- All seats to Los Angeles	

Wiring Arrangements on Page 46

NOTE: Train 17 will be split June 8-Sept. 8, 1967

(*Change effective June 8, 1967. #Addition effective June 8, 1967. Correction No. 903 to Santa Fe System Assignment Circular No. 2, canceling Correction No. 872)

TRAIN NO. 17 SUPER CHIEF (from head end)			
Car No.	Between	Capacity	Operated On
#1734	CHICAGO-LOS ANGELES	44-seat Chair Car	Tr. 17
	Chicago - All seats to Los Angeles		
#1733	CHICAGO-LOS ANGELES	44-seat Chair Car	Tr. 17
	Chicago - All seats to Los Angeles		
#1732	CHICAGO-LOS ANGELES	44-seat Chair Car	Tr. 17
	Train Sales - Seats 21-22-23-24		
	Chicago - Remaining seats to Los Angeles		
#1731	CHICAGO-LOS ANGELES	44-seat Chair Car	Tr. 17
	Chicago - All seats to Los Angeles		
#1730	CHICAGO-LOS ANGELES	44-seat Chair Car	Tr. 17
	Chicago - All seats to Los Angeles		
#LOUNGE-DORM	CHICAGO TO LOS ANGELES		Tr. 17
#LUNCH COUNTER DINER	CHICAGO TO LOS ANGELES		Tr. 17

(Continued on Page 45-C)

NOTE: Chair Cars will be operated on Super Chief
June 15 thru September 2, 1967

(#Addition effective June 15, 1967. Correction No. 904 to
Santa Fe System Assignment Circular No. 2)

TRAIN NO. 17 SUPER CHIEF (Concluded)

Car No.	Between	Capacity	Operated On
176	CHICAGO-LOS ANGELES	Pullman Line 4002 (10-6) Diagram 214-D	Tr. 17
	Courier Nurse - Rte 7 to Los Angeles		
	Pullman Condr - Rte 9 to Los Angeles		
	Chicago - Remaining space to Los Angeles		
175	CHICAGO-LOS ANGELES	Pullman Line 4013 (11 BR) Diagram 237-D	Tr. 17
	Din Car Stewards - BR A to Los Angeles		
	Chicago - Remaining space to Los Angeles		
	TURQUOISE ROOM-PLEASURE DOME LOUNGE CAR - CHGO TO L A		Tr. 17
	DINING CAR - CHICAGO TO LOS ANGELES		Tr. 17
174	CHICAGO-LOS ANGELES	Pullman Line 4001 (11 BR) Diagram 237-D	Tr. 17
	Chicago - All space to Los Angeles		
#173	CHICAGO-LOS ANGELES	Pullman Line 4006 (11 BR Diagram 237-D or 4-4-2 Diagram 235-D)	Tr. 17
	(Operates June 8-Sept. 8, 1967)		
	(11 BR car operates Monday, Thursday and Saturday, 4-4-2 operates other days)		
	Chicago - All space to Los Angeles		
#GC-1	CHGO-GRAND CANYON-LOS ANGS	Pullman Line 4512 (4-4-2) Diagram 235-D	Tr. 17-15-14-17
	(Operates June 8-Sept. 8, 1967)		
	Chicago - All space to Los Angeles		
170	KANSAS CITY-LOS ANGELES	Pullman Line 4020 (10-6) Diagram 216-D	Tr. 17
	Kansas City - All space to Los Angeles		
	(Occupancy at Kansas City Union Station 9:30 P.M.)		
Wiring Arrangements on Next Page			

(#Addition effective June 8, 1967. Correction No. 905 to Santa Fe System Assignment Circular No. 2)

WIRING ARRANGEMENTS - TRAIN NO. 17

When wiring chair car seats or Pullman space, as provided herein, ticket agents and conductors will show car number and specific space numbers, also between what points available. When no space is available, wire should be sent so stating.

All Reservation Bureaus and Ticket Agents holding regular assignment of space will wire to each main intermediate point all space reserved for use up to such points, releasing same for their use beyond, so marking diagrams. Such wires are to be filed just prior to train time.

PULLMAN

PULLMAN CONDUCTOR WILL WIRE AS FOLLOWS:

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

*From La Junta to Ticket Agent, Albuquerque, unsold space on Train No. 17, after retaining one room for train sales.

CHAIR CAR

DEPOT PASSENGER AGENTS WILL WIRE AS FOLLOWS:

Depot Passenger Agent, Chicago, on departure, will release 4 chair car seats to train conductor for train sales, wiring balance of unassigned seats to Depot Passenger Agent, Kansas City.

Depot Passenger Agent, Kansas City, on departure, will wire to Ticket Agent, Newton, 10 seats from unassigned space for use to Los Angeles; 5 seats to Ticket Agent, Albuquerque, and balance of unassigned chair car seats to Ticket Agent, La Junta.

TRAIN CONDUCTOR WILL WIRE AS FOLLOWS:

Conductor into Fort Madison will deliver to outgoing conductor a wire in duplicate (duplicate copy for information of outgoing conductor) for latter to file at Shopton, addressed to Ticket Agent, Kansas City Union Station, all "no shows" in chair cars on Train No. 17. (If no seats available, wire should be sent so stating.)

Conductor into Newton will wire to Ticket Agent, La Junta, all unassigned and "no show" chair car seats on train.

Conductor from La Junta will wire to Ticket Agent, Albuquerque, all unassigned and "no show" chair car seats on train; wire should be filed at Raton.

(Concluded on Page 47)

(*Change effective February 20, 1967. Correction No. 873 to Santa Fe System Assignment Circular No. 2, canceling Correction No. 668)

WIRING ARRANGEMENTS - TRAIN NO. 17 (Cont.)

CONDUCTOR INTO GALLUP will wire Ticket Agent, Williams Junction, number of chair car passengers who will detrain at Williams Junction and show seat space up to six seats, which diagrams indicate will not be occupied out of Williams Junction, and to Ticket Agent, Needles, balance of unassigned seats.

TICKET AGENTS WILL WIRE AS FOLLOWS:

TICKET AGENT, NEWTON, on departure, will wire to Ticket Agent, La Junta, all unassigned chair car seats.

TICKET AGENT, DODGE CITY, on departure, will wire to Ticket Agent, La Junta, all unassigned chair car seats.

TICKET AGENT, LA JUNTA, AND CITY PASSENGER AGENT, SANTA FE, on departure, will wire Ticket Agent, Albuquerque, all unassigned chair car seats, showing between what points seats are available. Agents on New Mexico Division will call on Ticket Agent, Albuquerque, for assignments after train has departed La Junta.

