

Correction No. 283

THE KENNEDY CIRCULAR NO. 14

Effective October 10, 1948

## OVERLAND ROUTE

Train No. 28 - "San Francisco Overland Limited"

| Equipment        | Car<br>No | Line<br>No | Capacity  | On Train No. 28 |        | En Route |                 | Via              | Ret<br>No |
|------------------|-----------|------------|-----------|-----------------|--------|----------|-----------------|------------------|-----------|
|                  |           |            |           | From            | To     | From     | To              |                  |           |
| Mail Apt. Car    | :         | :          | :         | :Oakland        | :Ogden | :Oakland | :Chicago        | :SP-UP-C&NW      | :27       |
| Dormitory        | :         | :          | :         | :Oakland        | :Ogden | :Oakland | :Chicago        | :SP-UP-C&NW      | :27       |
| Chair Car        | : 280     | :          | :48 Seats | :Oakland        | :Ogden | :Oakland | :Chicago        | :SP-UP-C&NW      | :27       |
| Chair Car        | : 281     | :          | :48 Seats | :Oakland        | :Ogden | :Oakland | :Chicago        | :SP-UP-C&NW      | :27       |
| Chair Car        | : 282     | :          | :48 Seats | :Oakland        | :Ogden | :Oakland | :Omaha          | :SP-UP           | :27       |
| Coffee Shop Car  | :         | :          | :         | :Oakland        | :Ogden | :Oakland | :Omaha          | :SP-UP           | :27       |
| Diner            | :         | :          | :         | :Oakland        | :Ogden | :Oakland | :Chicago        | :SP-UP-C&NW      | :27       |
| Lounge           | :         | :          | :         | :Oakland        | :Ogden | :Oakland | :Chicago        | :SP-UP-C&NW      | :27       |
| Standard Sleeper | : 283     | :4326      | :4-4-2    | :Oakland        | :Ogden | :Oakland | :Chicago        | :SP-UP-C&NW      | :27       |
| Standard Sleeper | : 285     | :4327      | :6-6-4    | :Oakland        | :Ogden | :Oakland | :New York       | :SP-UP-C&NW-Penn | :27       |
| Standard Sleeper | : 287     | :4033      | :10-1-2   | :Oakland        | :Ogden | :Oakland | :New York       | :SP-UP-C&NW-NYC  | :27       |
| Standard Sleeper | : 286     | :4035      | :8-1-2    | :Oakland        | :Ogden | :Oakland | :New York       | :SP-UP-C&NW-NYC  | :27       |
| Standard Sleeper | : 288     | : 655      | :6-6-4    | :Oakland        | :Ogden | :Oakland | :St. Louis      | :SP-UP-Wab       | :27       |
| Standard Sleeper | : 289     | : 619      | :10-1-2   | :Oakland        | :Ogden | :Oakland | :Salt Lake City | :SP-UP           | :27       |

14 Cars - Oakland to Ogden  
(Maximum 14 Cars)

**NOTE:** Train No. 28 is completely air-conditioned.

## OVERLAP AND ROUTE

Train No. 28 - "San Francisco Overland"

15 Cars - Oakland to Sparks  
14 Cars - Sparks to Ogdon

Correction No. 479  
 Cancelling Correction No. 343  
 To Equipment Circular No. 14  
 Effective September 24, 1950

OVERLAND ROUTE

Train No. 28 - "San Francisco Overland"

| Equipment                   | Car No. | Line No. | Capacity | On Train No. 28 |            | Enroute |            | Via:            | Ret. No. |
|-----------------------------|---------|----------|----------|-----------------|------------|---------|------------|-----------------|----------|
|                             |         |          |          | From:           | To:        | From:   | To:        |                 |          |
| Mail Apt. (Ex. Sun. & Hol.) | -       | -        | --       | Oakland         | Sacramento | Oakland | Sacramento | SP              | --       |
| Mail Storage                | -       | -        | --       | Oakland         | Ogden      | Oakland | Omaha      | SP-UP           | --       |
| Dormitory                   | -       | -        | --       | Oakland         | Ogden      | Oakland | Ogden      | SP              | 27       |
| Chair Car                   | 282     | -        | 48 seats | Oakland         | Ogden      | Oakland | St. Louis  | SP-UP-WAB       | 9-3-27   |
| Chair Car                   | 280     | -        | 48 seats | Oakland         | Ogden      | Oakland | Chicago    | SP-UP-C&NW      | 27       |
| Chair Car                   | 281     | -        | 48 seats | Oakland         | Ogden      | Oakland | Chicago    | SP-UP-C&NW      | 27       |
| Coffee Shop-Lounge          | -       | -        | --       | Oakland         | Ogden      | Oakland | Ogden      | SP              | 27       |
| Diner                       | -       | -        | --       | Oakland         | Ogden      | Oakland | Ogden      | SP              | 27       |
| Lounge                      | -       | -        | --       | Oakland         | Ogden      | Oakland | Ogden      | SP              | 27       |
| Standard Sleeper            | 289     | 620      | 6-6-4    | Oakland         | Ogden      | Oakland | Salt Lake  | SP-UP           | 33-27    |
| Standard Sleeper            | 283     | 4326     | 4-4-2    | Oakland         | Ogden      | Oakland | Chicago    | SP-UP-C&NW      | 27       |
| Standard Sleeper            | 285     | 4327     | 6-6-4    | Oakland         | Ogden      | Oakland | Chicago    | SP-UP-C&NW      | 27       |
| Standard Sleeper            | 287     | 4092     | 10-6     | Oakland         | Ogden      | Oakland | New York   | SP-UP-C&NW-PENN | 55-27    |
| Standard Sleeper            | 286     | 4091     | 10-6     | Oakland         | Ogden      | Oakland | New York   | SP-UP-C&NW-NYC  | 59-27    |
| Standard Sleeper            | 288     | 655      | 6-6-4    | Oakland         | Ogden      | Oakland | St. Louis  | SP-UP-WAB       | 9-3-27   |
| Parlor Observation          | OV-1    | -        | 24 seats | Oakland         | Sparks     | Oakland | Sparks     | SP              | 27       |

16 Cars - Oakland to Sacramento (15 Cars Sundays & holidays)

15 Cars - Sacramento to Sparks

14 Cars - Sparks to Ogden

Correction No. 603  
 Cancelling Correction No. 479  
 To Equipment Circular No. 14  
 Effective January 25, 1951

OVERLAND ROUTE

Train No. 28 - "San Francisco Overland"

| Equipment                   | Car No. | Line No. | Capacity | On Train 28 |            | Enroute |            | Via:            | Ret. No. |
|-----------------------------|---------|----------|----------|-------------|------------|---------|------------|-----------------|----------|
|                             |         |          |          | From:       | To:        | From:   | To:        |                 |          |
| Mail Apt. (Ex. Sun. & Hol.) | -       | -        | --       | Oakland     | Sacramento | Oakland | Sacramento | SP              | --       |
| Mail Storage                | -       | -        | --       | Oakland     | Ogden      | Oakland | Omaha      | SP-UP           | --       |
| Dormitory                   | -       | -        | --       | Oakland     | Ogden      | Oakland | Ogden      | SP              | 27       |
| Chair Car                   | 279     | -        | 44 seats | Oakland     | Ogden      | Oakland | St. Louis  | SP-UP-WAB       | 9-3-27   |
| Chair Car                   | 280     | -        | 48 seats | Oakland     | Ogden      | Oakland | Chicago    | SP-UP-C&NW      | 27       |
| Chair Car                   | 281     | -        | 48 seats | Oakland     | Ogden      | Oakland | Chicago    | SP-UP-C&NW      | 27       |
| Coffee Shop-Lounge          | -       | -        | --       | Oakland     | Ogden      | Oakland | Ogden      | SP              | 27       |
| Diner                       | -       | -        | --       | Oakland     | Ogden      | Oakland | Ogden      | SP              | 27       |
| Lounge                      | -       | -        | --       | Oakland     | Ogden      | Oakland | Ogden      | SP              | 27       |
| Standard Sleeper            | 283     | 4326     | 4-4-2    | Oakland     | Ogden      | Oakland | Chicago    | SP-UP-C&NW      | 27       |
| Standard Sleeper            | 285     | 4327     | 6-6-4    | Oakland     | Ogden      | Oakland | Chicago    | SP-UP-C&NW      | 27       |
| Standard Sleeper            | 286     | 4092     | 10-6     | Oakland     | Ogden      | Oakland | New York   | SP-UP-C&NW-PENN | 55-27    |
| Standard Sleeper            | 287     | 4091     | 10-6     | Oakland     | Ogden      | Oakland | New York   | SP-UP-C&NW-NYC  | 59-27    |
| Standard Sleeper            | 288     | 655      | 6-6-4    | Oakland     | Ogden      | Oakland | St. Louis  | SP-UP-WAB       | 9-3-27   |
| Standard Sleeper            | 289     | 620      | 6-6-4    | Oakland     | Ogden      | Oakland | Salt Lake  | SP-UP           | 33-27    |
| Parlor Observation          | OV-1    | -        | 24 seats | Oakland     | Sparks     | Oakland | Sparks     | SP              | 27       |

16 Cars - Oakland to Sacramento (15 Cars Sundays & holidays)  
 15 Cars - Sacramento to Sparks  
 14 Cars - Sparks to Ogden

Correction No. 755

Cancelling Correction No. 603  
To Equipment Circular No. 14  
Effective April 29, 1951

OVERLAND ROUTE

Train No. 28 - "San Francisco Overland"

| Equipment                     | Car No. | Line No. | Capacity | On Train 28 |            | Enroute |            | Via:            | Ret. No. |
|-------------------------------|---------|----------|----------|-------------|------------|---------|------------|-----------------|----------|
|                               |         |          |          | From:       | To:        | From:   | To:        |                 |          |
| Mail Apt. (Ex. Sun. & Hol.)   | -       | -        | --       | Oakland     | Sacramento | Oakland | Sacramento | SP              | 46       |
| Mail Storage (Ex Sun. & Mon.) | -       | -        | --       | Oakland     | Ogden      | Oakland | Omaha      | SP-UP           | --       |
| Dormitory                     | -       | -        | --       | Oakland     | Ogden      | Oakland | Chicago    | SP-UP-C&NW      | 27       |
| Chair Car                     | 280     | -        | 48 Seats | Oakland     | Ogden      | Oakland | Chicago    | SP-UP-C&NW      | 27       |
| Chair Car                     | 281     | -        | 48 Seats | Oakland     | Ogden      | Oakland | Chicago    | SP-UP-C&NW      | 27       |
| Chair Car                     | 282     | -        | 44 Seats | Oakland     | Ogden      | Oakland | St. Louis  | SP-UP-WAB       | 9-9-27   |
| Coffee Shop-Lounge            | -       | -        | --       | Oakland     | Ogden      | Oakland | Ogden      | SP              | 27       |
| Diner                         | -       | -        | --       | Oakland     | Ogden      | Oakland | Chicago    | SP-UP-C&NW      | 27       |
| Lounge                        | -       | -        | --       | Oakland     | Ogden      | Oakland | Chicago    | SP-UP-C&NW      | 27       |
| Standard Sleeper              | 283     | 4326     | 4-4-2    | Oakland     | Ogden      | Oakland | Chicago    | SP-UP-C&NW      | 27       |
| Standard Sleeper              | 285     | 4327     | 6-6-4    | Oakland     | Ogden      | Oakland | Chicago    | SP-UP-C&NW      | 27       |
| Standard Sleeper              | 286     | 4328     | 10-6     | Oakland     | Ogden      | Oakland | Chicago    | SP-UP-C&NW      | 27       |
| A - Standard Slpr             | P-287   | 4092     | 10-6     | Oakland     | Ogden      | Oakland | Chicago    | SP-UP-C&NW      | 27       |
| B - Standard Slpr             | N-287   | 4091     | 10-6     | Oakland     | Ogden      | Oakland | New York   | SP-UP-C&NW-PENN | 1-27     |
| Standard Sleeper              | 289     | 620      | 6-6-4    | Oakland     | Ogden      | Oakland | New York   | SP-UP-C&NW-NYC  | 19-27    |
| Standard Sleeper              | 288     | 655      | 6-6-4    | Oakland     | Ogden      | Oakland | Salt Lake  | SP-UP           | 33-27    |
| C - Parlor Observation OV-1   | -       | -        | 24 Seats | Oakland     | Sparks     | Oakland | St. Louis  | SP-UP-WAB       | 9-9-27   |
|                               |         |          |          | Oakland     | Sparks     | Oakland | Sparks     | SP              | 27       |

16 Cars - Oakland to Sacramento (14 Cars Sundays & Holidays)

15 Cars - Sacramento to Sparks

14 Cars - Sparks to Ogden

A - Operates every other day from Oakland Pier to New York via Penn from Chgo (Odd days in May, even days June, July etc.)  
B - Operates every other day from Oakland Pier to New York via NYC from Chgo (Even days in May, odd days June, July etc.)  
C - Parlor Obs. Blanked until August 7, 1951 (extra chair car operates behind Dormitory Oak. to Sparks Fri. only)

