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Circular No. 380-B
Freight Equipment

October 7, 1965

(Cancels Circular No. 380-A, July 7, 1963)

The Atchison, Topeka and Santa Fe Railway System

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Issued by
D. A. BAUMGARTNER
General Superintendent of Transportation,
CHICAGO, ILL.

THE ATCHISON, TOPEKA & SANTA FE RY.

SUNSET RAILWAY COMPANY.

GENERAL OFFICES, TOPEKA, KAN. 66612

Railway Express Agency Inc., operates over this line. Pullman Sleeping Car Company operates over this line. Maximum gross weight of cars and lading will be found in the List of Routes, Clearance and Weight Limits of this Company as published in Railway Line Clearances. Published maximum gross weight of cars and lading and clearances shown therein may be exceeded on some lines by special authority from General Superintendent of Transportation, Chicago, Ill.

FREIGHT EQUIPMENT—Reporting Marks "ATSF", "SFRA", "SFRB", "SFRD", "SFRP", "SFRM", "SFRN" and "SFRP".

The freight cars of this Company are marked "A. T. S. F.", "S. F. R. A.", "S. F. R. B.", "S. F. R. C.", "S. F. R. D.", "S. F. R. E.", "S. F. R. F.", "S. F. R. M." or "S. F. R. P." and are numbered and classified as follows:

ITEM NUMBER. A. T. S. F. Designation	MARKINGS AND KIND OF CARS.	NUMBERS.	DIMENSIONS.																	CAPACITY.		Number of Cars.										
			INSIDE.			OUTSIDE.									DOORS.				Cubic Feet Level Full.	Pounds or Gallons.												
			Length	Width	Height	Length	Width	HEIGHT FROM RAIL.			To			Width of Open'g	Height of Open'g	Width of Open'g	Height of Open'g															
			ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.		
									At Eaves or Top of Sides or Platform			Extreme Width.			To Extreme Width.			To Eaves or Top of Sides or Platform			To Top of Running Board.			To Extreme Height.								

THE ATCHISON, TOPEKA & SANTA FE RY.-CONTINUED.

FREIGHT EQUIPMENT-Continued.

Table with columns: ITEM NUMBER, MARKINGS AND KIND OF CARS, NUMBERS, DIMENSIONS (INSIDE, OUTSIDE, DOORS), CAPACITY (GALLONS, POUNDS), and Number of Cars. Rows include various freight car models like XM, XAP, XML, XAL, etc., with their respective specifications and counts.

* Denotes additions. • Denotes increase. † Denotes reduction. (See Page xviii.) # Denotes large cars within Plate C dimensions.

THE ATCHISON, TOPEKA & SANTA FE RY.-CONTINUED

FREIGHT EQUIPMENT-Continued.

Table with columns: Item No., L.A.R. No., Designation, Markings and Kind of Cars, Numbers, Dimensions (Inside, Outside, Doors), Capacity (Cubic Feet, Pounds, Number of Cars).

* Denotes additions.

♦ Denotes increase.

‡ Denotes reduction.

(See Page xviii.)

THE ATCHISON, TOPEKA & SANTA FE RY.—CONTINUED.

FREIGHT EQUIPMENT.—Continued.

Table with columns: ITEM NUMBER, A.A.R. Mech. Designation, MARKINGS AND KIND OF CARS, NUMBERS, DIMENSIONS (INSIDE, OUTSIDE, DOORS), CAPACITY (Cube Feet, Pounds or Gallons, Number of Cars). Rows include various hopper and covered hopper models.

MISCELLANEOUS WORK EQUIPMENT.

Marked A. T. & S. F. and numbered 186000 to 199999. 3207

This Company does not permit its Maintenance of Way car equipment to be used in Commercial Service.

* Denotes additions. ♦ Denotes increase. † Denotes reduction. (See Page xviii.) # Denotes large cars within Plate C dimensions.

THE ATCHISON, TOPEKA & SANTA FE RY.—CONTINUED.

REFRIGERATOR CARS—Continued.

Main table with columns: ITEM NUMBER, A.A.R. Designation, MARKINGS AND KIND OF CARS, NUMBERS, DIMENSIONS (INSIDE, OUTSIDE, DOORS), CAPACITY (Ice Tanks, Car), and Number of Cars. Includes rows for various car types like S.F.R.D., S.F.R.M., and S.F.R.A. with detailed specifications.