Promptly after receipt of space releases, TICKET AGENT, ALBUQUERQUE, will release some chair car seats to Ticket Agent, Williams Junction.

(#New Material. Revised September 9, 1961. Correction No. 249 to System Assignment Circular No. 2, cancelling Correction No. 234.)

TRAIN NO. 18 EL CAPITAN (from head end)

Car No.	Between	Capacity	Operated On
807	LOS ANGELES-CHICAGO	68-seat Hi Level Step-down Chair Car	Tr. 18
	Los Angeles	- Seats 5 thru 12, 37-39-41-43-46-48- 50-52 to Albuquerque	
		- Seats 13-14-15-16 to Lamy	
		- Seats 21 thru 36 to Kansas City	
		- Remaining seats to Chicago	
	Albuquerque	- Seats 5 thru 12 and 46-48-50-52 to Chicago	
		- Seats 37-39 to Kansas City	
		- Seats 41-43 to La Junta	
	Santa Fe	- Seats 13-14-15-16 Lamy to Chicago	
	La Junta	- Seats 41-43 to Chicago	
	Kansas City	- Seats 21 thru 36 and 37-39 to Chicago	

#806	LOS ANGELES-CHICAGO	72-seat Hi Level Chair Car	Tr. 18
		(Operates June 8-Sept. 8, 1967)	
	Los Angeles	- All seats to Chicago	

#805	LOS ANGELES-CHICAGO	72-seat Hi Level Chair Car	Tr. 18
		(Operates June 8-Sept. 8, 1967)	
	Los Angeles	- All seats to Chicago	

#804	LOS ANGELES-CHICAGO	72-seat Hi Level Chair Car	Tr. 18
		(Operates June 8-Sept. 8, 1967)	
	Los Angeles	- All seats to Chicago	

	HI LEVEL DINER	- LOS ANGELES TO CHICAGO	Tr. 18

	HI LEVEL LOUNGE	- LOS ANGELES TO CHICAGO	Tr. 18

(Continued on Page 48-A)

NOTE: Train 18 will be split June 8-Sept. 8, 1967

(#Addition effective June 8, 1967. Correction No. 906 to Santa Fe System Assignment Circular No. 2, canceling Correction No. 821)

TRAIN NO. 18 EL CAPITAN (Concluded)

Car No.	Between	Capacity	Operated On
803	LOS ANGELES-CHICAGO	72-seat Hi Level Chair Car	Tr. 18
	Train Sales - Seats 13-14-15-16		
	Los Angeles - Remaining seats to Chicago		
#802	LOS ANGELES-CHICAGO	72-seat Hi Level Chair Car	Tr. 18
	(Operates June 8-Sept. 8, 1967)		
	Los Angeles - All seats to Chicago		
	(Chicago will hold all seats Los Angeles to Chicago July 1-August 31, 1967)		
#801	LOS ANGELES-CHICAGO	72-seat Hi Level Chair Car	Tr. 18
	(Operates June 8-Sept. 8, 1967)		
	Los Angeles - All seats to Chicago		
*800	LOS ANGELES - CHICAGO	68-seat Hi Level	Tr. 18
	Step-down Chair Car		
	San Diego - Seats 45 thru 68	Los Angeles to Chicago	
	Los Angeles - Remaining seats to Chicago		

Wiring Arrangements on Page 49

NOTE: Train 18 will be split June 8-Sept. 8, 1967

(#Addition effective June 8, 1967. *Change effective June 8, 1967. Correction No. 907 to Santa Fe System Assignment Circular No. 2, canceling Correction No. 874)

TRAIN NO. 18 SUPER CHIEF (from head end)			
Car No.	Between	Capacity	Operated On
#1834	LOS ANGELES-CHICAGO	44-seat Chair Car	Tr. 18
	Conductor - Seats 42-44		
	Train Sales - Seats 41-43		
	Los Angeles - Remaining seats to Chicago		
#1833	LOS ANGELES-CHICAGO	44-seat Chair Car	Tr. 18
	Los Angeles - All seats to Chicago		
#1832	LOS ANGELES-CHICAGO	44-seat Chair Car	Tr. 18
	Los Angeles - All seats to Chicago		
#1831	LOS ANGELES-CHICAGO	44-seat Chair Car	Tr. 18
	Los Angeles - All seats to Chicago		
#1830	LOS ANGELES-CHICAGO	44-seat Chair Car	Tr. 18
	Train Sales - Seats 41-42-43-44		
	Los Angeles - Remaining seats to Chicago		
#LOUNGE-DORM	LOS ANGELES TO CHICAGO		Tr. 18
#LUNCH COUNTER DINER	LOS ANGELES TO CHICAGO		Tr. 18

(Continued on Page 48-C)

NOTE: Chair Cars will be operated on Super Chief
June 15-September 2, 1967

(#Addition effective June 15, 1967. Correction No. 908 to
Santa Fe System Assignment Circular No. 2)

TRAIN NO. 18 SUPER CHIEF (Concluded)

Car
No.

186 - LOS ANGELES-CHICAGO - Pullman Line 4002 (10-6) Tr. 18
Diagram 214-D

Pullman Condr - Rte 9 to Chicago

Los Angeles - Remaining space to Chicago

185 - LOS ANGELES-CHICAGO - Pullman Line 4013 (11 BR) Tr. 18
Diagram 237-D

Los Angeles - All space to Chicago

TURQUOISE ROOM-PLEASURE DOME LOUNGE CAR - LA TO CHGO Tr. 18

DINING CAR - LOS ANGELES TO CHICAGO Tr. 18

184 - LOS ANGELES-CHICAGO - Pullman Line 4001 (11 BR) Tr. 18
Diagram 237-D

Din Car Steward - BR A to Chicago

Los Angeles - Remaining space to Chicago

#183 - LOS ANGELES-CHICAGO - Pullman Line 4006 (11 BR) Tr. 18
Diagram 237-D or 4-4-2
Diagram 235-D)

(Operates June 8-Sept. 8, 1967)

Los Angeles - All space to Chicago

(11 BR car operates Monday, Thursday and Saturday)

180 - LOS ANGELES-KANSAS CITY - Pullman Line 4020 (10-6) Tr. 18
Diagram 216-D

Pullman Employee - Rte 9 to Kansas City

Los Angeles - Remaining space to Kansas City

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

(Wiring arrangements on Page 49)

(#Addition effective June 8, 1967. Correction No. 909 to
Santa Fe System Assignment Circular No. 2)

WIRING ARRANGEMENTS - TRAIN NO. 18

When wiring chair car seats or Pullman space as provided herein, ticket agents and conductors will show car number and specific space numbers, also between what points available. When there is no space available, wire should be sent so stating.