## OVERLAND ROUTE

Train #23 - "San Francisco Overland"

| Equipment                   | Car No. | Line<br>Nbr. | Capacity | On Train 28 |        | Enroute |           | Via             | Ret.<br>No. |
|-----------------------------|---------|--------------|----------|-------------|--------|---------|-----------|-----------------|-------------|
|                             |         |              |          | From        | To     | From    | To        |                 |             |
| Mail Apt. (Ex. Sun & hol.)  | ---     | ---          | --       | Oakland     | Sacto  | Oakland | Sacto.    | SP              | --          |
| Mail Storage (Ex Sun & Mon) | ---     | ---          | ---      | Oakland     | Ogden  | Oakland | Omaha     | SP-UP           | 27          |
| Dormitory                   | ---     | ---          | --       | Oakland     | Ogden  | Oakland | Chicago   | SP-UP-CNW       | 27          |
| Chair Car                   | 279     | ---          | 44 seats | Oakland     | Ogden  | Oakland | Chicago   | SP-UP-CNW       | 27          |
| Chair Car                   | 280     | ---          | 43 seats | Oakland     | Ogden  | Oakland | Chicago   | SP-UP-CNW       | 27          |
| Chair Car                   | 281     | ---          | 48 seats | Oakland     | Ogden  | Oakland | Chicago   | SP-UP-CNW       | 27          |
| Chair Car                   | 282     | ---          | 44 seats | Oakland     | Ogden  | Oakland | St. Louis | SP-UP-Wab       | 9-9-27      |
| Coffee Shop Lge             | ---     | ---          | --       | Oakland     | Ogden  | Oakland | Ogden     | SP              | 27          |
| Diner                       | ---     | ---          | --       | Oakland     | Ogden  | Oakland | Chicago   | SP-UP-C&NW      | 27          |
| Lounge                      | ---     | ---          | --       | Oakland     | Ogden  | Oakland | Chicago   | SP-UP-C&NW      | 27          |
| Standard Sleeper            | 283     | 4326         | 4-4-2    | Oakland     | Ogden  | Oakland | Chicago   | SP-UP-C&NW      | 27          |
| Standard Sleeper            | 285     | 4327         | 6-6-4    | Oakland     | Ogden  | Oakland | Chicago   | SP-UP-C&NW      | 27          |
| Standard Sleeper            | 286     | 4328         | 10-6     | Oakland     | Ogden  | Oakland | Chicago   | SP-UP-C&NW      | 27          |
| A - Standard Slpr.          | P-287   | 4092         | 10-6     | Oakland     | Ogden  | Oakland | New York  | SP-UP-C&NW-PENN | 1-27        |
| B - Standard Slpr.          | N-287   | 4091         | 10-6     | Oakland     | Ogden  | Oakland | New York  | ST-UP-C&NW-NYC  | 65-27       |
| Standard Sleeper            | 288     | 655          | 6-6-4    | Oakland     | Ogden  | Oakland | St. Louis | SP-UP-WAB       | 9-9-27      |
| Standard Sleeper            | 289     | 620          | 6-6-4    | Oakland     | Ogden  | Oakland | Salt Lake | SP-UP           | 33-27       |
| C - Parlor Observation      | OV-1    | ---          | 24 seats | Oakland     | Sparks | Oakland | Sparks    | SP              | 27          |

|                       | Cars: | Sun. | Mon. | Tue.-Thur.-Sat. | Fri. |
|-----------------------|-------|------|------|-----------------|------|
| Oakland to Sacramento |       | 14   | 15   | 16              | 16   |
| Sacramento to Sparks  |       | 14   | 14   | 15              | 15   |
| Sparks to Orden       |       | 14   | 14   | 15              | 14   |

A - Operates every other day from Oakland Pier to New York via Penn from Chicago.  
 B - Operates every other day from Oakland Pier to New York via NYC from Chicago.  
 C - Parlor Observation car operates Oakland to Sparks Friday only.

Correction No. 929  
 Cancelling Correction No. 784  
 To Equipment Circular No. 14  
 Issued June 1, 1952

OVERLAND ROUTE

Train #28 - "San Francisco Overland"

| Equipment                     | Car No. | Line No. | Capacity | On Train 28 |        | Enroute |           | Via:           | Ret. No. |
|-------------------------------|---------|----------|----------|-------------|--------|---------|-----------|----------------|----------|
|                               |         |          |          | From:       | To:    | From:   | To:       |                |          |
| Mail Apt. (Ex. Sun. & Hol.)   | --      | --       | --       | Oakland     | Sacto  | Oakland | Sacto     | SP             | --       |
| Mail Storage (Ex. Sun. & Mon) | --      | --       | --       | Oakland     | Ogden  | Oakland | Omaha     | SP-UP          | 27       |
| Dormitory                     | --      | --       | --       | Oakland     | Ogden  | Oakland | Chicago   | SP-UP-CNW      | 27       |
| Chair Car                     | 279     | --       | 44 seats | Oakland     | Ogden  | Oakland | Chicago   | SP-UP-CNW      | 27       |
| Chair Car                     | 280     | --       | 48 seats | Oakland     | Ogden  | Oakland | Chicago   | SP-UP-CNW      | 27       |
| Chair Car                     | 281     | --       | 48 seats | Oakland     | Ogden  | Oakland | Chicago   | SP-UP-CNW      | 27       |
| Chair Car                     | 282     | --       | 44 seats | Oakland     | Ogden  | Oakland | St. Louis | SP-UP-CNW      | 9-9-27   |
| Coffee Shop Lge               | --      | --       | --       | Oakland     | Ogden  | Oakland | Ogden     | SP             | 27       |
| Diner                         | --      | --       | --       | Oakland     | Ogden  | Oakland | Chicago   | SP-UP-CNW      | 27       |
| Lounge                        | --      | --       | --       | Oakland     | Ogden  | Oakland | Chicago   | SP-UP-CNW      | 27       |
| Standard Sleeper              | 283     | 4326     | 4-4-2    | Oakland     | Ogden  | Oakland | Chicago   | SP-UP-CNW      | 27       |
| Standard Sleeper              | 285     | 4327     | 6-6-4    | Oakland     | Ogden  | Oakland | Chicago   | SP-UP-CNW      | 27       |
| Standard Sleeper              | 286     | 4328     | 10-6     | Oakland     | Ogden  | Oakland | Chicago   | SP-UP-CNW      | 27       |
| A - Standard Sleeper          | P-287   | 4092     | 10-6     | Oakland     | Ogden  | Oakland | Chicago   | SP-UP-CNW      | 27       |
| B - Standard Sleeper          | N-287   | 4091     | 10-6     | Oakland     | Ogden  | Oakland | New York  | SP-UP-CNW-PENN | 1-27     |
| Standard Sleeper              | 288     | 655      | 6-6-4    | Oakland     | Ogden  | Oakland | New York  | SP-UP-CNW-NYC  | 65-27    |
| Standard Sleeper              | 289     | 620      | 6-6-4    | Oakland     | Ogden  | Oakland | St. Louis | SP-UP-WAB      | 9-9-27   |
| C - Parlor Observation        | OV-1    | --       | 24 seats | Oakland     | Sparks | Oakland | Salt Lake | SP-UP          | 6-27     |
|                               |         |          |          |             |        |         | Sparks    | SP             | 27       |

| CARS:                 | SUN. to THURS. |      |      |      |        | FRI. | SAT. |
|-----------------------|----------------|------|------|------|--------|------|------|
|                       | SUN.           | MON. | TUE. | WED. | THURS. |      |      |
| Oakland to Sacramento | 15             | 15   | 16   | 17   | 18     | 17   | 18   |
| Sacramento to Sparks  | 15             | 14   | 15   | 16   | 17     | 16   | 17   |
| Sparks to Ogden       | 14             | 14   | 15   | 15   | 15     | 15   | 15   |

A - Operates every other day from Oakland Pier to New York via Penn from Chicago  
 F - Operates every other day from Oakland Pier to New York via NYC from Chicago  
 C - Parlor Observation car operates Oakland to Sparks Friday, Saturday, Sunday only.

Correction No. 1008  
 Cancelling Correction No. 929  
 To Equipment Circular No. 14  
 Issued March 1, 1953

OVERLAND ROUTE  
 Train 28 -- SAN FRANCISCO OVERLAND

| Equipment                     | Car No. | Line No. | Capacity | On Train 28 |        | Enroute |           | Via:           | Ret. No. |
|-------------------------------|---------|----------|----------|-------------|--------|---------|-----------|----------------|----------|
|                               |         |          |          | From:       | To:    | From:   | To:       |                |          |
| Mail Apt.(Ex. Sun. & Hol.)    | --      | --       | --       | Oakland     | Sacto  | Oakland | Sacto     | SP             | --       |
| Mail Storage (Ex.Sun. & Mon.) | --      | --       | --       | Oakland     | Ogden  | Oakland | Omaha     | SP-UP          | 27       |
| Dormitory                     | --      | --       | --       | Oakland     | Ogden  | Oakland | Chicago   | SP-UP-CNW      | 27       |
| Chair Car                     | 279     | --       | 44 Seats | Oakland     | Ogden  | Oakland | Chicago   | SP-UP-CNW      | 27       |
| Chair Car                     | 280     | --       | 48 Seats | Oakland     | Ogden  | Oakland | Chicago   | SP-UP-CNW      | 27       |
| Chair Car                     | 281     | --       | 48 Seats | Oakland     | Ogden  | Oakland | Chicago   | SP-UP-CNW      | 27       |
| Chair Car                     | 282     | --       | 44 Seats | Oakland     | Ogden  | Oakland | St.Louis  | SP-UP-Wab.     | 9-9-27   |
| Coffee Shop Lge               | --      | --       | --       | Oakland     | Ogden  | Oakland | Ogden     | SP             | 27       |
| Diner                         | --      | --       | --       | Oakland     | Ogden  | Oakland | Chicago   | SP-UP-CNW      | 27       |
| Lounge                        | --      | --       | --       | Oakland     | Ogden  | Oakland | Chicago   | SP-UP-CNW      | 27       |
| Standard Sleeper              | 283     | 4326     | 4-4-2    | Oakland     | Ogden  | Oakland | Chicago   | SP-UP-CNW      | 27       |
| Standard Sleeper              | 285     | 4327     | 6-6-4    | Oakland     | Ogden  | Oakland | Chicago   | SP-UP-CNW      | 27       |
| Standard Sleeper              | 286     | 4328     | 10-6     | Oakland     | Ogden  | Oakland | Chicago   | SP-UP-CNW      | 27       |
| A - Standard Sleeper          | P-287   | 4092     | 10-6     | Oakland     | Ogden  | Oakland | New York  | SP-UP-CNW-PENN | 1-27     |
| B - Standard Sleeper          | N-287   | 4091     | 10-6     | Oakland     | Ogden  | Oakland | New York  | SP-UP-CNW-NYC  | 65-27    |
| Standard Sleeper              | 288     | 655      | 6-6-4    | Oakland     | Ogden  | Oakland | St.Louis  | SP-UP-WAB      | 9-9-27   |
| Standard Sleeper              | 289     | 620      | 6-6-4    | Oakland     | Ogden  | Oakland | Salt Lake | SP-UP          | 6-27     |
| C - Parlor Observation        | OV-1    | --       | 24 Seats | Oakland     | Sparks | Oakland | Sparks    | SP             | 27       |

| CARS:                 | TUE. to THURS. |      |      | FRI. SAT. |      |  |
|-----------------------|----------------|------|------|-----------|------|--|
|                       | SUN.           | MON. | TUE. | FRI.      | SAT. |  |
| Oakland to Sacramento | 14             | 15   | 16   | 17        | 18   |  |
| Sacramento to Sparks  | 14             | 14   | 15   | 16        | 17   |  |
| Sparks to Ogden       | 14             | 14   | 15   | 15        | 15   |  |

A - Operates every other day from Oakland Pier to New York via Penn from Chicago  
 F - Operates every other day from Oakland Pier to New York via NYC from Chicago  
 C - Parlor Observation car operates Oakland to Sparks Friday, Saturday only.