RECAPITULATION OF CAR EQUIPMENT.

Summary table with columns: A.A.R. Mech. Design, Inside Length, Number of Cars, Capacity, Aggregate Capacity, Marked Capacity, A.A.R. Mech. Design, Inside Length, Number of Cars, Capacity, Aggregate Capacity, Marked Capacity. Includes a Grand Total and Average cubical capacity per car.

* Denotes additions.

◆ Denotes increase.

♠ Denotes reduction.

(See Page xviii.)

THE ATCHISON, TOPEKA & SANTA FE RY.—CONTINUED.

Note UU—Cars in series 15543 to 15555 and 15557 have auxiliary doors permanently closed.

Note VV—Cars in S. F. R. C. series 1000 to 1899, 2300 to 2799 and 50000 to 50699 are general purpose cars with temperature range from 0 degrees to 70 degrees and are compartmentized equipped.

Note WW—Dimensions of depressed flat car No. 90015. Inside width, end sections 7 ft. 11 in., center section 9 ft. 8 in. Dimensions at base of depression: length 56 ft. 6 in., width 9 ft. 8 in., height from rail to top of floor at center 2 ft. 6 in., at ends 5 ft. 8 in. This car is equipped with steel plate decking at depressed section and wood decking at end sections. Truck center dimensions of the 2 eight-wheel trucks is 48 ft. 6 in., axle spacing is 5 ft. Load concentration at 10 ft. length may be 381,250 pounds; at 30 ft. length 405,000 pounds.

Note XX—Cars in series 37957 to 37999 are equipped with stanchions for auto parts loading.

Note YY—Cars numbered A. T. & S. F. 7378, 7401, 10896, 10897, 17555 to 17559, S.F.R.E. series 30000 to 30049, 30088 to 30163 and A.T. & S.F. cars numbered 48700 to 48702, 49387, 49388, 49389, 49500, 49550, 49551, 49552, 49613, 49631, 49848, 49859, 49860, 49861, 525000 to 525058, 525109, 525200 to 525315, 525500 to 525566, 525650 to 525663, 620000 to 620099, 620011, 620014, 620015 and S. F. R. A. cars in series 41000 to 41011 are equipped with fork lift truck pallets, platforms or skids, which are considered part of the car.

Note ZZ—Individual numbers of cars in series 89899 to 89999 consisting of two (2) cars permanently coupled together (articulated) and differing in A.A.R. Mech. Designation from other cars in same series; A.A.R. Mech. Designation FMS; these cars are equipped for tractor loading.
89997 89998 89999

Note AAA—Flat car No. 90020 is equipped with steel floor and has four 4-wheel trucks with roller bearings. Spacing between truck centers 24 ft. 6 in.; between axles 5 ft., 6 ft. and 5 ft.

Note BBB—Special flat cars in series 88600 to 88611 are equipped to handle heavy trucks saddle-back fashion.

Note CCC—Flat car number 90060 is a special container car for handling auto parts.

Note DDD—Box cars numbered 9030 to 9035, 90600 and 48550 to 48599 are equipped with tri-rib nailable steel side walls and nailable steel floors.

Note EEE—Box cars numbered 49465 and 49728 are equipped with lading strap anchors applied to door posts.

Note FFF—Individual numbers of cars in series 19000 to 20559 and 20600 to 21946 equipped with special lining for flour loading:
FFF 20471 20479 20491 20499 20506 20513 20531 20551 FFF 20471 20475 20485 20492 20502 to 20532 20533 20553 20601 20466 20478 20487 20493 20504 20509 20525 20541 20559 20606

Note GGG—Cars in series 95488 to 95587 are at Plate C and Plate C-1 Clearance Line.

All S. F. R. D. refrigerator cars placed on mileage basis effective August 31, 1920.

Include all repairs to cars of the following initials in one monthly bill versus The Atchison, Topeka & Santa Fe Railway; A. T. & S. F.; S. F. R. A.; S. F. R. B.; S. F. R. C.; S. F. R. D.; S. F. R. E.; S. F. R. F.; S. F. R. M.; S. F. R. P.; Association of American Railroads Rules should govern in the rendition of bills.

SUNSET RAILWAY COMPANY.