All Reservation Bureaus and Ticket Agents holding regular assignment of space will wire to each main intermediate point, all seats reserved for use up to such point, releasing same for their use beyond, so marking diagrams. Such wires to be filed just prior to train time.

PULLMAN

PULLMAN CONDUCTOR WILL WIRE AS FOLLOWS:

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

TICKET AGENTS WILL WIRE AS FOLLOWS:

Agent, Albuquerque, to Ticket Agents, La Junta and Dodge City, each one-half unsold Pullman space, after releasing one room to Pullman Conductor for train sales.

Ticket Agent, La Junta and Dodge City, on departure will wire unsold Pullman space to Ticket Agent, Kansas City Union Depot.

CHAIR CAR

- * LOS ANGELES RESERVATION BUREAU will wire to Gen. Agt. Psgr. Dept. Kansas City all chair car seats that will be vacated on arrival Kansas City, releasing same for Kansas City's use. ALSO will wire to Ticket Agents, Albuquerque, La Junta, Dodge City, Newton, all unassigned chair car seats available from such points, showing between what points available. (For example: chair car seats reserved Los Angeles to Lamy, Raton, and La Junta should be wired to Ticket Agent, La Junta, for his use beyond.)

TRAIN CONDUCTOR WILL WIRE AS FOLLOWS:

CONDUCTOR INTO NEEDLES will wire to Ticket Agent Albuquerque, all unassigned seats (including the no-shows) available, from Albuquerque to points east thereof, showing to what destinations space is available.

CONDUCTOR INTO WINSLOW will wire to Ticket Agent, Albuquerque, all unassigned and "no-show" seats.

(Concluded on Page 50)

(*Change. Revised September 30, 1961. Correction No. 273 to System Assignment Circular No. 2, canceling Correction No. 254.)

WIRING ARRANGEMENTS - TRAIN No. 18 (Cont.)

CONDUCTOR INTO LAS VEGAS will wire to Ticket Agent, La Junta, all unassigned and "no-show" chair car seats.

CONDUCTOR INTO GARDEN CITY will wire Ticket Agent, Newton, all unassigned and "no-show" chair car seats.

TICKET AGENTS WILL WIRE AS FOLLOWS:

While train is enroute between Los Angeles and Albuquerque, Agents east of Albuquerque should wire Ticket Agent, Albuquerque, for chair car seat assignments.

TICKET AGENT, ALBUQUERQUE, will wire six seats in chair cars to Ticket Agent La Junta and to Dodge City remaining unassigned chair car seats also between what points available.

City Passenger Agent, Santa Fe, on departure Lamy, wire to Ticket Agent, La Junta, all unassigned chair car seats.

(While train is enroute Albuquerque to Dodge City, Ticket Agents should call on Ticket Agent, Dodge City, for chair car seat assignments.)

Ticket Agent, La Junta and Dodge City, on departure, will wire unsold space to Ticket Agent, Kansas City Union Depot.

(Revised September 30, 1961. Correction No. 274 to System Assignment Circular No. 2, canceling Correction No. 255.)

TRAIN NO. 19 (from head end)

Car No.	Between	Capacity	Operated On
	DORM-BAGGAGE - CHICAGO-LOS ANGELES		Tr. 19
508	CHICAGO-LOS ANGELES - 44-seat Chair Car		Tr. 19
	Chicago - Seats 1-2-3-4-5-6-7-8-9 and 11 to Los Angeles		
	- Seats 10-12-14-16 to Albuquerque		
	- Seats 13-15-17-19-21-22-23-24-25-26- 27-28-29-30-31-32-33-34-35-36-37- 38-39-40-41 and 43 to Kansas City		
	Kansas City - Seats 13-15-17-18-19-20 and 29-30-31- 32-33-34-35-36-37-38-39-40-41 and 43 to La Junta		
	- Seats 21-22-23-24-25-26-27-28- to Los Angeles		
	Denver - Seats 29-30-31-32-33-34-35-36-37-38- 39-40-41-and 43 La Junta to Los Angs		
	- Seats 13-15-17-18-19-20 La Junta to Albuquerque		
	Albuquerque - Seats 10-12-13-14-15-16-17-18-19-20 to Los Angeles		
	Train Condr.- Seats 42-44		
507	CHICAGO-LOS ANGELES - 44-seat Chair Car		Tr. 19
	(RESERVED SEAT BASIS KANS CITY TO LOS ANGELES ONLY)		
	Kansas City - All seats to Los Angeles		
#506	CHICAGO-LOS ANGELES - 44-seat Chair Car		Tr. 19
	(Operates June 16-Sept. 8, 1967)		
	Chicago - All seats to Los Angeles		
%502	CHICAGO-LOS ANGELES - 44-seat Chair Car		Tr. 19
	(Operates June 1-Sept. 8, 1967)		
	Chicago - All seats to Los Angeles		
501	CHICAGO-LOS ANGELES - 44-seat Chair Car		Tr. 19
	Train Sales - Seats 2-4-6-8		
	Chicago - Remaining seats to Los Angeles		
500	CHICAGO-LOS ANGELES - 44-seat Chair Car		Tr. 19
	News Agent - Seats 2-4-6-8		
	Chicago - Remaining seats to Los Angeles		
(Pullman on Page 52)			

(#New Material June 16, 1967. %New Material June 1, 1967. Cor-
rection No. 893 to Santa Fe System Assignment Circular No. 2,
canceling Correction No. 879)

TRAIN NO. 19 (Continued)

Car No.	Between	Capacity	Operated On
BIG DOME LOUNGE	- CHICAGO TO LOS ANGELES		Tr. 19
DINING CAR	- CHICAGO TO LOS ANGELES		Tr. 19
196	- CHICAGO-LOS ANGS - Pullman Line 4010 (4-4-2)	Diagram 235-D	Tr. 19
Chicago - All space to Los Angeles			
*197	- CHICAGO-LOS ANGS - Pullman Line 4510 (10-3-2)	Diagram 284-D	Tr. 19
Pullman Empl - Rte 10 to Los Angeles			
Chicago	- BR A, Compt B, BR C, Rtes 1-2-3-4 to Los Angeles		
	- Remaining space to Kansas City		
Kansas City	- Compt D, BR E, Rtes 5-6-7 to Los Angeles		
	- Rtes 8-9 to La Junta		
Denver	- Rtes 8-9 La Junta to Los Angeles		
198	- CHICAGO-LOS ANGS - Pullman Line 4009 (10-6)	Diagram 216-D	Tr. 19
Din Car Steward - Rte 9 to Los Angeles			
Pullman Condr - Rte 10 to Los Angeles			
Chicago	- Remaining space to Los Angeles		

(Wiring Arrangements on Page 53)

(*Change effective February 1, 1967. Correction No. 857 to Santa Fe System Assignment Circular No. 2, canceling Correction No. 847)

WIRING ARRANGEMENTS TRAIN NO. 19

When wiring chair car seats or Pullman space as provided herein, ticket agents and conductors will show car number and specific seat numbers, or Pullman space, also between what points available. When there is no space available, wire should be sent so stating.