Correction No. 1061  
 Cancelling Correction No. 1008  
 To Equipment Circular No. 14  
 Issued September 1, 1959

OVERLAND ROUTE

Train 28 -- SAN FRANCISCO OVERLAND

| Equipment                   | Car No. | Line No. | Capacity | On Train 28<br>From: To: | En Route<br>From: To: | Via        | Ret. No.            |
|-----------------------------|---------|----------|----------|--------------------------|-----------------------|------------|---------------------|
| Mail Apt. (Ex. Sun. & Hol.) | --      | --       | --       | Oakland                  | Sacto                 | Sacramento | --                  |
| Dormitory                   | --      | --       | --       | Oakland                  | Ogden                 | Chicago    | 27                  |
| Chair Car                   | 279     | --       | 44 Seats | Oakland                  | Ogden                 | Chicago    | 27                  |
| Chair Car                   | 280     | --       | 48 Seats | Oakland                  | Ogden                 | Chicago    | 27                  |
| Chair Car                   | 281     | --       | 48 Seats | Oakland                  | Ogden                 | Chicago    | 27                  |
| Chair Car                   | 282     | --       | 44 Seats | Oakland                  | Ogden                 | St. Louis  | 9-9-27              |
| Coffee Shop Lounge          | --      | --       | --       | Oakland                  | Ogden                 | Ogden      | 27                  |
| Diner                       | --      | --       | --       | Oakland                  | Ogden                 | Chicago    | 27                  |
| Lounge                      | --      | --       | --       | Oakland                  | Ogden                 | Chicago    | 27                  |
| Standard Sleeper            | 283     | 4326     | 4-4-2    | Oakland                  | Ogden                 | Chicago    | 27                  |
| Standard Sleeper            | 285     | 4327     | 6-6-4    | Oakland                  | Ogden                 | Chicago    | 27                  |
| Standard Sleeper            | 286     | 4328     | 10-6     | Oakland                  | Ogden                 | Chicago    | 27                  |
| A - Standard Sleeper        | P-287   | 4092     | 10-6     | Oakland                  | Ogden                 | Chicago    | 27                  |
| B - Standard Sleeper        | N-287   | 4091     | 10-6     | Oakland                  | Ogden                 | New York   | SP-UP-CNW-ERR 1-27  |
| Standard Sleeper            | 288     | 655      | 6-6-4    | Oakland                  | Ogden                 | New York   | SP-UP-CNW-NYC 65-27 |
| Standard Sleeper            | 289     | 620      | 6-6-4    | Oakland                  | Ogden                 | St. Louis  | SP-UP-Wab. 9-9-27   |
| Chair Car                   | 290     | --       | 48 Seats | Oakland                  | Sparks                | Salt Lake  | SP-UP 6-27          |
|                             |         |          |          |                          |                       | Sparks     | 27                  |

| CAR:                  | SUN: | MON: TO FRI: INCL | SAT: |
|-----------------------|------|-------------------|------|
| Oakland to Sacramento | 15   | 16                | 16   |
| Sacramento to Sparks  | 15   | 15                | 15   |
| Sparks to Ogden       | 15   | 15                | 14   |

A- Operates every other day from Oakland Pier to New York via Penn from Chicago  
 B- Operates every other day from Oakland Pier to New York via NYC from Chicago

Correction No. 1108

Cancelling Correction No. 1061.

To Equipment Circular No. 14

Issued November 2, 1953

OVERLAND ROUTE

Train #28 --- "SAN FRANCISCO OVERLAND"

| Equipment                   | Car No. | Line No. | Capacity | On Train #28 |            | Enroute |            | Via:          | Ret. No. |
|-----------------------------|---------|----------|----------|--------------|------------|---------|------------|---------------|----------|
|                             |         |          |          | From         | To:        | From    | To:        |               |          |
| Mail Apt. (Ex. Sun. & Hol.) | --      | --       | --       | Oakland      | Sacramento | Oakland | Sacramento | SP            | --       |
| Dormitory                   | --      | --       | --       | Oakland      | Ogden      | Oakland | Chicago    | SP-UP-CNW     | 27       |
| Chair Car                   | 280     | --       | 48 Seats | Oakland      | Ogden      | Oakland | Chicago    | SP-UP-CNW     | 27       |
| Chair Car                   | 281     | --       | 48 Seats | Oakland      | Ogden      | Oakland | Chicago    | SP-UP-CNW     | 27       |
| Chair Car                   | 282     | --       | 44 Seats | Oakland      | Ogden      | Oakland | St. Louis  | SP-UP-Wab.    | 9-9-27   |
| Coffee Shop Lounge          | --      | --       | --       | Oakland      | Ogden      | Oakland | Ogden      | SP            | 27       |
| Diner                       | --      | --       | --       | Oakland      | Ogden      | Oakland | Chicago    | SP-UP-CNW     | 27       |
| Lounge                      | --      | --       | --       | Oakland      | Ogden      | Oakland | Chicago    | SP-UP-CNW     | 27       |
| Standard Sleeper            | 283     | 4326     | 4-4-2    | Oakland      | Ogden      | Oakland | Chicago    | SP-UP-CNW     | 27       |
| Standard Sleeper            | 285     | 4327     | 6-6-4    | Oakland      | Ogden      | Oakland | Chicago    | SP-UP-CNW     | 27       |
| Standard Sleeper            | 286     | 4328     | 10-6     | Oakland      | Ogden      | Oakland | Chicago    | SP-UP-CNW     | 27       |
| A - Standard Sleeper        | P-287   | 4092     | 10-6     | Oakland      | Ogden      | Oakland | New York   | SP-UP-CNW-PRR | 1-27     |
| B - Standard Sleeper        | N-287   | 4091     | 10-6     | Oakland      | Ogden      | Oakland | New York   | SP-UP-CNW-PRR | 65-27    |
| Standard Sleeper            | 288     | 655      | 6-6-4    | Oakland      | Ogden      | Oakland | St. Louis  | SP-UP-Wab.    | 9-9-27   |
| Standard Sleeper            | 289     | 620      | 6-6-4    | Oakland      | Ogden      | Oakland | Salt Lake  | SP-UP         | 6-27     |
| Chair Car                   | RC-1    | --       | 48 Seats | Oakland      | Sparks     | Oakland | Sparks     | SP            | 27       |

SUN: MON. TO SAT. INCL.

Oakland to Sacramento

Sacramento to Sparks

Sparks to Ogden

14

14

13

15

14

13

A - Operates every other day from Oakland Pier to New York via Penn from Chicago.

B - Operates every other day from Oakland Pier to New York via NYC from Chicago.

Correction No. 1221  
 Cancelling Correction No. 1108  
 To Equipment Circular No. 14  
 Issued October 1, 1954

OVERLAND ROUTE  
 Train #28 --- "SAN FRANCISCO OVERLAND"

| Equipment            | Car No. | Line No. | Capacity | On Train #28 |        | Enroute |           | Via:          | Ret. No. |
|----------------------|---------|----------|----------|--------------|--------|---------|-----------|---------------|----------|
|                      |         |          |          | From:        | To     | From:   | To:       |               |          |
| Dormitory            | --      | --       | --       | Oakland      | Ogden  | Oakland | Chicago   | SP-UP-CNW     | 27       |
| Chair Car            | 280     | --       | 48 Seats | Oakland      | Ogden  | Oakland | Chicago   | SP-UP-CNW     | 27       |
| Chair Car            | 281     | --       | 44 Seats | Oakland      | Ogden  | Oakland | Chicago   | SP-UP-CNW     | 27       |
| Chair Car            | 282     | --       | 44 Seats | Oakland      | Ogden  | Oakland | St. Louis | SP-UP-Wab.    | 9-9-27   |
| Coffee Shop Lounge   | --      | --       | --       | Oakland      | Ogden  | Oakland | Ogden     | SP            | 27       |
| Diner                | --      | --       | --       | Oakland      | Ogden  | Oakland | Chicago   | SP-UP-CNW     | 27       |
| Lounge               | --      | --       | --       | Oakland      | Ogden  | Oakland | Chicago   | SP-UP-CNW     | 27       |
| Standard Sleeper     | 285     | 4327     | 6-6-4    | Oakland      | Ogden  | Oakland | Chicago   | SP-UP-CNW     | 27       |
| Standard Sleeper     | 286     | 4328     | 10-6     | Oakland      | Ogden  | Oakland | Chicago   | SP-UP-CNW     | 27       |
| A-- Standard Sleeper | P-287   | 4092     | 10-6     | Oakland      | Ogden  | Oakland | Chicago   | SP-UP-CNW     | 27       |
| B-- Standard Sleeper | N-287   | 4091     | 10-6     | Oakland      | Ogden  | Oakland | New York  | SP-UP-CNW-PRR | 1-27     |
| Standard Sleeper     | 289     | 620      | 6-6-4    | Oakland      | Ogden  | Oakland | New York  | SP-UP-CNW-NYC | 65-2     |
| Standard Sleeper     | 288     | 655      | 6-6-4    | Oakland      | Ogden  | Oakland | Salt Lake | SP-UP         | 6-27     |
| Chair Car            | RC-1    | --       | 48 Seats | Oakland      | Ogden  | Oakland | St. Louis | SP-UP-Wab.    | 9-9-27   |
|                      |         |          |          | Oakland      | Sparks | Oakland | Sparks    | SP            | 27       |

Oakland to Sparks 13  
 Sparks to Ogden 12

A-- Operates every other day from Oakland Pier to New York via Penn from Chicago.  
 B-- Operates every other day from Oakland Pier to New York via NYC from Chicago.

Original Page  
To Equipment Circular No. 14  
Effective June 2, 1946

OVERLAND ROUTE

Train No. 25 -- "The Fast Mail"

| Equipment:         | Car<br>No. | Line<br>No. | Capacity | On Train No. 25 |           | En Route    |           | Vic.        | :Rot<br>:No. |
|--------------------|------------|-------------|----------|-----------------|-----------|-------------|-----------|-------------|--------------|
|                    |            |             |          | From            | To        | From        | To        |             |              |
| Storage Mail       | ---        | ---         | ---      | : Sparks        | : Oakland | : Ogden     | : Oakland | : SP        | : ---        |
| Storage Mail       | ---        | ---         | ---      | : Sparks        | : Oakland | : Ogden     | : Oakland | : SP        | : ---        |
| Storage Mail       | ---        | ---         | ---      | : Sparks        | : Oakland | : Ogden     | : Oakland | : SP        | : ---        |
| R.P.O.             | ---        | ---         | ---      | : Sparks        | : Oakland | : Ogden     | : Oakland | : SP        | : ---        |
| Storage Mail       | ---        | ---         | ---      | : Sparks        | : Oakland | : St. Louis | : Oakland | : Wab-UP-SP | : ---        |
| Storage Mail       | ---        | ---         | ---      | : Sparks        | : Oakland | : Chicago   | : Oakland | : CNW-UP-SP | : ---        |
| Storage Mail       | ---        | ---         | ---      | : Sparks        | : Oakland | : Chicago   | : Oakland | : CNW-UP-SP | : ---        |
| Storage Mail       | ---        | ---         | ---      | : Sparks        | : Oakland | : Chicago   | : Oakland | : CNW-UP-SP | : ---        |
| Storage Mail       | ---        | ---         | ---      | : Sparks        | : Oakland | : Chicago   | : Oakland | : CNW-UP-SP | : ---        |
| Storage Mail       | ---        | ---         | ---      | : Sparks        | : Oakland | : Omaha     | : Oakland | : UP-SP     | : ---        |
| Storage Mail       | ---        | ---         | ---      | : Sparks        | : Oakland | : New York  | : Oakland | : CNW-UP-SP | : ---        |
| Storage Mail       | ---        | ---         | ---      | : Sparks        | : Oakland | : New York  | : Oakland | : CNW-UP-SP | : ---        |
| Baggage Car        | ---        | ---         | ---      | : Sparks        | : Oakland | : Ogden     | : Oakland | : SP        | : ---        |
| Coach (News Agent) | ---        | ---         | ---      | : Sparks        | : Oakland | : Ogden     | : Oakland | : SP        | : ---        |
| Coach              | ---        | ---         | ---      | : Sparks        | : Oakland | : Ogden     | : Oakland | : SP        | : 26         |

14 Cars - Sparks to Oakland

Original Page  
To Equipment Circular No. 14  
Effective June 2, 1946

OVERLAND ROUTE  
Train No. 26 - "Passenger"

| Equipment           | :Car<br>:No. | :Line<br>:No. | : On Train No. 26 |             | : En Route  |             | :Via | :Ret.<br>:No. |
|---------------------|--------------|---------------|-------------------|-------------|-------------|-------------|------|---------------|
|                     |              |               | :From             | :To         | :From       | :To         |      |               |
| Mail Apt.           | :---         | :---          | :Oakland          | :Sacramento | :Oakland    | :Sacramento | :SP  | :---          |
| Baggage & Express   | :---         | :---          | :Oakland          | :Sacramento | :Oakland    | :Marysville | :SP  | :---          |
| Storage Mail        | :---         | :---          | :Oakland          | :Sacramento | :Oakland    | :Chicago    | :SP  | :---          |
| Baggage and Express | :---         | :---          | :Sacramento       | :Reno       | :Sacramento | :Reno       | :SP  | :---          |
| Baggage and Express | :---         | :---          | :Oakland          | :Reno       | :Oakland    | :Reno       | :SP  | :---          |
| Storage Mail        | :---         | :---          | :Oakland          | :Sparks     | :Oakland    | :Sparks     | :SP  | :---          |
| Mail Apt.           | :---         | :---          | :Sacramento       | :Sparks     | :Sacramento | :Sparks     | :SP  | :---          |
| Baggage and Express | :---         | :---          | :Oakland          | :Sparks     | :Oakland    | :Sparks     | :SP  | :---          |
| Coach               | :---         | :---          | :Oakland          | :Sparks     | :Oakland    | :Sparks     | :SP  | :25           |
| Baggage and Express | :---         | :---          | :Oakland          | :Crockett   | :Oakland    | :Martinez   | :SP  | :---          |

NOTE: 8 Cars - Oakland to Crockett  
7 Cars - Crockett to Sacramento  
6 Cars - Sacramento to Sparks

Correction No. 118  
 Cancelling Original Page No. 21  
 To Equipment Circular No. 14  
 Effective January 1, 1947