Above instructions apply to Sunset Railway Company's business as beginning January 1, 1922, except that drafts in settlement of per diem and Private Line car mileage should be drawn on G. L. Garver, Assistant Secretary & Assistant Treasurer, Los Angeles, Calif.

FREIGHT CONNECTIONS AND JUNCTION POINTS. ATCHISON, TOPEKA & SANTA FE RY.

<p>Abilene & Southern— Ballinger, Tex. Tuscola, Tex.</p> <p>Alameda Belt— Alameda, Calif. (via Barge)</p> <p>Apache— Holbrook, Ariz.</p> <p>Baltimore & Ohio— Chicago, Ill. (via B. & O. C. T., B. R. of C. C. R. & I., Ill. Nor. or I. H. B.)</p> <p>Baltimore & Ohio Chicago Terminal— Chicago (Corwith Yard), Ill. McCook, Ill. (Note 1). Beaver, Meade & Englewood— Keyes, Okla. Belt Ry. of Chicago— Clearing, Ill.</p> <p>Belton— Belton, Tex.</p> <p>Central California Traction Co.— Stockton, Cal.</p> <p>Chesapeake & Ohio— Chicago, Ill. (via B. & O. C. T., C. R. & I. or I. H. B.) Chicago (Western Ave.), Ill. (via B. & O. C. T., C. R. & I. or I. H. B.) Clearing, Ill.</p> <p>Chicago & Eastern Illinois— Chicago, Ill. (via B. & O. C. T., C. R. & I. or I. H. B.)</p> <p>Chicago & Illinois Midland— Pekin (Peoria), Ill. (via P. & P. U. or P. T. Co.)</p> <p>Chicago & Illinois Western— Chicago, Ill. (via B. & O. C. T., B. R. of C. C. R. & I., Ill. Nor. or I. H. B.) McCook, Ill.</p> <p>Chicago & North Western— Chicago, Ill. (via B. & O. C. T., B. R. of C. C. R. & I., Ill. Nor. or I. H. B.) Nemo, Ill. Pekin (Peoria), Ill. (via P. & P. U. or P. T. Co.) Superior, Neb.</p> <p>Chicago & Western Indiana— Chicago (12th St.), Ill. (via B. R. of C. C. R. & I.)</p> <p>Chicago, Burlington & Quincy— Atchison, Kan. Bucklin, Mo. Chicago (Western Ave.), Ill. (Direct or via Ill. Nor.) Chicago (Corwith Yard), Ill. (via I. H. B.) Clearing, Ill. Concordia, Kan. Denver, Col. Ft. Madison, Ia. Galesburg, Ill. Kansas City, Mo.—Kan. Leavenworth, Kan. McCook, Ill. (via I. H. B.) Medill, Mo. Pekin (Peoria), Ill. (via P. & P. U. or P. T. Co.) St. Joseph, Mo. Streator, Ill. Superior, Neb.</p>	<p>Chicago Great Western— Chicago, Ill. (via B. & O. C. T., B. R. of C. C. R. & I., Ill. Nor. or I. H. B.) Kansas City, Mo.—Kan. Leavenworth, Kan. (via C. B. & Q.) St. Joseph, Mo.</p> <p>Chicago Heights Terminal— Chicago, Ill. (via B. & O. C. T.)</p> <p>Chicago, Indianapolis & Louisville— (See Monon Railroad)</p> <p>Chicago Junction— Chicago (U. S. Yards), Ill.</p> <p>Chicago, Milwaukee, St. Paul & Pacific— Chicago, Ill. (via B. & O. C. T., B. R. of C. C. R. & I., Ill. Nor. or I. H. B.) Joliet, Ill. (via E., J. & E.) Kansas City, Mo.—Kan. Lawson, Mo.</p> <p>Chicago Produce Terminal Co.