All reservation bureaus and ticket agents holding regular assignment of space will wire to each main intermediate point all space reserved for use up to such point, releasing same for their use beyond, so marking diagrams. Such wires to be filed just prior to train time.

PULLMAN

PULLMAN CONDUCTOR WILL WIRE AS FOLLOWS:

From Galesburg to General Agent, Passenger Dept., Kansas City, unsold space on Train 19, after retaining one room for train sales.

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

GF&PA, DENVER, WILL WIRE AS FOLLOWS:

*On departure Train 27 will advise Ticket Agent, La Junta, all space sold in Car 197 with code or ticket number, releasing for La Junta's use any unsold space. Ticket Agent, La Junta, will prepare diagram for Car 197 and deliver to Pullman Conductor, releasing any unsold space for train sales.

CHAIR CAR

DEPOT PASSENGER AGENTS WILL WIRE AS FOLLOWS:

DEPOT PASSENGER AGENT, CHICAGO, on departure, will release 4 seats to conductor for train sales; will wire Ticket Agent, Newton, two seats from unassigned space on train for sale to Los Angeles; wiring to General Agent, Passenger Dept., Kansas City, balance of unassigned seats; also include in space release message space sold short of car destination by ticket office, Dearborn Station.

DEPOT PASSENGER AGENT, KANSAS CITY, on departure, will release six seats to conductor for train sales, wiring balance of unassigned seats to Ticket Agent, Newton; also include in space release message space sold short of car destination by Union Station.

(Concluded on Page 54)

(*Change effective October 10, 1966. Correction No. 848 to Santa Fe System Assignment Circular No. 2, canceling Correction No. 523.)

WIRING ARRANGEMENTS TRAIN NO. 19 (Cont.)

TRAIN CONDUCTORS WILL WIRE AS FOLLOWS:

CONDUCTOR INTO FORT MADISON will deliver to outgoing conductor a wire in duplicate (copy for information of outgoing conductor) for latter to file at Shopton, addressed to Ticket Agent, Kansas City Union Station, showing all "no-shows" in chair cars on Train 19. (If no seats are available, wire should be sent so stating.)

CONDUCTOR INTO NEWTON will wire to Ticket Agent, La Junta, all "unassigned" and "no-show" seats on train, after retaining two seats for train sales.

CONDUCTOR FROM WINSLOW, will wire, not later than from Williams Junction, to Ticket Agents, Needles, and Barstow, releasing up to six vacant chair cars seats for sale by Needles and balance of seats for sale by Barstow.

CONDUCTOR INTO NEEDLES will wire Agent, San Bernardino, actual seat and car numbers of passengers to de-train at San Bernardino, releasing such seats for San Bernardino's sale thence to Los Angeles.

TICKET AGENTS WILL WIRE AS FOLLOWS:

TICKET AGENT, NEWTON, on departure, will wire Ticket Agent, La Junta, all unassigned seats.

* TICKET AGENT, DENVER, will forward diagram, showing Denver assignment seats chair car 508 to La Junta on Trains 27-190.

TICKET AGENT, ALBUQUERQUE, on departure, will wire 4 seats to Ticket Agent, Williams Junction, then wire equal number of remaining unassigned seats to Ticket Agents, Gallup and Winslow.

(*Change. Effective February 1, 1964. Correction No. 524 to Santa Fe System Assignment Circular No. 2, cancelling Correction No. 258.)

TRAIN NO. 20 (from head end)

Car No.	Between	Capacity	Operated On
DORM-BAGGAGE - LOS ANGELES TO CHICAGO			Tr. 20

608	LOS ANGELES-CHICAGO - 44-seat Chair Car (RESERVED SEAT BASIS LOS ANGELES TO KANSAS CITY ONLY)		Tr. 20
	Train Condr - Seats 42-44		
	Train Sales - Seats 41-43 to Kansas City		
	Los Angeles - Seats 9 thru 16 and 18-20-22-24 to Albuquerque		
	- Remaining seats to La Junta		
	Albuquerque - Seats 9 thru 16 to La Junta		
	- Seats 18-20-22-24 to Kansas City		
	La Junta - Seats 1-2-3-4 to Topeka		
	- Seats 5 thru 17 also 19-21-23 to Dodge City		
	- Seats 25 thru 33 and 35 to Hutchinson		
	- Seats 36 thru 40 to Kansas City		
	Dodge City - Seats 5-6-7-8 to Topeka		
	- Seats 9 thru 17 also 19 to Kansas City		
	- Seats 21-23 to Hutchinson		
	Hutchinson - Seats 21-23 also 25 thru 33 and 35 to Kansas City		
	Topeka - Seats 1 thru 8 to Kansas City		
NOTE: Secure space from any above agents. On departure, Agent, La Junta, will release all unsold seats in Car 608 to Agent, Dodge City. Agent, Dodge City, release unsold seats to Agent, Hutchinson. Agent, Hutchinson, release unsold space to Ticket Agent, Topeka.			