OVERLAND ROUTE

Train No. 31 - "Passenger"

| Equipment          | Car<br>No. | Line<br>No. | Capacity | On Train 31 |            | In Route |            | To         | Via | Ret.<br>No. |
|--------------------|------------|-------------|----------|-------------|------------|----------|------------|------------|-----|-------------|
|                    |            |             |          | From        | To         | From     | To         |            |     |             |
| Baggage & Mail     | :          | -----;      | -----    | Ogden       | Oakland    | Ogden    | Oakland    | Oakland    | SP  | 32          |
| Baggage & Mail     | :          | -----;      | -----    | Ogden       | Oakland    | Ogden    | Ogden      | Oakland    | SP  | 32          |
| 5-8 Express        | :          | -----;      | -----    | Ogden       | Oakland    | Ogden    | Ogden      | Oakland    | SP  | 32          |
| Baggage & Express  | :          | -----;      | -----    | Reno        | Sacramento | Reno     | Sacramento | Sacramento | SP  | 32          |
| Baggage & Express  | :          | -----;      | -----    | Colfax      | Oakland    | Colfax   | Colfax     | Oakland    | SP  | 32          |
| Couch (News Agent) | :          | -----;      | -----    | Ogden       | Oakland    | Ogden    | Ogden      | Oakland    | SP  | 32          |

11 Cars - Ogden to Reno  
 12 Cars - Reno to Colfax  
 13 Cars - Colfax to Sacramento  
 12 Cars - Sacramento to Oakland

(Maximum 20 Cars)

Original Page  
To Equipment Circular No. 14  
Effective June 2, 1946

OVERLAND ROUTE  
Train No. 27 -- "San Francisco Overland Limited"

| Equipment         | Car<br>No. | Line<br>No. | Capacity | On Train No. 27<br>From | To      | En Route<br>From | To      | Via                | Ret.<br>No. |
|-------------------|------------|-------------|----------|-------------------------|---------|------------------|---------|--------------------|-------------|
| Mail Apt. Car     | ---        | ---         | ---      | Omaha                   | Oakland | Omaha            | Oakland | UP-SP              | 28          |
| Dormitory Tourist | ---        | ---         | ---      | Chicago                 | Oakland | Chicago          | Oakland | CNW-UP-SP          | 28          |
| Couch             | 0-1        | ---         | 48 seats | Chicago                 | Oakland | Chicago          | Oakland | CNW-UP-SP          | 28          |
| Couch             | 0-2        | ---         | 48 seats | Chicago                 | Oakland | Chicago          | Oakland | CNW-UP-SP          | 28          |
| Coffee Shop Car   | ---        | ---         | ---      | Chicago                 | Oakland | Chicago          | Oakland | CNW-UP-SP          | 28          |
| Diner             | ---        | ---         | ---      | Chicago                 | Oakland | Chicago          | Oakland | CNW-UP-SP          | 28          |
| Lounge            | ---        | ---         | ---      | Chicago                 | Oakland | Chicago          | Oakland | CNW-UP-SP          | 28          |
| Standard Sleeper  | 271        | 4326        | 4-4-2    | Chicago                 | Oakland | Chicago          | Oakland | CNW-UP-SP          | 28          |
| Standard Sleeper  | 272        | 4327        | 6-6-4    | Chicago                 | Oakland | Chicago          | Oakland | CNW-UP-SP          | 28          |
| Standard Sleeper  | 273        | 4327        | 6-6-4    | Chicago                 | Oakland | Chicago          | Oakland | CNW-UP-SP          | 28          |
| Standard Sleeper  | 1927       | 4035        | 8-1-2    | Chicago                 | Oakland | Now York         | Oakland | NYC-CNW-UP-<br>SP  | 28          |
| Standard Sleeper  | PA-23      | 4033        | 10-1-2   | Chicago                 | Oakland | Now York         | Oakland | Penn-CNW-<br>UP-SP | 28          |
| Standard Sleeper  | 90         | 655         | 6-6-4    | Ogdon                   | Oakland | St. Louis        | Oakland | Wab-UP-SP          | 28          |

13 Cars - Ogdon to Oakland

NOTE: Train No. 27 is completely air-conditioned.

Correction No. 119  
 Cancelling Original Page No. 22  
 To Equipment Circular No. 14  
 Effective January 1, 1947

OVERLAND ROUTE  
 Train No. 32 - "Passenger"

| Equipment            | :Car<br>:No.       | :Line<br>:No. | :Capacity | : On Train 32 |             | :En Route<br>:From | :To         | :Via     | :Ret.<br>:No. |
|----------------------|--------------------|---------------|-----------|---------------|-------------|--------------------|-------------|----------|---------------|
|                      |                    |               |           | :From         | :To         |                    |             |          |               |
| 5-8 Overflow Express | -----              | -----         | -----     | :Oakland      | :Ogden      | :Oakland           | :Ogden      | :East-SP | :31           |
| Baggage & Express    | -----              | -----         | -----     | :Oakland      | :Sacramento | :Oakland           | :Sacramento | :SP      | ---           |
| Baggage & Express    | -----              | -----         | -----     | :Oakland      | :Sacramento | :Oakland           | :Marysville | :SP      | ---           |
| Baggage & Express    | -----              | -----         | -----     | :Sacramento   | :Reno       | :Sacramento        | :Reno       | :SP      | ---           |
| Baggage & Express    | -----              | -----         | -----     | :Oakland      | :Colfax     | :Oakland           | :Colfax     | :SP      | :31           |
| Baggage & Express    | -----              | -----         | -----     | :Oakland      | :Ogden      | :Oakland           | :Ogden      | :SP      | :31           |
| Baggage & Express    | -----              | -----         | -----     | :Oakland      | :Ogden      | :Oakland           | :Ogden      | :SP      | ---           |
| Baggage & Mail       | -----              | -----         | -----     | :Oakland      | :Ogden      | :Oakland           | :Ogden      | :SP      | ---           |
| Storage Mail         | -----              | -----         | -----     | :Oakland      | :Ogden      | :Oakland           | :Ogden      | :SP      | :31           |
| Coach (News Agent)   | -----              | -----         | -----     | :Oakland      | :Sacramento | :Oakland           | :Sacramento | :SP      | ---           |
| Coach (Sat. only)    | -----              | -----         | -----     | :Oakland      | :Sacramento | :Oakland           | :Sacramento | :SP      | ---           |
| Coach (Sun. only)    | -----              | -----         | -----     | :Oakland      | :Sacramento | :Oakland           | :Sacramento | :SP      | ---           |
| Coach (Sun. only)    | -----              | -----         | -----     | :Oakland      | :Sacramento | :Oakland           | :Sacramento | :SP      | ---           |
| *Standard Sleeper    | : 320 : 612 : 12-1 |               |           | :Oakland      | :Reno       | :Oakland           | :Reno       | :SP      | :21           |
| Baggage & Express    | -----              | -----         | -----     | :Oakland      | :Crockett   | :Oakland           | :Crockett   | :SP      | ---           |
|                      |                    |               |           | :Oakland      | :Martinez   |                    | :Martinez   |          | ---           |

\*Tondays thru Fridays to be entrained on rear.

Saturdays and Sundays to be entrained ahead of News Agent's coach.

18 Cars - Oakland to Crockett/Martinez  
 (1) 17 Cars - Martinez to Sacramento  
 16 Cars - Sacramento to Colfax  
 15 Cars - Colfax to Reno  
 12 Cars - Reno to Ogden  
 (Maximum 20 Cars)

(1) 1 additional car Saturdays  
 2 additional cars Sundays

Original Page  
To Equipment Circular No. 14  
Effective June 2, 1946

OVERLAND ROUTE  
Train No. 28 -- "San Francisco Overland Limited"

| Equipment         | :Car<br>:No. | :Line<br>:No. | :Capacity | : On Train No. 28 |          | : En Route |            | :Via            | :Ret<br>:No. |
|-------------------|--------------|---------------|-----------|-------------------|----------|------------|------------|-----------------|--------------|
|                   |              |               |           | :From             | :To      | :From      | :To        |                 |              |
| Mail Apt. Car     | :---         | :---          | :---      | :Oakland          | :Omaha   | :Oakland   | :Omaha     | :SP-UP          | :27          |
| Dormitory Tourist | :---         | :---          | :---      | :Oakland          | :Chicago | :Oakland   | :Chicago   | :SP-UP-CHW      | :27          |
| Coach             | :281         | :---          | :48 seats | :Oakland          | :Chicago | :Oakland   | :Chicago   | :SP-UP-CHW      | :27          |
| Coach             | :282         | :---          | :48 seats | :Oakland          | :Chicago | :Oakland   | :Chicago   | :SP-UP-CHW      | :27          |
| Coffee Shop Car   | :---         | :---          | :---      | :Oakland          | :Chicago | :Oakland   | :Chicago   | :SP-UP-CHW      | :27          |
| Diner             | :---         | :---          | :---      | :Oakland          | :Chicago | :Oakland   | :Chicago   | :SP-UP-CHW      | :27          |
| Lounge            | :---         | :---          | :---      | :Oakland          | :Chicago | :Oakland   | :Chicago   | :SP-UP-CHW      | :27          |
| Standard Sleeper  | :283         | :4326         | :4-4-2    | :Oakland          | :Chicago | :Oakland   | :Chicago   | :SP-UP-CHW      | :27          |
| Standard Sleeper  | :284         | :4327         | :6-6-4    | :Oakland          | :Chicago | :Oakland   | :Chicago   | :SP-UP-CHW      | :27          |
| Standard Sleeper  | :285         | :4327         | :6-6-4    | :Oakland          | :Chicago | :Oakland   | :Chicago   | :SP-UP-CHW      | :27          |
| Standard Sleeper  | :286         | :4035         | :8-1-2    | :Oakland          | :Chicago | :Oakland   | :Chicago   | :SP-UP-CHW      | :27          |
| Standard Sleeper  | :287         | :4033         | :10-1-2   | :Oakland          | :Chicago | :Oakland   | :Chicago   | :SP-UP-CHW-NYC  | :27          |
| Standard Sleeper  | :288         | :655          | :6-6-4    | :Oakland          | :Ogden   | :Oakland   | :Ogden     | :SP-UP-CHW-Penn | :27          |
|                   |              |               |           |                   |          | :Oakland   | :St. Louis | :SP-UP-W.L.B    | :27          |

NOTE: Train No. 28 completely air-conditioned

13 cars - Oakland to Ogden.

Correction No. 46  
 Cancelling Original Page  
 To Equipment Circular No. 14  
 Effective October 30, 1946

TRAIN NO. 101 - STREAMLINER "CITY OF SAN FRANCISCO" (Eighth Train)  
 \* Sailings: Tuesdays, Thursdays and Saturdays

| Equipment               | :Car<br>:No. | :Line<br>:No. | :Capacity                | :Name of Sleeper   | : En Route |                  |
|-------------------------|--------------|---------------|--------------------------|--------------------|------------|------------------|
|                         |              |               |                          |                    | :From      | :To :Via         |
| 3 Car Power Unit        | :1-2-3       | :-----        | :5800 H.P.               | :-----             |            |                  |
| Baggage-Dormitory       | :SF-101      | :-----        |                          | :SF-101            |            |                  |
| Chair Car               | :SF-101      | :-----        | :54 Seats                | :Market Street     |            |                  |
| Chair Car               | :SF-102      | :-----        | :48 Seats                | :UP-5344           |            |                  |
| Coffee Shop-Kitchen Car | :SF-605      | :-----        | :32 Seats                | :Presidio          |            |                  |
| Dining Car              | :SF-606      | :-----        | :68 Seats                | :Mission Dolores   |            |                  |
| Dormitory Club Car      | :SF-702      | :-----        | :28 Seats                | :Mabareadero       |            |                  |
| Standard Sleeper        | :1010        | :4340         | :4 Compt. - 3 DRoom      | :Fishermens Wharf  |            | Chicago: Oakland |
| Standard Sleeper        | :1011        | :4341         | :12 Sections             | :Golden Gate Park  |            | C&NW-UP-SP       |
| Standard Sleeper        | :1012        | :4342         | :12 Duplex, 5 DER        | :Portsmouth Square |            |                  |
| Standard Sleeper        | :1013        | :4344         | :10 Roomettes, 5 DER     | :Perry Building    |            |                  |
| Standard Sleeper        | :1014        | :4343         | :4 Compts. 4 DER - 2 DR  | :Twin Peaks        |            |                  |
| Standard Sleeper        | :1015        | :4343         | :4 Compts. 4 DER - 2 DR  | :Chinatown         |            |                  |
| Standard Sleeper        | :1016        | :4343         | :4 Compts. 4 DER - 2 DR  | :Yerba Buena       |            |                  |
| Standard Sleeper        | :1017        | :4343         | :4 Compts. 4 DER - 2 DR  | :Cliff House       |            |                  |
| Standard Sleeper        | :1018        | :4343         | :6 Seats. 4 DER - 6 Rmt. | :American Rango    |            |                  |

18 Cars - Completely air-conditioned  
 Maximum consist - 18 Cars

\* The eighth train will leave Chicago Thursday, October 3, thence every other sailing thereafter.