— Chicago (31st St. & Western Ave.), Ill.</p> <p>Chicago River & Indiana— Chicago (U. S. Yards), Ill.</p> <p>Chicago, Rock Island & Pacific— Abilene, Kan. Alma, Kan. Alva, Okla. Amarillo, Tex. Atchison, Kan. Caldwell, Kan. Chicago, Ill. (via B. & O. C. T., C. R. & I., Ill. Nor. or I. H. B.) Chillicothe, Ill. Clearing, Ill. Clinton, Okla. Colorado Springs, Col. Dallas, Tex. Denver, Col. Dobbin, Tex. Podge City, Kan. Enid, Okla. Enterprise, Kan. Etter Junction, Tex. Ft. Worth, Tex. Galveston, Tex. Houston, Tex. Hutchinson, Kan. Joliet, Ill. Kansas City, Mo.—Kan. Lawson, Mo. Lone Wolf, Okla. McPherson, Kan. Medford, Okla. Morse, Tex. Oklahoma City, Okla. Peabody, Kan. Pekin (Peoria), Ill. (via P. & P. U. or P. T. Co.) Ponca City, Okla. St. Joseph, Mo. Salina, Kan. Shawnee, Okla. Texas City, Tex. Tonkawa, Okla. Topeka, Kan.</p>	<p>Chicago, Rock Island & Pacific—Continued— Wellington, Kan. Wichita, Kan.</p> <p>Chicago Short Line— Chicago, Ill. (via B. & O. C. T., B. R. of C. or I. H. B.)</p> <p>Chicago, South Shore & South Bend— Chicago, Ill. (via B. & O. C. T., B. R. of C. or I. H. B.)</p> <p>Chicago, West Pullman & South— Chicago, Ill. (via B. R. of C. or I. H. B.)</p> <p>Chihuahua Pacific Ry.— El Paso, Tex. (via J. & M. Mex.) (via Southern Pacific Co.) Presidio, Tex. (Ojinaga, Mex.)</p> <p>Cleveland, Cincinnati, Chicago & St. Louis (N. V. C. Lines)— Pekin, Ill.</p> <p>Colorado & Southern— Colorado Springs, Col. Denver, Col. Pueblo, Col. Trinidad, Col.</p> <p>Colorado & Wyoming— Jansen, Col. Minnequa (Pueblo), Col.</p> <p>Denver & Rio Grande Western— Canon City, Col. Colorado Springs, Col. Denver, Col. Florence, Col. Pueblo, Col.</p> <p>Elgin, Joliet & Eastern— Chicago, Ill. (via B. & O. C. T., B. R. of C. or I. H. B.) Joliet, Ill.</p> <p>Erie Lackawanna— Chicago, Ill. (via B. & O. C. T., C. R. & I. or I. H. B.) Clearing, Ill.</p> <p>Federal Barge Lines— Kansas City, Mo.—Kan. (via Mo. Pac.)</p> <p>Fort Worth & Denver— Amarillo, Tex. Chillicothe, Tex. Dallas, Tex. Dobbin, Tex. Ft. Worth, Tex. Galveston, Tex. Houston, Tex. Lockney, Tex. Lubbock, Tex. Pampa, Tex. Plainview, Tex. Sagerton, Tex. Texas City, Tex.</p> <p>Fort Worth Belt— North Ft. Worth, Tex.</p> <p>Galveston, Houston & Henderson— Galveston, Tex. Houston, Tex.</p> <p>Garden City Western— Garden City, Kan.</p> <p>Grand Trunk Western Lines— Chicago (Corwith), Ill. Clearing, Ill.</p>	<p>Gulf, Mobile & Ohio— Chicago (Corwith Yard), Ill. Joliet, Ill. Kansas City, Mo.—Kan. Lorenzo, Ill. Pekin (Peoria), Ill. (Direct or via P. & P. U. or P. T. Co.) Streator, Ill.</p> <p>Houston Belt & Terminal Co.— Houston, Tex.