607	LOS ANGELES-CHICAGO - 44-seat Chair Car (RESERVED SEAT BASIS LOS ANGELES TO KANSAS CITY ONLY)		Tr. 20
	Los Angeles - Seats 9 thru 16 to Williams Junction		
	- Seats 5-6-7-8 to Newton		
	- Remaining seats to Kansas City		
	Phoenix - Seats 9-10-11-12 Wms Jct to Kansas City		
	- Seats 13-14-15-16 Wms Jct to Topeka		
	Newton - Seats 5-6-7-8 to Kansas City		
	Topeka - Seats 13-14-15-16 to Kansas City		

*606	LOS ANGELES-CHICAGO - 44-seat Chair Car (RESERVED SEAT BASIS LOS ANGELES TO KANSAS CITY ONLY) (Operates June 16-Sept. 8, 1967)		Tr. 20
	Los Angeles - All seats to Kansas City		

(Continued on Page 55-A)

(*Addition June 16, 1967. Correction No. 894 to Santa Fe
System Assignment Circular No. 2, canceling Correction No.
830)

TRAIN NO. 20 (Continued)

Car No.	Between	Capacity	Operated On
*602	LOS ANGELES-CHICAGO - (Operates June 1-Sept. 8, 1967)	44-seat Chair Car	Tr. 20
	Los Angeles - All seats to Chicago		
601	LOS ANGELES-CHICAGO -	44-seat Chair Car	Tr. 20
	Los Angeles - Seats 37 thru 44 to Williams Jct		
	- Seats 33-34-35-36 to Albuquerque		
	- Remaining seats to Chicago		
	Phoenix - Seats 37 thru 44 Wms Jct to Chicago		
	Albuquerque - Seats 33-34-35-36 to Chicago		
600	LOS ANGELES-CHICAGO -	44-seat Chair Car	Tr. 20
	News Agent - Seats 2-4-6-8		
	Train Sales - Seats 42-44 to Chicago		
	Los Angeles - Remaining seats to Chicago		
	BIG DOME LOUNGE CAR - LOS ANGELES TO CHICAGO		Tr. 20
	DINING CAR - LOS ANGELES TO CHICAGO		Tr. 20
206	LOS ANGELES-CHICAGO - Pullman Line 4010 (4-4-2)		Tr. 20
	Diagram 235-D		
	Los Angeles - All space to Chicago		
207	LOS ANGELES-CHICAGO - Pullman Line 4510 (10-3-2)		Tr. 20
	Diagram 284-D		
	Pullman Empl - Rte 10 to Chicago		
	Los Angeles - BR A, Rtes 1-2-3 to Chicago		
	- Remaining space to Topeka		
	Topeka - Remaining space to Chicago		
208	LOS ANGELES-CHICAGO - Pullman Line 4009 (10-6)		Tr. 20
	Diagram 216-D		
	Pullman Condr - Rte 9 to Chicago		
	Din Car Steward - Rte 10 to Chicago		
	Los Angeles - Remaining space to Chicago		
#GC-2	LOS ANGS-GRAND CANYON-CHGO - Pullman Line 4512		Tr. 20-
	(4-4-2) Diagram 235-D		15-14-20
	(Operates June 8-Sept. 8, 1967)		
	Los Angeles - All space to Chicago		
	(Additional Pullman shown on Page 56)		

(*Addition June 1, 1967. #Addition June 8, 1967. Correction No. 895 to Santa Fe System Assignment Circular No. 2, canceling Correction No. 881)

TRAIN NO. 20 THE CHIEF (Concluded)

<u>Car</u> <u>No.</u>	<u>Between</u>	<u>Capacity</u>	<u>Operated</u> <u>On</u>
203	KANSAS CITY-CHICAGO	Pullman Line 4511 (10-3-2) Diagram 284-D	Tr. 20
Kansas City - All space to Chicago			
<u>(Car set for occupancy Kansas City Union Station 9:30 P.M.)</u>			

*201	KANSAS CITY-CHICAGO	Pullman Line 4503 (10-6) Diagram 214-D	Tr. 20
Kansas City - All space to Chicago			
<u>(Car set for occupancy Kansas City Union Station 9:30 P.M.)</u>			

(Wiring Arrangements on Page 57)

(*Change effective Sept. 22, 1967. Correction No. 944 to Santa Fe System Assignment Circular No. 2, canceling Correction No. 866)

(Correction No. 307 to System Assignment Circular No. 2, cancelling Correction No. 292. On November 27, 1961, page 56-A should be removed from this Circular.)

WIRING ARRANGEMENTS - TRAIN NO. 20

When wiring Chair Car seats or Pullman space, as provided herein, ticket agents and conductors will show car number and specific seat numbers or Pullman space, also between what points available. When no space available, wire should be sent so stating.

All Reservation Bureaus and Ticket Agents holding regular assignment of space will wire to each main intermediate point all space reserved for use up to such point, releasing same for their use beyond, so marking diagrams. Such wires are to be filed just prior to train time.

PULLMAN

LOS ANGELES RESERVATION BUREAU WILL WIRE AS FOLLOWS:

To General Agent, Passenger Department, Kansas City all Pullman space that will be vacated on arrival Kansas City.

To Ticket Agent, Albuquerque, all unsold Pullman space available from Albuquerque west also east of Albuquerque, showing between what points available.

PULLMAN CONDUCTOR WILL WIRE AS FOLLOWS:

From Barstow to Ticket Agent, Albuquerque, all unsold space on Train No. 20, after retaining one room in the Chicago Pullman cars (not one room in each car) for train sales.

From Las Vegas to Ticket Agent, La Junta, all unsold space on Train No. 20, after retaining one room for train sales, also advise between what points available.

Upon departure La Junta, to Ticket Agent, Kansas City Union Station, all unsold space on Train No. 20, after retaining one room for train sales.

TICKET AGENTS WILL WIRE AS FOLLOWS:

City Passenger Agent, Phoenix, to Ticket Agent, Williams Junction, all unsold space in Car 420, after releasing one room to Pullman conductor for train sales.

Ticket Agent, Williams Junction, on departure, release all unsold space in Car 420 to Ticket Agent, Albuquerque.

Ticket Agent, Albuquerque, on departure, release all unsold space in Car 420 to Kansas City after releasing one room to Pullman conductor for train sales. Wire ticket agent, La Junta, balance of unsold space in Pullman on Train No. 20, showing between what points space is available. (While train is en route Albuquerque to La Junta, agents should call on Ticket Agent, La Junta, for Pullman space.)

Ticket Agent, La Junta, will release all unsold Pullman space to Pullman conductor.

Ticket Agent, Topeka, on departure, will wire Ticket Agent, Kansas City Union Station, all unsold Pullman space in Car 207.

#Conductor, Train 48, will wire from Bartlesville to Ticket Agent, Kansas City Union Station, releasing all unsold space in Tulsa-Chicago Car 481, after retaining one roomette for train sale.

(Concluded on Page 58)

(Addition effective February 21, 1967. Correction No. 875 to Santa Fe System Assignment Circular No. 2, canceling Correction No. 851)

WIRING ARRANGEMENTS - TRAIN 20 (Cont.)