Sailing 5th - 11th - 14th - 23rd - 29th of each month

# Correction No. 213

Cancelling Correction No. 46

To Equipment Circular No. 14

Effective September 1, 1947

## TRAIN NO. 101 - STREAMLINER "CITY OF SAN FRANCISCO" (Eighth Train)

\* Sailings: Daily

| Equipment               | :Car<br>:No. | :Line<br>:No. | :Capacity                | : | :Name of Sleeper   | : En Route |                    |
|-------------------------|--------------|---------------|--------------------------|---|--------------------|------------|--------------------|
|                         |              |               |                          |   |                    | :From      | :To :Via           |
| 3 Car Power Unit        | :-----       | :-----        | :-----                   | : | :-----             |            | )                  |
| Baggage Car             | :-----       | :-----        | :-----                   | : | :UP 5630           |            | )                  |
| Chair Car               | :SF-101      | :-----        | :54 Seats                | : | :Market Street     |            | )                  |
| Chair Car               | :SF-102      | :-----        | :48 Seats                | : | :UP-5344           |            | )                  |
| Coffee Shop-Kitchen Car | :-----       | :-----        | :32 Seats                | : | :Presidio          |            | )                  |
| Dining Car              | :-----       | :-----        | :68 Seats                | : | :Mission Dolores   |            | )                  |
| Dormitory Club Car      | :-----       | :-----        | :28 Seats                | : | :Embarcadero       |            | )                  |
| Standard Sleeper        | :1010        | :4340         | : 4 Compt. - 3 DRoom     | : | :Fishermens Wharf  |            | ) Chicago, Oakland |
| Standard Sleeper        | :1011        | :4341         | :12 Sections             | : | :Golden Gate Park  |            | ) C&NW-UP-SP       |
| Standard Sleeper        | :1012        | :4342         | :12 Duplex, 5DBR         | : | :Portsmouth Square |            | )                  |
| Standard Sleeper        | :1013        | :4344         | :10 Roomettes, 5 DBR     | : | :Ferry Building    |            | )                  |
| Standard Sleeper        | :1014        | :4343         | : 4 Compts. 4 DBR - 2 DR | : | :Twin Peaks        |            | )                  |
| Standard Sleeper        | :1015        | :4343         | : 4 Compts. 4 DBR - 2 DR | : | :Chinatown         |            | )                  |
| Standard Sleeper        | :1016        | :4332         | : 6 Sects. 6 Rmt-4 DBR   | : | :American Ranger   |            | )                  |

14 Cars - Completely air-conditioned

Maximum consist - 14 Cars

TRAIN NO. 101 - STREAMLINER - CITY OF SAN FRANCISCO\* (Eighth Train)  
Sailings: Daily.

14 Cars - Completely air-conditioned  
Maximum consist - 14 Cars

Correction No. 235  
 Cancelling Correction No. 213  
 To Equipment Circular No. 14  
 Effective October 6, 1947

TRAIN NO. 101 - STREAMLINER "CITY OF SAN FRANCISCO" (Eighth Train)  
 Sailings: Daily.

| Equipment               | Car<br>:No. | Line<br>:No. | Capacity<br>:           | Name of Sleeper<br>: | From :To:Via     |
|-------------------------|-------------|--------------|-------------------------|----------------------|------------------|
| 3 Car Power Unit        | :---        | :---         | :---                    | :---                 | )                |
| Baggage Car             | :---        | :---         | :---                    | :UP 5630             | )                |
| Baggage Dormitory       | :---        | :---         | :---                    | :SF 101              | )                |
| Chair Car               | :SF-100     | :---         | :54 seats               | :Market Street       | :                |
| Chair Car               | :SF-101     | :---         | :48 seats               | :UP-5344             | )                |
| Chair Car               | :SF-102     | :---         | :48 seats               | :SP-2487             | )                |
| Coffee Shop-Kitchen Car | :---        | :---         | :32 seats               | :Presidio            | )                |
| Dining Car              | :---        | :---         | :68 seats               | :Mission Dolores     | )                |
| Dormitory Club Car      | :---        | :---         | :28 seats               | :Embarcadero         | )Chicago:Oakland |
| Standard Sleeper        | :1010       | :4340        | :4 Compt.- 3 Droom      | :Fishermans Wharf    | ) C&NW-UP-SP     |
| Standard Sleeper        | :1011       | :4341        | :12 Sections            | :Golden Gate Park    | )                |
| Standard Sleeper        | :1012       | :4342        | :12 Duplex - 5 DBR      | :Portsmouth Square   | )                |
| Standard Sleeper        | :1013       | :4344        | :10 Roomettes - 5 DBR   | :Ferry Building      | )                |
| Standard Sleeper        | :1014       | :4343        | :4 Compts. 4 DBR - 2 DR | :Twin Peaks          | )                |
| Standard Sleeper        | :1015       | :4343        | :4 Compts. 4 DBR - 2 DR | :Chinatown           | )                |
| Standard Sleeper        | :1016       | :4332        | :6 Sects. 6 Rmt - 4 DBR | :American Ranger     | )                |

15 Cars - Completely air-conditioned  
 Maximum Consist - 15 Cars

Correction No. 480  
 Cancelling Correction No. 235  
 To Equipment Circular No. 14  
 Effective September 24, 1950

TRAIN NO. 101-102 - STREAMLINER "CITY OF SAN FRANCISCO" (Eighth Train)

| Equipment:              | Car No.<br>Eastbound | Car No.<br>Westbound | Line<br>No. | Capacity            | Name of Car             | Between: | Via:            |
|-------------------------|----------------------|----------------------|-------------|---------------------|-------------------------|----------|-----------------|
| 3 Car Power Unit        | -                    | -                    | -           | --                  | UP 5700 series          | )        |                 |
| Baggage Car             | -                    | -                    | -           | --                  | SP 5003-5004 - UP 5900- | )        |                 |
| Postal Car              | -                    | -                    | -           | --                  | 5901-5902 or CNW 8225   | )        |                 |
| Baggage Dormitory       | -                    | -                    | -           | --                  | UP 6005                 | )        |                 |
| Chair Car               | 101                  | 101                  | -           | 44 seats            | SP 2494                 | )        |                 |
| Chair Car               | 102                  | 102                  | -           | 44 seats            | SP 2490                 | )        |                 |
| Chair-lounge            | 103                  | 103                  | -           | 20 seats            | CNW 3428                | )        |                 |
| Coffee Shop             | -                    | -                    | -           | --                  | CNW 6960                | )        |                 |
| Dining Car              | -                    | -                    | -           | --                  | CNW 6961                | )        | Chicago-Oakland |
| Club Car                | -                    | -                    | -           | --                  | CNW 7903                | )        | CNW - UP - SP   |
| Std. Slpr.) Articulated | 1020                 | 1010                 | 4340        | 28 seats            | Fishermen's Wharf       | )        |                 |
| Std. Slpr.)             | 1021                 | 1011                 | 4341        | 4 Compt.-3 Droom    | Golden Gate Park        | )        |                 |
| Standard Sleeper        | 1022                 | 1012                 | 4342        | 12 Sections         | SP 9250                 | )        |                 |
| Standard Sleeper        | 1023                 | 1013                 | 4343        | 12 Duplex - 5 DBR   | Chinatown               | )        |                 |
| Standard Sleeper        | 1024                 | 1014                 | 4344        | 4 Compts.-4 DBR-2DR | SP 9200                 | )        |                 |
| Standard Sleeper        | 1025                 | 1015                 | 4351        | 10 Rmts.-5 DBR      | Pacific Bend            | )        |                 |
|                         |                      |                      |             | 10 Rmts.-6DBR       |                         | )        |                 |

15 Cars

Correction No. 606  
 Cancelling Correction No. 480  
 To Equipment Circular No. 14  
 Effective January 25, 1951

TRAIN NO. 101-102 - STREAMLINER "CITY OF SAN FRANCISCO" (Eighth Train)

| Equipment               | Car No.<br>Eastbound | Car No.<br>Westbound | Line<br>No. | Capacity             | Name of Car             | Between: | Via:            |
|-------------------------|----------------------|----------------------|-------------|----------------------|-------------------------|----------|-----------------|
| 3 Car Power Unit        | -                    | -                    | -           | --                   | ---                     | )        |                 |
| Baggage Car             | -                    | -                    | -           | --                   | UP 5700 series          | )        |                 |
| Postal Car              | -                    | -                    | -           | --                   | SP 5003-5004 - UP 5900- | )        |                 |
|                         |                      |                      |             |                      | 5901-5902 or CNW 8225   | )        |                 |
| Baggage Dormitory       | -                    | -                    | -           | --                   | UP 6005                 | )        |                 |
| Chair Car               | 101                  | 101                  | -           | 44 seats             | SP 2494                 | )        |                 |
| Chair Car               | 102                  | 102                  | -           | 44 seats             | SP 2490                 | )        |                 |
| Chair-lounge            | 103                  | 103                  | -           | 20 seats             | CNW 3428                | )        |                 |
| Coffee Shop             | -                    | -                    | -           | ---                  | CNW 6960                | )        |                 |
| Dining Car              | -                    | -                    | -           | ---                  | CNW 6961                | )        | Chicago-Oakland |
| Club Car                | -                    | -                    | -           | 28 seats             | CNW 7903                | )        | CNW - UP - SP   |
| Standard Sleeper        | 1020                 | 1010                 | -           | 4 Compts.-4 DBR -2DR | North Beach             | )        |                 |
| Std. Slpr.) Articulated | 1021                 | 1011                 | 4343        | 4 Compts.-3 DRoom    | Fishermen's Wharf       | )        |                 |
| Std. Slpr.)             | 1022                 | 1012                 | 4340        | 12 Sections          | Golden Gate Park        | )        |                 |
| Standard Sleeper        | 1023                 | 1013                 | 4341        | 12 Duplex -5 DBR     | SP 9250                 | )        |                 |
| Standard Sleeper        | 1024                 | 1014                 | 4342        | 10 Rmts.- 6 DBR      | SP 9043                 | )        |                 |
| Standard Sleeper        | 1025                 | 1015                 | 4351        | 10 Rmts.- 6 DBR      | Pacific Bond            | )        |                 |
|                         |                      |                      | 4351        |                      |                         | )        |                 |

15 Cars

Correction No. 680  
 Cancelling Correction No. 606  
 To Equipment Circular No. 14  
 Effective March 5, 1951

TRAIN NO. 101-102 - STREAMLINER "CITY OF SAN FRANCISCO" (Eighth Train)

| Equipment               | Car No.   |           | Line | Capacity             | Name of Car             | Between: Via: |   |
|-------------------------|-----------|-----------|------|----------------------|-------------------------|---------------|---|
|                         | Eastbound | Westbound |      |                      |                         |               |   |
| 3 Car Lower Unit        | -         | -         | -    | --                   | --                      | )             | ) |
| Baggage Car             | -         | -         | -    | --                   | UP 5700 series          | )             | ) |
| Postal Car              | -         | -         | -    | --                   | SP 5003-5004 - UP 5900- | )             | ) |
|                         |           |           |      |                      | 5901-5902 or CNW 8225   | )             | ) |
| Baggage Dormitory       | -         | -         | -    | --                   | UP 6005                 | )             | ) |
| Chair Car               | 101       | 101       | -    | 44 seats             | SP 2494                 | )             | ) |
| Chair Car               | 102       | 102       | -    | 44 seats             | SP 2490                 | )             | ) |
| Chair-lounge            | 103       | 103       | -    | 20 seats             | CNW 2428                | )             | ) |
| Coffee Shop             | -         | -         | -    | --                   | CNW 6960                | )             | ) |
| Dining Car              | -         | -         | -    | --                   | CNW 6961                | )             | ) |
| Club Car                | -         | -         | -    | --                   | CNW 7903                | )             | ) |
| Standard Sleeper        | 1020      | 1010      | -    | 28 seats             | North Beach             | )             | ) |
| Std. Slpr.) Articulated | 1021      | 1011      | 4343 | 4 Compts.-4 DBR -2DR | Fishermen's Wharf       | )             | ) |
| Std. Slpr.)             | 1022      | 1012      | 4340 | 4 Compts.-3 DRoom    | Golden Gate Park        | )             | ) |
| Standard Sleeper        | 1023      | 1013      | 4341 | 12 Sections          | SP 9250                 | )             | ) |
| Standard Sleeper        | 1025      | 1015      | 4342 | 12 Duplex -5 DBR     | Pacific Bend            | )             | ) |
|                         |           |           | 4351 | 10 Rmts.- 6 DBR      |                         | )             | ) |

14 Cars

Correction No. 785  
 Cancellation Correction No. 680  
 To Equipment Circular No. 14  
 Issued November 1, 1951