</p> <p>Howard Terminal— Oakland, Cal. (via S. P.)</p> <p>Hutchinson & Northern— Hutchinson, Kan.</p> <p>Illinois Central— Chicago, Ill. (via B. & O. C. T., C. R. & I., Ill. Nor. or I. H. B.) Clearing, Ill. Minonk, Ill. Pekin (Peoria), Ill. (via P. & P. U. or P. T. Co.)</p> <p>Illinois Northern— Chicago (Corwith Yard), Ill.</p> <p>Illinois Terminal Co.— Morton, Ill. Pekin (Peoria), Ill. (via P. & P. U.)</p> <p>Indiana Harbor Belt— Chicago (Corwith Yard), Ill. McCook, Ill.</p> <p>Kansas & Missouri Railway & Terminal Co.— Kansas City, Mo.—Kan. (via K. C. S. or K. C. Term. Ry.)</p> <p>Kansas City Connecting R. R. Co.— Kansas City, Mo.—Kan.</p> <p>Kansas City Public Service Co.— Kansas City, Mo.—Kan. (via K. C. S.)</p> <p>Kansas City Southern— Beaumont, Tex. De Ridder, La. Joplin, Mo. Kansas City, Mo.—Kan. Pittsburg, Kan.</p> <p>Kansas City Terminal— Kansas City, Mo.—Kan.</p> <p>Los Angeles Junction— Los Angeles Junction Station, Cal.</p> <p>Louisiana & Arkansas— Dallas, Tex. Farmersville, Tex.</p> <p>Manufacturers Junction— Chicago, Ill. (via B. & O. C. T. or B. R. of C.)</p> <p>Michigan Central (New York Central Lines)— Chicago, Ill. (via B. R. of C. R. & I., Ill. Nor. or I. H. B.) Joliet, Ill.</p> <p>Midland Valley— Arkansas City, Kan. Pawhuska, Okla.</p>	<p>Midland Valley—Continued— Tulsa, Okla. Wichita, Kan.</p> <p>Missouri-Kansas-Texas— Aurora, Okla. Bartlesville, Okla. Celeste, Tex. Chanute, Kan. Coffeyville, Kan. Cushing, Okla. Dallas, Tex. Denton, Tex. Dewey, Okla. Dublin, Tex. Erie, Kan. Ft. Worth, Tex. Gainesville, Tex. Galveston, Tex. Garland, Tex. Hamlin, Tex. Hammon Jct., Okla. Houston, Tex. Joplin, Mo. Kansas City, Mo.—Kan. Oklahoma City, Okla. Sealy, Tex. Temple, Tex. Texas City, Tex. Tulsa, Okla. Woodward, Okla. Yale, Okla. (Note 1).</p> <p>Missouri Pacific— Algoa, Tex. Anthony, Kan. Arcola, Tex. Arkansas City, Kan. Atchison, Kan. Avondale, Colo. (Note 1). Bay City, Tex. Beaumont, Tex. Belle Plaine, Kan. (Note 1). Caney, Kan. Coffeyville, Kan. Concordia, Kan. Conroe, Tex. El Dorado, Kan. Eureka, Kan. Ft. Worth, Tex. Fredonia, Kan. Galveston, Tex. Garnett, Kan. Houston, Tex. Hutchinson, Kan. Independence, Kan. Iola, Kan. Joplin, Mo. (via K. C. S.) Kansas City, Mo.—Kan. Kingman, Kan. Larned, Kan. Leavenworth, Kan. (via C. B. & Q.) Longview, Tex. Lyons, Kan. McPherson, Kan. Milano, Tex. Navasota, Tex. Newton, Kan. Nickerson, Kan. Oakdale, La. Osage City, Kan. Osborne, Kan. Ottawa, Kan. Pittsburg, Kan. Pueblo, Col.</p>
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(Freight Connections and Junction Points continued on following page.)