CHAIR CAR

LOS ANGELES RESERVATION BUREAU WILL WIRE AS FOLLOWS:

To G.A.P.D., Kansas City, all chair-car seats that will be vacated on arrival Kansas City. Also, will wire to Ticket Agents at Albuquerque, La Junta, Dodge City, Hutchinson, Newton, Emporia, Topeka and Ft. Madison, all unassigned chair-car seats available from such points showing between what points available. (For example, seats reserved Los Angeles to Lamy, Las Vegas, Raton, Trinidad and La Junta should be wired to Ticket Agent, La Junta for his use beyond.)

TRAIN CONDUCTORS WILL WIRE AS FOLLOWS:

CONDUCTOR INTO NEEDLES will retain two seats in Los Angeles-Denver chair-car and four seats in Chicago chair cars, for train sales; THEN wire to Ticket Agent, Williams Jct., five seats in Chicago chair cars and to Ticket Agent, Albuquerque, balance of unassigned seats (including the no-shows) from Albuquerque to points east thereof, showing to what destinations space is available, copy of this message to be given the outgoing conductor.

CONDUCTOR INTO RATON will wire to Ticket Agent, La Junta, all vacant chair-car seats including the no-shows.

TICKET AGENTS WILL WIRE AS FOLLOWS:

- * CPA, Phoenix, to Ticket Agent, Williams Junction, all unsold seats in Car 601.

Ticket Agent, Williams Junction to Ticket Agent, Albuquerque, all unsold seats.

(While train is en route between Los Angeles and Albuquerque, Agents east of Albuquerque should wire Ticket Agent, Albuquerque, for chair-car seat assignments.)

Ticket Agent, Albuquerque, on departure will wire two chair-car seats to Ticket Agent, Hutchinson, also four chair-car seats to Ticket Agent, Topeka (Car 601, if available), and remaining unassigned chair-car space to Ticket Agent, La Junta, wires should show between what points space is available.

(While train is en route Albuquerque - La Junta, Agents should call on Ticket Agent, La Junta for chair-car assignments.)

- TICKET AGENT, LA JUNTA, will wire to Ticket Agent, Newton, four chair-car seats for sale beyond Newton.

TICKET AGENTS, LA JUNTA, HUTCHINSON AND NEWTON, on departure, will wire to Ticket Agent, Topeka, all unsold chair-car seats available for use beyond Topeka, showing between what points available.

TICKET AGENT, TOPEKA on departure will release to Depot Passenger Agent, Kansas City, all of his unassigned chair-car seats available for use beyond Kansas City.

(*Change. Effective November 9, 1963. Correction No. 514 to System Assignment Circular No. 2, canceling Correction No. 338.)

TRAIN NO. 23

Car No.	Between	Capacity	Operated On
770 -	DALLAS-LOS ANGELES -	44-seat Chair Car	Tr. 12-77-75-1-23
(REFER TO TRAIN 1 FOR SPACE ASSIGNMENT)			
*TX-17 -	HOUSTON-LOS ANGELES -	44-seat Chair Car	Tr. 66-75-1-23
(Operates June 1-Sept. 10, 1967)			
(REFER TO TRAIN 1 FOR SPACE ASSIGNMENT)			
#309 -	CHICAGO-LOS ANGELES -	44-seat Chair Car	Tr. 1-23
(Operates May 26-Sept. 8, 1967)			
(REFER TO TRAIN 1 FOR SPACE ASSIGNMENT)			
DINER -	CHICAGO-LOS ANGELES		Tr. 23
LOUNGE CAR -	CHICAGO-LOS ANGELES		Tr. 23
237 -	CHICAGO-LOS ANGELES -	Pullman Line 4504 (6-6-4)	Tr. 23
Diagram 282-D			

Pullman Empl - Upper 7 to Los Angeles
 Steward - Upper 8 to Los Angeles
 Chicago - BR A, Rtes 4-5-6, Sec 11-12 to
 Kansas City
 - Section 10 to Albuquerque
 - Lower 7 to Winslow
 - Remaining space to Los Angeles
 Kansas City - BR A, Rtes 4-5-6, Sec 12 to
 Los Angeles
 - Section 11 to Albuquerque
 Albuquerque - Sections 10-11 to Los Angeles
 Conductor - Lower 7 Winslow to Los Angeles

231 - DALLAS-LOS ANGELES - Pullman Line 4513 Tr. 12-77-75-1-23
 (10-3-2)
 (REFER TO TRAIN 1 FOR SPACE ASSIGNMENT)

Wiring Arrangements on Next Page

(*Change effective June 1, 1967. #Change effective May 26, 1967.
 Correction No. 896 to Santa Fe System Assignment Circular No. 2,
 canceling Correction No. 882)

WIRING ARRANGEMENTS - TRAIN 23

Pullman Conductor will wire as follows:

From Trinidad to Ticket Agent, Albuquerque, unsold space on Train 23 after retaining one section for train sales.

On departure Albuquerque, to Ticket Agent, Williams Junction, unsold space on Train 23 after retaining one section for train sales.

(Effective April 26, 1964. Correction No. 560 to System Assignment Circular No. 2, canceling Correction No. 499.)

TRAIN NO. 24 THE GRAND CANYON

Car No.	Between	Capacity	Operated On
780	LOS ANGELES-DALLAS	44-seat Chair Car	Tr.24-2-76-78-11
	Conductor	- Seats 42-44	
	Train Sales	- Seats 41-43	
	Los Angeles	- Remaining seats to Dallas	

	DORM-LOUNGE	- WINSLOW TO CHICAGO	Tr. 24

	*LUNCH COUNTER DINER	- WINSLOW TO KANSAS CITY	Tr. 24

247	LOS ANGELES-KANSAS CITY	Pullman Line 4504	Tr. 24
		(6-6-4) Diagram 282-D	
	Pullman Empl	- Upper 12 to Kansas City	
	Pullman Conductor	- Lower 12 to Winslow	
	Din. Car Steward	- Lower 12 Winslow to Kansas City	
	News Agent	- Upper 11 to Winslow	
	Los Angeles	- Remaining space to Kansas City	
	(Car set for occupancy Kansas City Union Station until 7:30 AM)		

241	LOS ANGELES-DALLAS	Pullman Line 4513	Tr.24-2-76-78-11
		(10-3-2) Diagram 284-D	
	Los Angeles	- BR A, Rtes 3-4 to Lubbock	
		- Remaining space to Dallas	
	Lubbock	- BR A, Rtes 3-4 to Dallas	

(Wiring Arrangements on Page 58-P)

(*Change effective Sept. 13, 1967. Correction No. 945 to Santa Fe System Assignment Circular No. 2, canceling Correction No. 933)

WIRING ARRANGEMENTS - TRAIN 24

PULLMAN

LOS ANGELES RESERVATION BUREAU will release daily to Ticket Agent, Clovis, one section or one roomette in Car 241; also, release to Ticket Agents, Clovis and Lubbock, all space being vacated at those points (including such points as Vaughn, Belen, etc.) balance of unsold space in Car 241 to be released to Pullman Conductor.