TRAIN NO. 101-102 - STREAMLINER "CITY OF SAN FRANCISCO" (Eighth Train)

| Equipment               | Car No.   |           | Line | Capacity                 | Name of Car            | Between: | Via:            |
|-------------------------|-----------|-----------|------|--------------------------|------------------------|----------|-----------------|
|                         | Eastbound | Westbound |      |                          |                        |          |                 |
| 3 Car Power Unit        | -         | -         | -    | --                       | --                     |          |                 |
| Baggage Car             | -         | -         | -    | --                       | UP 5700 series         |          |                 |
| Postal Car              | -         | -         | -    | --                       | SP 5903-5904 - UP 5900 |          |                 |
|                         | -         | -         | -    | --                       | 5901-5902 or CNW 8225  |          |                 |
| Baggage Dormitory       | -         | -         | -    | --                       | UP 3006                |          |                 |
| Chair Car               | 101       | 101       | -    | -                        | UP 5426                |          |                 |
| Chair Car               | 102       | 102       | -    | -                        | UP 5444                |          |                 |
| Coffee Shop             | -         | -         | -    | --                       | SP 10205               |          |                 |
| Dining Car              | -         | -         | -    | --                       | CBP 10204              |          |                 |
| Club Car                | -         | -         | -    | 28 Seats                 | CNW 7903               |          | Chicago-Oakland |
| Standard Sleeper        | 1020      | 1010      | -    | 4 Compts - 4 DBR - 2 DBR |                        |          | CNW - UP - SP   |
| Std. Slpr.) Articulated | 1021      | 1011      | 4343 | 4 Compts - 3 DBR         |                        |          |                 |
| Std. Slpr.)             | 1022      | 1012      | 4340 | 12 Sections              |                        |          |                 |
| Standard Sleeper        | 1023      | 1013      | 4341 | 12 Duplex - 5 DBR        |                        |          |                 |
| Standard Sleeper        | 1024      | 1014      | 4342 | 10 Rmts. - 6 DBR         |                        |          |                 |
|                         |           |           | 4351 |                          |                        |          |                 |

13 Cars

Correction No. 926  
 Cancelling Correction No. 785  
 To Equipment Circular No. 14  
 Issued June 1, 1952

TRAIN NO. 101-102 - STREAMLINER "CITY OF SAN FRANCISCO" (Eighth Train)

| Equipment               | Car No.   |           | Line | Capacity                | Between: |  | Via:              |
|-------------------------|-----------|-----------|------|-------------------------|----------|--|-------------------|
|                         | Eastbound | Westbound |      |                         |          |  |                   |
| 3 Car Power Unit        | -         | -         | -    | -                       | )        |  |                   |
| Baggage Car             | -         | -         | -    | -                       | )        |  |                   |
| Postal Car              | -         | -         | -    | -                       | )        |  |                   |
| Baggage Dormitory       | -         | -         | -    | -                       | )        |  |                   |
| Chair Car               | 101       | 101       | -    | 44 Seats                | )        |  |                   |
| Chair Car               | 102       | 102       | -    | 44 Seats                | )        |  |                   |
| Chair-Lounge            | 103       | 103       | -    | 20 Seats                | )        |  |                   |
| Coffee Shop             | -         | -         | -    | -                       | )        |  | Chicago - Oakland |
| Dining Car              | -         | -         | -    | -                       | )        |  | CNW - UP - SP     |
| Club Car                | -         | -         | -    | -                       | )        |  |                   |
| Standard Sleeper        | 1020      | 1010      | -    | 4 Compts - 4 DBR - 2 DR | )        |  |                   |
| Std. Slpr.) Articulated | 1021      | 1011      | 4343 | 4 Compts - 3 DBR        | )        |  |                   |
| Std. Slpr.)             | 1022      | 1012      | 4341 | 12 Sections             | )        |  |                   |
| Standard Sleeper        | 1023      | 1013      | 4342 | 10 Roomettes - 6 DBR    | )        |  |                   |
| Standard Sleeper        | 1024      | 1014      | 4351 | 10 Roomettes - 6 DBR    | )        |  |                   |

14 Cars

Correction No. 1271  
 Cancelling Correction No. 1062  
 To Equipment Circuar No. 14  
 Issued November 15, 1954.

TRAIN NO. 101-102 - STREAMLINER "CITY OF SAN FRANCISCO (Eighth Train)"

| Equipment         | Car No.<br>Eastbound | Car No.<br>Westbound | Line<br>No. | Capacity                | Between: | Via:                               |
|-------------------|----------------------|----------------------|-------------|-------------------------|----------|------------------------------------|
| 3 Car Power Unit  | -                    | -                    | -           | -                       | )        |                                    |
| Baggage Car       | -                    | -                    | -           | -                       | )        |                                    |
| Postal Car        | -                    | -                    | -           | -                       | )        |                                    |
| Baggage Dormitory | -                    | -                    | -           | -                       | )        |                                    |
| Chair Car         | 101                  | 101                  | -           | 44 Seats                | )        |                                    |
| Chair Car         | 102                  | 102                  | -           | 44 Seats                | )        |                                    |
| Chair-Lounge      | 103                  | 103                  | -           | 20 Seats                | )        |                                    |
| Coffee Shop       | -                    | -                    | -           | -                       | )        | Chicago - Oakland<br>CNW - UP - SP |
| Dining Car        | -                    | -                    | -           | -                       | )        |                                    |
| Club Car          | -                    | -                    | -           | -                       | )        |                                    |
| Standard Sleeper  | 1020                 | 1010                 | 4343        | 4 Compts - 4 DBR -2 DR) | )        |                                    |
| Std Slpr          | 1021                 | 1012                 | 4341        | 10 Roomettes - 6 DBR)   | )        |                                    |
| Std Slpr          | 1022                 | 1012                 | 4341        | 10 Roomettes - 6 DBR)   | )        |                                    |
| Standard Sleeper  | 1024                 | 1014                 | 4351        | 10 Roomettes - 6 DBR)   | )        |                                    |

12 Cars (13 Cars Fridays)

\* Operates Friday only

Original Page  
To Equipment Circular No. 14  
Effective June 2, 1946

TRAIN NO. 102 - STREAMLINER "CITY OF SAN FRANCISCO" (Eighth Train)  
Sailings: 2nd - 8th - 14th - 20th - 26th of each month.

| Equipment               | :Car<br>:No. | :Line<br>:No. | :Capacity               | :Name of Sleeper   | : En Route |                   |
|-------------------------|--------------|---------------|-------------------------|--------------------|------------|-------------------|
|                         |              |               |                         |                    | :From      | :To               |
| 3 Car Power Unit        | :1-2-3       | :----         | :5400 H.P.              | :-----             |            |                   |
| Baggage-Dormitory       | :SF-10;      | :-----        |                         | :SF 101            |            |                   |
| Chair Car               | :131         | :-----        | :54 seats               | :Market Street     |            |                   |
| Chair Car (1)           | :132         | :-----        | :48 seats               | :UP-5344           |            |                   |
| Coffee Shop-Kitchen Car | :SF-605      | :-----        | :32 seats               | :Presidio          |            |                   |
| Diner                   | :SF-606      | :-----        | :68 seats               | :Mission Dolores   |            |                   |
| Dormitory Club Car      | :SF-702      | :0000         | :28 seats               | :Embarcadero       |            |                   |
| Standard Sleeper        | :1020        | :4318         | :4 Compt. - 3 DRoom     | :Fishermens Wharf  |            | Oakland: Chicago: |
| Standard Sleeper        | :1021        | :4315         | :12 Sections            | :Golden Gate Park  |            | SP-UP-C&NW        |
| Standard Sleeper        | :1022        | :4316         | :12 Duplex, 5Dble, BR   | :Portsmouth Square |            |                   |
| Standard Sleeper        | :1023        | :4331         | :10 Roomettes, 5 DBR    | :Perry Building    |            |                   |
| Standard Sleeper        | :1024        | :4332         | :4 Compt. 4 DBR - 2 DR  | :Twin Peaks        |            |                   |
| Standard Sleeper        | :1025        | :4332         | :4 Compt. 4 DBR - 2 DR  | :Chinatown         |            |                   |
| Standard Sleeper        | :1026        | :4332         | :4 Compt. 4 DBR - 2 DR  | :Yerba Buena       |            |                   |
| Standard Sleeper        | :1027        | :4332         | :4 Compt. 4 DBR - 2 DR  | :Cliff House       |            |                   |
| Standard Sleeper        | :1028        | :4332         | :6 Sect. 4 DBR - 6 Rnts | :American Ranger   |            |                   |

18 Cars -- Completely air-conditioned.

18 Car Limit

(1) Effective from S.F. last trip June 8, 1946.

Correction No. 43  
 Cancelling Original Page  
 To Equipment Circular No. 14  
 Effective October 30, 1946

TRAIN NO. 102 - STREAMLINER "CITY OF SAN FRANCISCO" (Eighth Train)  
 \* Sailings: Tuesdays, Thursdays and Saturdays

| Equipment               | :Car<br>:No. | :Line<br>:No. | :Capacity                | : En Route         |       |                   |
|-------------------------|--------------|---------------|--------------------------|--------------------|-------|-------------------|
|                         |              |               |                          | :Name of Sleeper   | :From | :To :Via          |
| 3 Car Power Unit        | :1-2-3       | :-----        | :5800 H.P.               | :-----             |       |                   |
| Baggage-Dormitory       | :SF-101      | :-----        | :-----                   | :SF-101            |       |                   |
| Chair Car               | :SF-101      | :-----        | :54 Seats                | :Market Street     |       |                   |
| Chair Car               | :SF-102      | :-----        | :48 Seats                | :UP-5344           |       |                   |
| Coffee Shop-Kitchen Car | :SF-505      | :-----        | :32 Seats                | :Presidio          |       |                   |
| Diner                   | :SF-606      | :-----        | :68 Seats                | :Mission Dolores   |       |                   |
| Dormitory Club Car      | :SF-702      | :0000         | :28 Seats                | :Barbadero         |       |                   |
| Standard Sleeper        | :1020        | :4340         | :4 Compt. - 3 Droom      | :Fishermens Wharf  |       | Oakland: Chicago: |
| Standard Sleeper        | :1021        | :4341         | :12 Sections             | :Golden Gate Park  |       | SP-UP-C&NW        |
| Standard Sleeper        | :1022        | :4342         | :12 Duplex, 5Dble, RR    | :Portsmouth Square |       |                   |
| Standard Sleeper        | :1023        | :4344         | :10 Roomettes, 5 DBR     | :Ferry Building    |       |                   |
| Standard Sleeper        | :1024        | :4343         | :4 Compt. 4 DBR - 2 DR   | :Twin Peaks        |       |                   |
| Standard Sleeper        | :1025        | :4343         | :4 Compt. 4 DBR - 2 DR   | :Chinatown         |       |                   |
| Standard Sleeper        | :1026        | :4343         | :4 Compt. 4 DBR - 2 DR   | :Yerba Buena       |       |                   |
| Standard Sleeper        | :1027        | :4343         | :4 Compt. 4 DBR - 2 DR   | :Cliff House       |       |                   |
| Standard Sleeper        | :1028        | :4343         | :6 Seats. 4 DBR - 6 Rats | :American Ranger   |       |                   |

18 Cars - Completely air-conditioned.  
 Maximum Consist - 18 Cars

\* The eighth train will leave San Francisco Tuesday, October 1st, thence every other sailing thereafter.

Correcotion No. 216  
 Cancelling Correction No. 43  
 To Equipment Circular No. 14  
 Effective September 1, 1947

TRAIN NO. 102 - STREAMLINER "CITY OF SAN FRANCISCO" (Eighth Train)  
 Sailings: Daily.

| Equipment               | Car<br>No. | Line<br>No. | Capacity               | En Route          |                  |
|-------------------------|------------|-------------|------------------------|-------------------|------------------|
|                         |            |             |                        | Name of Sleeper   | From To Via      |
| 3 Car Power Unit        | ----       | ----        | ----                   | ----              |                  |
| Baggage Car             | ----       | ----        | ----                   | UP 5630           |                  |
| Baggage Dormitory       | ----       | ----        | ----                   | SF-101            |                  |
| Chair Car               | SF-101     | ----        | 54 Seats               | Market Street     |                  |
| Chair Car               | SF-102     | ----        | 48 Seats               | UP-5344           |                  |
| Coffee Shop-Kitchen Car | ----       | ----        | 32 Seats               | Presidio          |                  |
| Diner                   | ----       | ----        | 68 Seats               | Mission Dolores   |                  |
| Dormitory Club Car      | ----       | ----        | 28 Seats               | Embarcadero       |                  |
| Standard Sleeper        | 1020       | 4340        | 4 Compt. - 3 Droom     | Fishermens Wharf  | Oakland; Chicago |
| Standard Sleeper        | 1021       | 4341        | 12 Sootions            | Golden Gate Park  | SP-UP-C&NW       |
| Standard Sleeper        | 1022       | 4342        | 12 Duplex, 5 Dble. BR  | Portsmouth Square |                  |
| Standard Sleeper        | 1023       | 4344        | 10 Roomettes, 5 DBR    | Ferry Building    |                  |
| Standard Sleeper        | 1024       | 4343        | 4 Compt. 4 DBR - 2 DR  | Twin Peaks        |                  |
| Standard Sleeper        | 1025       | 4343        | 4 Compt. 4 DBR - 2 DR  | Chinatown         |                  |
| Standard Sleeper        | 1026       | 4332        | 6 Sects. 6 Rmt - 4 DBR | American Ranger   |                  |

14 Cars - Completely air-conditioned.  
 Maximum Consist - 14 Cars

Correction No. 238  
 Cancelling Correction No. 216  
 To Equipment Circular No. 14  
 Effective October 6, 1947