THE ATCHISON, TOPEKA & SANTA FE RY.—CONTINUED.

FREIGHT CONNECTIONS AND JUNCTION POINTS—CONTINUED.

ATCHISON TOPEKA & SANTA FE RY.—CONTINUED.

Missouri Pacific—Continued. St. Joseph, Mo. Salina, Kan. Scott City, Kan. Stafford, Kan. Sterling, Kan. Sugarland Jct., Tex. Superior, Neb. Texas City, Tex. Topeka, Kan. Wichita, Kan. Winfield, Kan.	Peos Valley Southern— Peos, Tex. (via T. & P.) Pennsylvania— Chicago (50th Street), Ill. (Direct or via Clearing, Ill. B. & O. C. T. C. R. & I. H. B., Ill. Nor.) Clearing, Ill. Morton, Ill. Peoria (Peoria), Ill. (via P. & P. U. or P. T. Co. and P. & P. U.) Peoria & Pekin Union— Peoria, Ill. Peoria Terminal— Peoria, Ill. Port Terminal Ry. Ass'n.— Houston, Tex. (via H.B. & T.) Quannah, Acme & Pacific— Floydada, Tex. Roscoe, Snyder & Pacific— Snyder, Tex. Sacramento Northern— Port Chicago, Cal. St. Joseph Belt— St. Joseph (So. St. Joseph Yards), Mo. St. Joseph Terminal— St. Joseph, Mo. St. Louis-San Francisco— Ada, Okla. Altus, Okla. Ardmore, Okla. Arkansas City, Kan. Augusta, Kan. Avard, Okla. Blackwell, Okla. Burrton, Kan. Cherryvale, Kan. Clinton, Okla. Custer City, Okla. Dallas, Tex. Enid, Okla. Fredonia, Kan. Girard, Kan. Ioplin, Mo. (via K.C.S.). Kansas City, Mo.—Kan. Lorraine, Kan. Lyons, Kan.	St. Louis-San Francisco Cont. No Ft. Worth, Tex. Oklahoma City, Okla. Olathe, Kan. Paris, Tex. Pawnee, Okla. Perry, Okla. Pittsburg, Kan. Severy, Kan. Tulsa, Okla. Wichita, Kan. Winfield Kan. St. Louis Southwestern— Dallas, Tex. McGregor, Tex. No Ft. Worth, Tex. Wylie, Tex. San Diego & Arizona Eastern— San Diego, Cal. Sand Springs— Tulsa, Okla. Sierra— Oakdale, Cal. Soo Line— Chicago (Ash Street), Ill. via B. & O. C. T. C. R. & I. H. B. or I. H. B.) Clearing, Ill. Southern Pacific Co.— Alpine, Tex. Anaheim, Cal. Bakersfield, Cal. Bay City, Tex. Beaumont, Tex. Brenham, Tex. Caldwell, Tex. Cameron, Tex. Cleaveland, Tex. Colton, Cal. Dallas, Tex. Deming, N. Mex. De Ridder, La. Eagle Lake, Tex. El Paso, Tex. Ft. Worth, Tex. Fresno, Cal. Galveston, Tex. Guy, Tex.	Southern Pacific Co.—Cont. Houston, Tex. Kountze, Tex. Long Beach, Cal. Los Angeles, Cal. Los Angeles Harbor, Cal. Midlothian, Tex. Mojave, Cal. Navasota, Tex. New Gulf, Tex. Oakdale, Cal. (via Sierra E. R.) Oakland, Cal. Oil Junction, Cal. (Note I.) Paisano, Tex. (Note I.) Paris, Tex. Phoenix, Ariz. Pittsburg, Cal. Port Chicago, Cal. Porterville, Cal. (Note I.) Richmond, Cal. Rosenberg, Tex. San Bernardino, Cal. San Francisco, Cal. Santa Ana, Cal. Stockton, Cal. Tehama, Tex. Texas City, Tex. Vaughn, N. M. Visalia, Cal. Wharton, Tex. State Belt— San Francisco, Calif. Stockton Terminal & Eastern— Stockton, Cal. Sunset— Bakersfield, Cal. Texas & Pacific— Dallas, Tex. Denton, Tex. El Paso, Tex. Ft. Worth, Tex. Longview, Tex. Paris, Tex. Peos, Tex. Sweetwater, Tex. Texas City Terminal— Texas City, Tex. Tidewater Southern— Stockton Calif. (via W. P.).	Toledo, Peoria & Western— Eureka, Ill. Lomax, Ill. Peoria (Peoria), Ill. (via P. & P. U. or P. T. Co.) Tulsa-Saputa Union— Tulsa, Okla. (via Mid. Val. or S. L. S. F.) Union Pacific— Abilene, Kan. Barstow, Cal. Bonner Springs, Kan. Colton, Cal. Daggett, Cal. Denver, Col. Kansas City, Mo.—Kan. Lansing, Kan. Leavenworth, Kan. (via C. B. & Q.) Long Beach, Cal. Los Angeles (Hobart), Cal. Los Angeles Harbor, Cal. McPherson, Kan. Minneapolis, Kan. Riverside, Cal. St. Joseph, Mo. Salina, Kan. San Bernardino, Cal. Solomon, Kan. Topeka, Kan. Union Terminal— St. Joseph, Mo. Wabash— Chicago, Ill. (via B. & O. C. T. C. R. & I. or I. H. B.) Clearing, Ill. Hardin, Mo. (Note I.) Henrietta, Mo. Kansas City, Mo.—Kan. La Plata, Mo. Norborne, Mo. (Note I.) Streator, Ill. Western Pacific— Oakland, Cal. (via O. T. or S. P.) San Francisco, Cal. Stockton, Cal.
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Note 1—Track connection but not used as a regular interchange point.
 @—Chicago Switching District
 Oct., 1966