PULLMAN CONDUCTOR WILL WIRE AS FOLLOWS:

From Needles to Ticket Agent, Clovis, all unsold space after retaining one room for train sales in Car 241, Line 4513.

- * From Needles to Ticket Agent, Albuquerque, unsold space on Train 24, retaining one section or two berths for train sales.
- * From Needles to General Agent, Passenger Department, Kansas City, all space on Train 24 that will be vacated on arrival Kansas City, releasing such space for Kansas City's use beyond that point.
- * From Lamy to Ticket Agent, La Junta, all unsold space on Train 24, retaining one section or two berths for train sales.
- * From Newton to Ticket Agent, Kansas City Union Station, unsold space on Train 24, retaining one section or two berths for train sales.
- * From Henrietta to Ticket Agent, Ft. Madison, unsold space on Train 24 after retaining one section or two berths for train sales.

(*Change effective May 15, 1967. Correction No. 898 to System Assignment Circular No. 2, canceling Correction No. 843.)

TRAIN NO. 42

<u>Car</u> <u>No.</u>	<u>Between</u>	<u>Capacity</u>	<u>Operated</u> <u>On</u>
420	PHOENIX-WILLIAMS JCT - Pullman Line 4017 (6-6-4) Diagram 282-D		Tr. 42
	Phoenix - All space to Williams Junction		
- - - - -	- - - - -	- - - - -	- - - - -

TRAIN NO. 47

<u>Car</u> <u>No.</u>	<u>Between</u>	<u>Capacity</u>	<u>Operated</u> <u>On</u>
419	WILLIAMS JCT-PHOENIX - Pullman Line 4017 (6-6-4) Diagram 282-D		Tr. 47
	Phoenix - All space Wms Jct to Phoenix		
- - - - -	- - - - -	- - - - -	- - - - -

(Revised Sept. 20, 1967. Correction No. 946 to Santa Fe System Assignment Circular No. 2, canceling Correction No. 884)

TRAIN NO. 65

Car No.	Between	Capacity	Operated On
#408	- RICHMOND-HOUSTON - 44-seat Chair Car (Operates June 1-Sept. 10, 1967) (REFER TO TRAIN 2 FOR SPACE ASSIGNMENT)		Tr. 2-76-65
#TX-18	- LOS ANGELES-HOUSTON - 44-seat Chair Car (Operates June 1-Sept. 10, 1967) (REFER TO TRAIN 24 FOR SPACE ASSIGNMENT)		Tr. 24-2-76-65
22	- RICHMOND-HOUSTON - Pullman Line 4506 (10-6) (REFER TO TRAIN 2 FOR SPACE ASSIGNMENT)		Tr. 2-76-65
#761	- CLOVIS-HOUSTON - Pullman Line 3016 (6-6-4) Diagram 282-D (Operates June 1-Sept. 10, 1967)		Tr. 76-65
Pullman Empl - Upper 12			
Los Angeles - BR A, Rtes 4 and 6, Section 11 Clovis to Houston			
Clovis - Rte 5, Sec 7, Lower 12 to Houston			
Lubbock - Remaining space Clovis to Houston			
(Wiring Arrangements next page)			

TRAIN NO. 66

Car No.	Between	Capacity	Operated On
#308	- HOUSTON-RICHMOND - 44-seat Chair Car (Operates June 1-Sept. 10, 1967) (REFER TO TRAIN 1 FOR SPACE ASSIGNMENT)		Tr. 66-75-1
#TX-17	- HOUSTON-LOS ANGELES - 44-seat Chair Car (Operates June 1-Sept. 10, 1967) (REFER TO TRAIN 1 FOR SPACE ASSIGNMENT)		Tr. 66-75-1-23
10	- HOUSTON-RICHMOND - Pullman Line 4506 (10-6) (REFER TO TRAIN 1 FOR SPACE ASSIGNMENT)		Tr. 66-75-1
#661	- HOUSTON-CLOVIS - Pullman Line 3016 (6-6-4) Diagram 282-D (Operates June 1-Sept. 10, 1967)		Tr. 66-75
Pullman Empl - Upper 12			
Houston - Remaining space to Clovis			
(Wiring Arrangements next page)			

(#New Material effective June 1, 1967. Correction No. 899 to Santa Fe System Assignment Circular No. 2, canceling Correction No. 830)

WIRING ARRANGEMENTS - TRAIN 65

Pullman Conductor will wire as follows:

From Bakersfield to Ticket Agent, Lubbock, all unsold space in Richmond-Houston Car 22, after retaining one section or two berths for train sales, Car 22, Pullman Line 4506.

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WIRING ARRANGEMENTS - TRAIN 66

*Pullman Conductor will wire as follows:

From Bellville Yard to Ticket Agent, Temple, all unsold space Car 10, Line 4506.

From Brownwood to Ticket Agent, Lubbock, all unsold space.

From Lubbock to Ticket Agent, Albuquerque, one bedroom and two roomettes for sale Belen to Richmond; this wire to be sent just prior to departure Lubbock.

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Ticket Agents will wire as follows:

Ticket Agent, Houston, will release to Pullman Conductor one bedroom or two roomettes, and balance of unsold space to Ticket Agent, Temple. This wire to be sent immediately on departure Train 66.

Ticket Agent, Temple, will release to Pullman Conductor unsold space.

(For wiring arrangement for Car 308, see Page 33)

(*Change. Effective September 15, 1963. Correction No. 494 to System Assignment Circular No. 2, canceling Correction No. 447.)