TRAIN NO. 102 - STREAMLINER "CITY OF SAN FRANCISCO" (Eighth Train)  
 Sailings: Daily

| Equipment                      | :Car<br>:No. | :Line<br>:No. | :Capacity                | :Name of Sleeper   | :En Route<br>:From :To :Via |
|--------------------------------|--------------|---------------|--------------------------|--------------------|-----------------------------|
|                                |              |               |                          |                    |                             |
| 3 Car Power Unit               | :---         | :---          | :---                     | :---               | )                           |
| Baggage Car                    | :---         | :---          | :---                     | :UP 5630           | )                           |
| Baggage Dormitory              | :---         | :---          | :---                     | :SF-101            | )                           |
| Chair Car                      | :SF-100      | :---          | :54 seats                | :Market Street     | )                           |
| Chair Car                      | :SF-101      | :---          | :43 seats                | :UP-5344           | )                           |
| Chair Car                      | :SF-102      | :---          | :48 seats                | :SP-2487           | )                           |
| Coffee Shop-Kitchen Car)       | :---         | :---          | :32 seats                | :Presidio          | )                           |
| Diner                          | :---         | :---          | :68 seats                | :Mission Dolores   | )                           |
| Dormitory Club Car             | :---         | :---          | :28 seats                | :Embarcadero       | )                           |
| Standard Sleeper )             | :1020        | :4340         | : 4 Compt. - 3 DRoom     | :Fishermens Wharf  | ) Oakland: Chicago          |
| Standard Sleeper ) Articulated | :1021        | :4341         | :12 sections             | :Golden Gate Park  | ) SP-UP-C&NW                |
| Standard Sleeper               | :1022        | :4342         | :12 Duplex, 5 Dble. BR   | :Portsmouth Square | )                           |
| Standard Sleeper               | :1023        | :4344         | :10 Roomettes, 5 DBR     | :Ferry Building    | )                           |
| Standard Sleeper               | :1024        | :4343         | : 4 Compt. 4 DBR - 2 DR  | :Twin Peaks        | )                           |
| Standard Sleeper               | :1025        | :4343         | : 4 Compt. 4 DBR - 2 DR  | :Chinatown         | )                           |
| Standard Sleeper               | :1026        | :4332         | : 6 Sects. 6 Rmt - 4 DBR | :American Ranger   | )                           |

15 Cars - completely air-conditioned.  
 Maximum Consist - 15 Cars

Original Page  
To Equipment Circular No. 14  
Effective June 2, 1946

TRAIN NO. 101 -- STREAMLINER "CITY OF SAN FRANCISCO" (Tenth Train)  
Sailings: 2nd - 8th - 14th - 20th - 26th - each month from Chicago

| Equipment                  | :Car<br>:No. | :Lino<br>:No. | :Capacity                 | :Name of Sleeper   | :En Route |                   |
|----------------------------|--------------|---------------|---------------------------|--------------------|-----------|-------------------|
|                            |              |               |                           |                    | :From     | :To :Via          |
| 3 Car Power Unit           | :4-5-6       | :-----        | :6000 H.P.                | :-----             |           |                   |
| Baggage-Dormitory          | :SF-104      | :-----        | :-----                    | :SF-104            |           |                   |
| Chair Car                  | :1           | :-----        | :48 seats                 | :Montgomery Street |           |                   |
| Chair Car (1)              | :2           | :-----        | :48 seats                 | :UP-5363           |           |                   |
| Coffee Shop-Kitchen Car    | :SF-609      | :-----        | :32 seats                 | :Fort Mason        |           |                   |
| Dining Car                 | :SF-610      | :-----        | :64 seats                 | :St. Francis Woods |           |                   |
| Lounge                     | :SF-704      | :-----        | :35 seats                 | :Marina            |           |                   |
| Standard Sleeper           | :1010        | :4340         | :4 Compt. 3 Droom         | :Seal Rocks        |           | Chicago: Oakland: |
| Standard Sleeper           | :1011        | :4341         | :12 Sections              | :Union Square      |           | C&NW-UP-SP        |
| Standard Sleeper           | :1012        | :4342         | :12 Duplex 5 DRR          | :Telegraph Hill    |           |                   |
| Standard Sleeper           | :1013        | :4344         | :10 Roomette, 5 DRR       | :Rincon Hill       |           |                   |
| Standard Sleeper           | :1014        | :4343         | :4 Compt. - 4 DRR - 2 DRR | :Sutro Heights     |           |                   |
| Standard Sleeper           | :1015        | :4343         | :4 Compt. - 4 DRR - 2 DRR | :North Beach       |           |                   |
| Standard Sleeper           | :1016        | :4343         | :4 Compt. - 4 DRR - 2 DRR | :Hunters' Point    |           |                   |
| Standard Sleeper           | :1017        | :4343         | :4 Compt. - 4 DRR - 2 DRR | :Civic Center      |           |                   |
| Standard Sleeper           | :1018        | :4343         | :4 Compt. - 4 DRR - 2 DRR | :Angel Island      |           |                   |
| Lounge Observation Sleeper | :1019        | :4339         | :4 DRR - Lounge Obs.      | :Russian Hill      |           |                   |

19 Cars -- Completely air-conditioned.

Maximum consist 19 cars.

(1) Effective from Chgo. last trip June 5, 1946

Correction No. 52  
 Cancelling Original Page  
 To Equipment Circular No. 14  
 Effective October 30, 1946

TRAIN NO. 101 - STREAMLINER "CITY OF SAN FRANCISCO" (Tenth Train)  
 \* Sailings: Tuesdays, Thursdays and Saturdays

| Equipment               | :Car<br>:No. | :Line<br>:No. | :Capacity           | :Name of Sleeper   | :En Route |                   |
|-------------------------|--------------|---------------|---------------------|--------------------|-----------|-------------------|
|                         |              |               |                     |                    | :From     | :To :Via          |
| 3 Car Power Unit        | :4-5-6       | :---          | :5000 H.P.          | :---               |           |                   |
| Baggage-Dormitory       | :SF-104      | :---          | :---                | :SF-104            |           |                   |
| Chair Car               | :SF-101      | :---          | :48 Seats           | :Montgomery Street |           |                   |
| Chair Car               | :SF-102      | :---          | :48 Seats           | :UP-5363           |           |                   |
| Coffee Shop-Kitchen Car | :SF-609      | :---          | :32 Seats           | :Fort Mason        |           |                   |
| Dining Car              | :SF-610      | :---          | :64 Seats           | :St. Francis Woods |           |                   |
| Lounge                  | :SF-704      | :---          | :35 Seats           | :Marina            |           |                   |
| Standard Sleeper        | :1010        | :4340         | :4 Compt. 3 DRoom   | :Sail Rooks        |           | Chicago: Oakland: |
| Standard Sleeper        | :1011        | :4341         | :12 Sections        | :Union Square      |           | CSNW-UP-SP        |
| Standard Sleeper        | :1012        | :4342         | :12 Duplex 5 DBR    | :Telegraph Hill    |           |                   |
| Standard Sleeper        | :1013        | :4344         | :10 Roomette, 5 DBR | :Rincon Hill       |           |                   |
| Standard Sleeper        | :1014        | :4343         | :4 Compt. 4 DBR-2DR | :North Beach       |           |                   |
| Standard Sleeper        | :1015        | :4343         | :4 Compt. 4 DBR-2DR | :Hunters' Point    |           |                   |
| Standard Sleeper        | :1016        | :4343         | :4 Compt. 4 DBR-2DR | :Civic Center      |           |                   |
| Standard Sleeper        | :1017        | :4343         | :4 Compt. 4 DBR-2DR | :Angel Island      |           |                   |
| Standard Sleeper        | :1019        | :4339         | :4 Compt. 4 DBR-2DR | :213               |           |                   |

18 Cars - Completely air-conditioned  
 Maximum consist - 18 Cars

\* The tenth train will leave Chicago Tuesday, October 1st, thence every other sailing thereafter.

Correction No. 219  
 Cancelling Correction No. 52  
 To Equipment Circular No. 14  
 Effective September 1, 1947

TRAIN NO. 101 - STREAMLINER "CITY OF SAN FRANCISCO" (Tenth Train)  
 \* Sailings: Daily.

| Equipment               | Car No. | Line No. | Capacity               | En Route          |                  |
|-------------------------|---------|----------|------------------------|-------------------|------------------|
|                         |         |          |                        | Name of Sleeper   | From To Via      |
| 3 Car Power Unit        |         |          |                        |                   |                  |
| Baggage Car             |         |          |                        | UP 5621           |                  |
| Baggage-Dormitory       |         |          |                        | SF-104            |                  |
| Chair Car               | SF-101  |          | 48 Seats               | Montgomery Street |                  |
| Chair Car               | SF-102  |          | 48 Seats               | UP 5363           |                  |
| Coffee Shop-Kitchen Car |         |          | 32 Seats               | Fort Mason        |                  |
| Dining Car              |         |          | 64 Seats               | St. Francis Woods |                  |
| Club-Lounge             |         |          | 35 Seats               | Marina            |                  |
| Standard Sleeper        | 1010    | 4340     | 4 Compt. 3 Droom       | Sausal Rocks      | Chicago: Oakland |
| Standard Sleeper        | 1011    | 4341     | 12 Sections            | Union Square      | C&NW-UP-SF       |
| Standard Sleeper        | 1012    | 4342     | 12 Duplex 5 DHR        | Telegraph Hill    |                  |
| Standard Sleeper        | 1013    | 4344     | 10 Roomette, 5 DHR     | Rincon Hill       |                  |
| Standard Sleeper        | 1014    | 4343     | 4 Compt. 4 DHR - 2 DR  | Hunters' Point    |                  |
| Standard Sleeper        | 1015    | 4343     | 4 Compts. 4 DHR - 2 DR | Civic Center      |                  |
| Standard Sleeper        | 1016    | 4332     | 6 Sect. 6 Rmt - 4 DHR  | American Forum    |                  |

14 Cars - Completely air-conditioned  
 Maximum consist - 14 Cars

Correction No. 241  
 Cancelling Correction No. 219  
 To Equipment Circular No. 14  
 Effective October 6, 1947

TRAIN NO. 101 - STREAMLINER "CITY OF SAN FRANCISCO" (Tenth Train)  
 \* Sailings: Daily.

| Equipment               | :Car    |   | :Line |   | :Capacity               | :Name of Sleeper   | :En Route |                  |
|-------------------------|---------|---|-------|---|-------------------------|--------------------|-----------|------------------|
|                         | :No.    | : | :No.  | : |                         |                    | :From     | :To :Via         |
| 3 Car Power Unit        | :       | : | :     | : | :                       | :UP 5621           | :         | :                |
| Baggage Car             | :       | : | :     | : | :                       | :SF-104            | :         | :                |
| Baggage-Dormitory       | :       | : | :     | : | :                       | :SP-2491           | :         | :                |
| Chair Car               | :SF-100 | : | :     | : | :44 seats               | :Montgomery Street | :         | :                |
| Chair Car               | :SF-101 | : | :     | : | :48 seats               | :UP-5363           | :         | :                |
| Chair Car               | :SF-102 | : | :     | : | :48 seats               | :Fort Mason        | :         | :                |
| Coffee Shop-Kitchen Car | :       | : | :     | : | :32 seats               | :St. Francis Woods | :         | :                |
| Dining Car              | :       | : | :     | : | :64 seats               | :Seal Rocks        | :         | Chicago: Oakland |
| Standard Sleeper        | :1010   | : | :4340 | : | :4 Compt. 3 DRoom       | :Union Square      | :         | C&NW-UP-SP       |
| Standard Sleeper        | :1011   | : | :4341 | : | :12 Sections            | :Telegraph Hill    | :         | :                |
| Standard Sleeper        | :1012   | : | :4342 | : | :12 Duplex 5 DBR        | :Rincon Hill       | :         | :                |
| Standard Sleeper        | :1013   | : | :4344 | : | :10 Roomette, 5 DBR     | :Hunters' Point    | :         | :                |
| Standard Sleeper        | :1014   | : | :4343 | : | :4 Compt. 4DBR - 2 DR   | :American Forum    | :         | :                |
| Standard Sleeper        | :1016   | : | :4332 | : | :6 Sect. 6 Rmt. - 4 DBR | :Civic Center      | :         | :                |
| Standard Sleeper        | :1015   | : | :4343 | : | :4 Compt. 4DBR - 2 DR   | :                  | :         | :                |
| Observation Lounge      | :       | : | :     | : | :                       | :Nob Hill          | :         | :                |

15 Cars - Completely air-conditioned  
 Maximum Consist - 15 Cars

Correction No. 299  
 Cancelling Correction No. 241  
 To Equipment Circular No. 14  
 Effective February 1, 1949

TRAIN NO. 101 - STREAMLINER "CITY OF SAN FRANCISCO" (Tenth Train)  
 \* Sailings: Daily.