SPECIAL SERVICE AND MAINTENANCE OF WAY CAR EQUIPMENT

A.A.R. Mech. Desig.	KIND OF CARS.	NUMBERS.	No. of Cars	A.A.R. Mech. Desig.	KIND OF CARS.	NUMBERS.	No. of Cars
	Clark Air Dump, 30 yard.....	185000 to 185099	27		Ballast Spreader.....	199230 to 199257	11
	Magor Air Dump, 30 yard.....	185500 to 185599	90		Ballast Plows.....	199275 to 199330	37
	Western Air Dump, 30 yard.....	185761, 185720	2		Snow Plows.....	199350 to 199399	27
	Magor Air Dump, 30 yard.....	186050 to 186149	96		Pile Drivers.....	199452 to 199485	12
	Welded Rail Service.....	187000 to 187149		Portable Ramp.....	199490	1
	Ice Cars.....	187200 to 187214	15		Mech. Tie.....	199501 to 199551	39
	Water Cars.....	188000 to 188507	171		Mech. Ramp.....	199596 to 199599	3
	Tool and Material.....	189000 to 189999	248		Locomotive Cranes.....	199601 to 199668	20
	Shop Cars.....	190000 to 191633	834		Steam Derrick.....	199720 to 199798	30
	Sand Cars.....	191658 to 192499	100		Rail Loaders.....	199835 to 199856	8
	Commissary, Diner, Living, Recreation.....	192500 to 192879	79		Rail Welders.....	199857 to 199859	3
	Bunk.....	192888 to 193999	232		Track Machinery.....	199872	1
	Tool and Material.....	194000 to 196999	453		Weed Burners.....	199883 to 199908	16
	Bunk..... (See Exceptions).	197000 to 197299	212		Test Weight.....	199910 to 199949	5
	Tool and Material..... Exceptions.	197300 to 199199	354		Scale Repair.....	199930 to 199940	10
	Roadway Spray.....	198100 to 198170	64		Air Compressors.....	199960, 199961	2
	Ballast Cleaning.....	199201 to 199204	4		Special Machines.....	199973, 199974	2
		199210	1		Diesel Traction Motor.....	199993 to 199999	7
		199215	1		Total.....		3207

The Atchison, Topeka and Santa Fe Railway—Continued

TRAILER, CONTAINER AND CHASSIS EQUIPMENT—Continued.

Table with columns: ITEM NUMBER, TYPE OF TRAILERS, CONTAINERS OR CHASSIS, NUMBERS, DIMENSIONS (INSIDE, OUTSIDE), DOORS, CAPACITY, Light Weight, Type of Tie-Downs, Brakes, Axles, Electrical System, King Pin Setting, Spring deflection, Tire Size and Type of Wheel, Total Trailers, Containers or Chassis.

ⓄType of Tie-Downs: SSR-Side Sway Rings.

Loading Ramps are located at following points:

- Arizona—Clarkdale, Flagstaff, Glendale, Holbrook, Kingman, Parker, Phoenix, Prescott, Seligman, Wickenburg, Williams, Winslow, California—Bakersfield, Barstow, Blythe, Cucamonga, Exeter, Fresno, Fullerton, Long Beach, Los Angeles, Needles, Oakland, Pico Rivera, Pittsburg, Richmond, Riverside, San Bernardino, San Diego, San Francisco, Santa Ana, Stockton, Colorado—Colorado Springs, Missouri—Carrollton, *Kansas City, St. Joseph, New Mexico—Albuquerque, Belen, Carlsbad, Clovis, Gallup, Las Cruces, Roswell, Santa Fe, Oklahoma—Altus, Ardmore, Bartlesville, Clinton, Emporia, Garden City, Great Bend, Hutchinson, Kansas City, Newton, Salina, Topeka, Wichita, Texas—Amarillo, Beaumont, Brownwood, Dallas, El Paso, Fort Worth, Galveston, Hereford, Houston, Longview, Lubbock, Pampa, San Angelo, Sweetwater, Temple, *Kansas City, Mo., Traffic handled at Kansas City, Kan.