TRAIN NO. 75

Car No.	Between	Capacity	Operated On
770	DALLAS-LOS ANGELES	44-seat Chair Car	Tr.12-77-75-1-23
	(REFER TO TRAIN 1 FOR SPACE ASSIGNMENT)		
#TX-17	HOUSTON-LOS ANGELES	44-seat Chair Car	Tr.66-75-1-23
	(Operates June 1-Sept. 10, 1967)		
	(REFER TO TRAIN 1 FOR SPACE ASSIGNMENT)		
#308	HOUSTON-RICHMOND	44-seat Chair Car	Tr. 66-75-1
	(Operates June 1-Sept. 10, 1967)		
	(REFER TO TRAIN 1 FOR SPACE ASSIGNMENT)		
231	DALLAS-LOS ANGELES	Pullman Line 4513	Tr.12-77-75-1-23
	(10-3-2)		
	(REFER TO TRAIN 1 FOR SPACE ASSIGNMENT)		
10	HOUSTON-RICHMOND	Pullman Line 4506	Tr. 66-75-1
	(10-6)		
	(REFER TO TRAIN 1 FOR SPACE ASSIGNMENT)		
#661	HOUSTON-CLOVIS	Pullman Line 3016	Tr. 66-75
	(6-6-4)		
	(Operates June 1-Sept. 10, 1967)		
	(REFER TO TRAIN 66 FOR SPACE ASSIGNMENT)		

TRAIN NO. 76

Car No.	Between	Capacity	Operated On
780	LOS ANGELES-DALLAS	44-seat Chair Car	Tr.24-2-76-78-11
	(REFER TO TRAIN 24 FOR SPACE ASSIGNMENT)		
#TX-18	LOS ANGELES-HOUSTON	44-seat Chair Car	Tr.24-2-76-65
	(Operates June 1-Sept. 10, 1967)		
	(REFER TO TRAIN 24 FOR SPACE ASSIGNMENT)		
#408	RICHMOND-HOUSTON	44-seat Chair Car	Tr. 2-76-65
	(Operates June 1-Sept. 10, 1967)		
	(REFER TO TRAIN 2 FOR SPACE ASSIGNMENT)		
241	LOS ANGELES-DALLAS	Pullman Line 4513	Tr.24-2-76-78-11
	(10-3-2)		
	(REFER TO TRAIN 24 FOR SPACE ASSIGNMENT)		
22	RICHMOND-HOUSTON	Pullman Line 4506	Tr. 2-76-65
	(10-6)		
	(REFER TO TRAIN 2 FOR SPACE ASSIGNMENT)		
#761	CLOVIS-HOUSTON	Pullman Line 3016	Tr. 76-65
	(6-6-4)		
	(Operates June 1-Sept. 10, 1967)		
	(REFER TO TRAIN 65 FOR SPACE ASSIGNMENT)		

Wiring Arrangements Next Page

(#New Material effective June 1, 1967. Correction No. 900 to Santa Fe System Assignment Circular No. 2, canceling Correction No. 831)

#WIRING ARRANGEMENTS - TRAIN 75

Train conductor will wire from Brownwood to Ticket Agent, Lubbock, all unsold seats in Car TX-17, after retaining four seats for train sales.

#WIRING ARRANGEMENTS - TRAIN 76

Pullman conductor will wire from Lubbock to Ticket Agent, Sweetwater, all unsold space in Cars 22, 241 and 761.

(#New Material effective June 1, 1967. Correction No. 901 to Santa Fe System Assignment Circular No. 2, canceling Correction No. 832)

TRAIN NO. 77

<u>Car</u> <u>No.</u>	<u>Between</u>	<u>Capacity</u>	<u>Operated</u> <u>On</u>
770 -	DALLAS-LOS ANGS -	44 seat chair Tr.	12-77-75-1-23
(REFER TO TRAIN 1 FOR SPACE ASSIGNMENT)			

231 -	DALLAS-LOS ANGS -	Pullman Line 4513 (10-3-2)	Tr. 12-77-75-1-23
(REFER TO TRAIN 1 FOR SPACE ASSIGNMENT)			

TRAIN NO. 78

<u>Car</u> <u>No.</u>	<u>Between</u>	<u>Capacity</u>	<u>Operated</u> <u>On</u>
780 -	LOS ANGS-DALLAS -	44 seat chair Tr.	24-2-76-78-11
(REFER TO TRAIN 24 FOR SPACE ASSIGNMENT)			

241 -	LOS ANGS-DALLAS -	Pullman Line 4513 (10-3-2)	Tr. 24-2-76-78-11
(REFER TO TRAIN 24 FOR SPACE ASSIGNMENT)			

(Effective September 5, 1965. Correction No. 734 to System Assignment Circular No. 2, canceling Correction No. 637.)

WIRING ARRANGEMENTS - TRAIN 77

Car 770 Dallas-Los Angeles:

* After departure Train 12 Ticket Agent Dallas "UD" will release to Ticket Agent, Ft. Worth "UD", all unsold seats in Car 770.

Ticket Agent Ft. Worth "UD", will release to Conductor Train 77 two seats in Car 770 and to Ticket Agent Lubbock balance of unsold seats in Car 770.

Ticket Agent, Lubbock, will release to Ticket Agent, Clovis, all unsold space in Car 770.

Ticket Agent, Clovis, will release to Conductor Train No. 1 all unsold space in Car 770.

Pullman Conductor will wire as follows:

From Brownwood to Ticket Agent, Lubbock, all unsold space in Car 231, Line 4513.

Ticket Agents will wire as follows:

Ticket Agents, Dallas and Ft. Worth, will release to Pullman Conductor all unsold space.

(*Change. Revised November 1, 1961. Correction No. 295 to System Assignment Circular No. 2, canceling original Page 65.)

TRAIN NO. 115 (from head end)

<u>Car</u> <u>No.</u>	<u>Between</u>	<u>Capacity</u>	<u>Operated</u> <u>On</u>
154	- CHICAGO-DALLAS	- Pullman Line 4502 (10-6)-Tr.	15-115

(REFER TO TRAIN 15 FOR SPACE ASSIGNMENT)

TRAIN NO. 116

<u>Car</u> <u>No.</u>	<u>Between</u>	<u>Capacity</u>	<u>Operated</u> <u>On</u>
164	- DALLAS-CHICAGO	- Pullman Line 4502 (10-6)-Tr.	116-16

(REFER TO TRAIN 16 FOR SPACE ASSIGNMENT)

(Revised April 26, 1964. Correction No. 565 to System
Assignment Circular No. 2, canceling Correction No.
497.)

(Correction No. 566 to System Assignment Circular No. 2, canceling Correction No. 505. Effective April 26, 1964, this page should be removed from circular.)

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(Effective April 26, 1964. Correction No. 567 to System Assignment Circular No. 2, canceling Correction No. 499.)

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(Effective April 26, 1964. Correction No. 568 to System Assignment Circular No. 2, canceling Correction No. 544.)

(Correction No. 569, canceling Correction No. 506 to System Assignment Circular No. 2. Effective April 26, 1964, this page should be removed from circular.)

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(Effective April 26, 1964. Correction No. 570 to System Assignment Circular No. 2, canceling Correction No. 501.)

(Correction No. 600 to System Assignment Circular No. 2,
cancelling Correction No. 456. Remove from circular.)