NOTE—All trailers in 2400, 3500 and 40000 series will be renumbered in accordance with new six digit number system.

NOTE A—Trailers are subject to State weight limitations, both gross and axles.

NOTE B—Trailers in series F40270R to F40289R, F40601R to F40749R 500027 to 500040 and 500044 to 500190 without floor racks have inside height of 6 ft. 11 in., capacity 1,846 cu. ft., light weight 18,040 pounds.

NOTE C—Trailers in series F3500R to F3503R and 550501 to 550004 are equipped with Thermo King Model RL-10 system of refrigeration and meat rails.

NOTE D—Trailers in series F3573R to F3576R and 550005 to 550008 are equipped with Thermo King Model RT30 system of refrigeration and meat rails.

NOTE E—Trailers in series F40176R to F40185R are equipped with Thermo King Model SRL-30 system of refrigeration and meat rails.

NOTE F—Trailers in series F40260R to F40264R and 500021 to 500026 are equipped with Thermo King Model UWD-80 system of refrigeration and meat rails.

NOTE G—Trailers in series F40776R to F40289R and 500027 to 500040 are equipped with Worthington Model TDU-800 system of refrigeration, except No. F40277R which has Worthington Model TDU-801 system of refrigeration and meat rails.

NOTE H—Trailers in series F40601R to F40749R and 500041 to 500190 are equipped with Worthington Model TDU-802B system of refrigeration and meat rails.

NOTE J—Trailers in series F40136X to F40155X and 200024 to 200043 are "FLEXI-VAN" type containers.

NOTE K—Trailers in series 500191 to 500289 are equipped with meat rails and have an inside height of 6 ft. 11 1/4 in., which is height below meat rails. These trailers are equipped with Thermo King Model UWD-62-30C-M5 system of refrigeration.

NOTE L—Trailer No. 508003 is equipped with Thermo King Model NWD 62-30M5 system of refrigeration; nose mounted. Also equipped with meat rails.

NOTE M—Trailer No. 508003 is equipped with Transcold Model 650 system of refrigeration; nose mounted. Also equipped with meat rails.

NOTE N—Flat Bed Trailers in series 300100 to 300109 are telescopic from 40 feet to 60 feet.

NOTE O—Trailers numbered 500291 to 500339, 500345 to 500384, 500395 to 500594 are equipped with Thermo King Model UWD 62-M5 system of refrigeration.

NOTE P—Trailers numbered 500340, 500341, 500342 and 500385 to 500394 are equipped with Transcold Model 250 SF system of refrigeration and meat rails.

NOTE Q—Trailers numbered 500343 and 500344 are equipped with Worthington Model TUD 301 system of refrigeration.

NOTE R—Trailers numbered F40196 to F40202, F40204, F40207, 200053, 200054, 200113 to 200124, 200126 to 200175 are equipped to accommodate special bulkheads for ammonitions and explosives loading.

NOTE S—Trailers in series F40601-R to F40749-R, 500191 to 500289 are equipped with vent doors and side doors.

NOTE U—Trailers in series F3569-R to F3569-R, F3573-R to F3576-R, F40176-R to F40185-R, F40260-R to F40264-R, F40276-R to F40289-R are equipped with side doors only.

NOTE V—Trailers numbered 500291 to 500344, 509001, 508002 and 508003 are equipped with vent doors only.

NOTE W—Trailers in series 500345 to 500594 and 500595 to 500614 have neither side doors nor vent doors.

NOTE X—Trailers in series 500595 to 500614 are equipped with Thermo King Model UWD-62-M5 system of refrigeration and meat rails. Trailers 500607 to 500614 inclusive are also equipped with the Trectrol environmental control system.

Report movements and send mileage or per diem reports covering trailers or containers to N. E. Horn, Supt. Car Service, 9th & Jackson Sts., Topeka, Kan.

For balances remit to or draw on Treasurer, Atchison, Topeka & Santa Fe Railway, Merchants National Bank of Topeka, Kansas 44-16/1011.

Send bills for repairs to trailers or containers to W. E. Willingham, Aud. of Disbursements, 9th & Jackson Sts., Topeka, Kan. Oct., 1965.