| Equipment                | Car<br>No    | Line<br>No | Capacity               | En Route          |                    |
|--------------------------|--------------|------------|------------------------|-------------------|--------------------|
|                          |              |            |                        | Name of Sleeper   | From To Via        |
| 3 Car Power Unit         | :            | :          | :                      | :                 | :                  |
| Baggage Car              | :            | :          | :                      | UP 5614           | )                  |
| Baggage-Dormitory        | :            | :          | :                      | SF-104            | )                  |
| Chair Car                | SP-100       | :          | 44 seats               | SP-2491           | )                  |
| Chair Car                | SP-101       | :          | 48 seats               | Montgomery Street | )                  |
| Chair Car                | SP-102       | :          | 48 seats               | UP-5363           | )                  |
| Coffee Shop-Kitchen Car) | Articulated, | :          | 32 seats               | Fort Mason        | )                  |
| Dining Car               |              | :          | 64 seats               | St Francis Woods  | )                  |
| Standard Sleeper)        | 1010         | 4340       | 4 Compt. 3 DRoom       | Seal Rook         | ) Chicago, Oakland |
| Standard Sleeper)        | 1011         | 4341       | 12 Sections            | Union Square      | ) C&NW-UP-SP       |
| Standard Sleeper         | 1012         | 4342       | 12 Duplex 5 DBR        | Telegraph Hill    | )                  |
| Standard Sleeper         | 1013         | 4344       | 4 Compts, 4 DBR - 2 DR | Hunters Point     | )                  |
| Standard Sleeper         | 1014         | 4343       | 4 Compt. 4 DBR - 2 DR  | Civic Center      | )                  |
| Standard Sleeper         | 1015         | 4332       | 6 Soot. 6 Rmt. - 4 DBR | American Forum    | )                  |
| Standard Sleeper         | 1016         | 4343       | 10 Roomette, 5 DBR     | Hinden Hill       | )                  |
| Observation Lounge       | :            | :          | :                      | Neb Hill          | )                  |

15 Cars - Completely air-conditioned  
 Maximum Consist - 15 Cars

Correction No. 481  
 Cancelling Correction No. 299  
 To Equipment Circular No. 14  
 Effective September 24, 1950

TRAIN NO. 101-102 - STREAMLINER "CITY OF SAN FRANCISCO" (Tenth Train)

| Equipment               | Car No.     |            | Line No. | Capacity               | Name of Car             | Between::Via                       |
|-------------------------|-------------|------------|----------|------------------------|-------------------------|------------------------------------|
|                         | East-bound  | West-bound |          |                        |                         |                                    |
| 3 Car Power Unit        | -           | -          | -        | --                     | --                      | )                                  |
| Baggage Car             | -           | -          | -        | --                     | UP 5700 series          | )                                  |
| Postal Car              | -           | -          | -        | --                     | SP 5003-5004, UP 5900-- | )                                  |
|                         |             |            |          |                        | 5901-5902 or CNW 8225   | )                                  |
| Baggage-Dormitory       | 2           | -          | -        | --                     | SP 3101                 | )                                  |
| Chair Car               | 101         | 101        | -        | 44 seats               | UP 5430                 | )                                  |
| Chair Car               | 102         | 102        | -        | 44 seats               | UP 5429                 | )                                  |
| Chair-Loungo            | 103         | 103        | -        | 20 seats               | CNW 3420                | )                                  |
| Coffee Shop-Kitchen Car | Articulated | -          | -        | 32 seats               | SP 10225                | )                                  |
| Dining Car              |             | -          | -        | 64 seats               | SP 10226                | )                                  |
| Club Car                | -           | -          | -        | --                     | SP 2986                 | )                                  |
| Std. Slpr.) Articulated | 1020        | 1010       | 4340     | 4 Compts. 3 DRoom      | Seal Rock               | Chicago-Oakland<br>CA&NW - UP - SP |
| Std. Slpr.)             | 1021        | 1011       | 4341     | 12 sections            | Union Square            |                                    |
| Standard Sleeper        | 1022        | 1012       | 4342     | 12 Duplex - 5 DBR      | SP 9251                 |                                    |
| Standard Sleeper        | 1023        | 1013       | 4343     | 4 Compts.-4 DBR - 2 DR | Hunters Point           |                                    |
| Standard Sleeper        | 1024        | 1014       | 4344     | 10 Rmts. - 5 DBR       | Rincon Hill             |                                    |
| Standard Sleeper        | 1025        | 1015       | 4351     | 10 Rmts. - 6 DBR       | Pacific Emblem          |                                    |

15 Cars

Correction No. 681  
 Cancelling Correction No. 481  
 To Equipment Circular No. 14  
 Effective March 5, 1950

TRAIN NO. 101-102 - STREAMLINER "CITY OF SAN FRANCISCO" (Tenth Train)

| Equipment               | Car No. Car No. |                | Lino<br>No. | Capacity                | Name of Car            | Between::Via |
|-------------------------|-----------------|----------------|-------------|-------------------------|------------------------|--------------|
|                         | East-<br>bound  | West-<br>bound |             |                         |                        |              |
| 3 Car Power Unit        | -               | -              | -           | --                      | --                     | )            |
| Baggage Car             | -               | -              | -           | --                      | UP 5700 series         | )            |
| Postal Car              | -               | -              | -           | --                      | SP 5003-5004, UP 5900- | )            |
|                         |                 |                |             |                         | 5901-5002 or CNW 8225  | )            |
| Baggage-Dormitory       | -               | -              | -           | --                      | SP 3101                | )            |
| Chair Car               | 101             | 101            | -           | 44 seats                | UP 5425                | )            |
| Chair Car               | 102             | 102            | -           | 44 seats                | UP 5429                | )            |
| Chair-Lounge            | 103             | 103            | -           | 20 seats                | CNW 3420               | )            |
| Coffee Shop-Kitchen Car | Articulated     |                | -           | 32 seats                | SP 10225               | )            |
| Dining Car              |                 |                | -           | 64 seats                | SP 10226               | )            |
| Club Car                | -               | -              | -           | --                      | SP 2986                | )            |
| Std. Slpr.)             | 1020            | 1010           | 4340        | 4 Compts. 3 DRoom       | Seal Rock              | )            |
| Std. Slpr.)             | 1021            | 1011           | 4341        | 12 sections             | Union Square           | )            |
| Standard Sloopor        | 1022            | 1012           | 4342        | 12 Duplox - 5 DBR       | SP 9251                | )            |
| Standard Sloopor        | 1023            | 1013           | 4343        | 4 Compts. - 4 DBR - 2DR | Huntors Point          | )            |
| Standard Sloopor        | 1025            | 1015           | 4351        | 10 Rnts. - 6 DBR        | Pacific Emblem         | )            |

14 Cars

Correction No. 786

Cancelling Correction No. 681

To Equipment Circular No. 14

Issued November 1, 1951

TRAIN NO. 101-102 - STREAMLINER "CITY OF SAN FRANCISCO" (Tenth Train)

| Equipment                | Car No      |            | Line No. | Capacity               | Name of Car            | Between: | Via: |
|--------------------------|-------------|------------|----------|------------------------|------------------------|----------|------|
|                          | East-bound  | West-bound |          |                        |                        |          |      |
| 3 Car Power Unit         | -           | -          | -        | --                     | --                     | -        | -    |
| Baggage Car              | -           | -          | -        | --                     | UP 5700 series         | -        | -    |
| Postal Car               | -           | -          | -        | --                     | SP 5003-5004, UP 5900- | -        | -    |
|                          |             |            |          |                        | 5901-5902 or CNW 8225) | -        | -    |
| Baggage-Dormitory        | -           | -          | -        | --                     | SP 3101                | -        | -    |
| Chair Car                | 101         | 101        | -        | --                     | UP 5429                | -        | -    |
| Chair Car                | 102         | 102        | -        | --                     | UP 5427                | -        | -    |
| Chair-Lounge             | 103         | 103        | -        | --                     | CNW 3429               | -        | -    |
| Coffee Shop-Kitchen Car) | Articulated |            | -        | --                     | SP 10225               | -        | -    |
| Dining Car               |             |            | -        | --                     | SP 10226               | -        | -    |
| Club Car                 | -           | -          | -        | --                     | SP 2986                | -        | -    |
| Std. Slpr.) Articulated  | 1020        | 1010       | 4343     | 4 Comp. - 4 DBR - 2 DR | --                     | -        | -    |
| Std. Slpr.)              | 1021        | 1011       | 4340     | 4 Comp. - 3 DRoom      | --                     | -        | -    |
| Standard Sleeper         | 1022        | 1012       | 4341     | 12 Sections            | --                     | -        | -    |
| Standard Sleeper         | 1023        | 1013       | 4342     | 12 Duplex - 5 DBR      | --                     | -        | -    |
| Standard Sleeper         | 1024        | 1014       | 4351     | 10 Rmts. - 6 DBR       | --                     | -        | -    |

14 Cars

Correction No. 788  
 Cancelling Correction No. 683  
 To Equipment Circular No. 14  
 Issued November 1, 1951

TRAIN NO. 101-102 - STREAMLINER "CITY OF SAN FRANCISCO" Nineteenth Train)

| Equipment:         | Car No.   |           | Line | Capacity               | Name of Car            | Between: Via:     |
|--------------------|-----------|-----------|------|------------------------|------------------------|-------------------|
|                    | Eastbound | Westbound |      |                        |                        |                   |
| 3 Car Power Unit   | -         | -         | -    | --                     | --                     | )                 |
| Baggage            | -         | -         | -    | --                     | SP 5700 series         | )                 |
| Postal Car         | -         | -         | -    | --                     | SP 5003-5004, UP 5900- | )                 |
|                    |           |           |      |                        | 5501-5902 or CNW 8225  | )                 |
| Baggage-Dormitory  | -         | -         | -    | --                     | SF 104                 | ) Chicago-Oakland |
| Chair Car          | 101       | 101       | -    | --                     | SP 2379                | ) CH. - UF - SP   |
| Chair Car          | 102       | 102       | -    | --                     | UP 5430                | )                 |
| Coffee Shop-Lounge | -         | -         | -    | --                     | UP 5000                | )                 |
| Diner              | -         | -         | -    | --                     | UP 4816                | )                 |
| Club Car           | -         | -         | -    | --                     | CNW 7902               | )                 |
| Standard Sleeper   | 1021      | 1011      | 4343 | 4 Compts. 4 DBR - 2 DR | --                     | )                 |
| Standard Sleeper   | 1022      | 1012      | 4343 | 4 Compts. 4 DBR - 2 DR | --                     | )                 |
| Standard Sleeper   | 1023      | 1013      | 4332 | 6 Sects. 6 Rmts. 4 DBR | --                     | )                 |
| Standard Sleeper   | 1024      | 1014      | 4351 | 10 Rmts. - 6 DBR       | --                     | )                 |
| Standard Sleeper   | 1025      | 1015      | 4351 | 10 Rmts. - DBR         | --                     | )                 |

13 Cars

Correction No. 923  
 Cancelling Correction No. 786  
 To Equipment Circular No. 14  
 Issued June 1, 1952

TRAIN NO. 101-102 "STREAMLINER "CITY OF SAN FRANCISCO" (Tenth Train)

| Equipment                            | Car No.<br>Eastbound | Car No.<br>Westbound | Line<br>No. | Capacity               | Between: | Via:              |
|--------------------------------------|----------------------|----------------------|-------------|------------------------|----------|-------------------|
| 3 Car Power Unit                     | -                    | -                    | -           | -                      | -        | -                 |
| Baggage Car                          | -                    | -                    | -           | -                      | -        | -                 |
| Postal Car                           | -                    | -                    | -           | -                      | -        | -                 |
| Baggage-Dormitory                    | -                    | -                    | -           | -                      | -        | -                 |
| Chair Car                            | 101                  | 101                  | -           | 44 Seats               | -        | Chicago - Oakland |
| Chair Car                            | 102                  | 102                  | -           | 44 Seats               | -        | C&NW - UP - SP    |
| Coffee Shop-Kitchen Car              | -                    | -                    | -           | -                      | -        | -                 |
| Dining Car                           | -                    | -                    | -           | -                      | -        | -                 |
| Club Car                             | -                    | -                    | -           | -                      | -        | -                 |
| Std. Slpr.                           | 1020                 | 1010                 | 4343        | 4 Comp. - 4 DBR - 2 DR | -        | -                 |
| Std. Slpr.                           | 1021                 | 1011                 | 4340        | 4 Comp. - 3 DRoom      | -        | -                 |
| Articu- )<br>Standard Sleeper) lated | 1022                 | 1012                 | 4341        | 12 Sections            | -        | -                 |
| Standard Sleeper                     | 1023                 | 1013                 | 4342        | 10 Rmtes - 6 DBR       | -        | -                 |
| Standard Sleeper                     | 1024                 | 1014                 | 4351        | 10 Rmtes - 6 DBR       | -        | -                 |

13 Cars

Correction No. 1066  
 Cancelling Correction No. 923  
 To Equipment Circular No. 14  
 Issued September 1, 1953

TRAIN NO. 101-102 "STREAMLINER "CITY OF SAN FRANCISCO" (Tenth Train)

| Equipment               | Car No.   |           | Line<br>No. | Capacity              | Between: Via: |                   |
|-------------------------|-----------|-----------|-------------|-----------------------|---------------|-------------------|
|                         | Eastbound | Westbound |             |                       |               |                   |
| 3 Car Power Unit        | -         | -         | -           | -                     | -             | -                 |
| Baggage Car             | -         | -         | -           | -                     | -             | -                 |
| Postal Car              | -         | -         | -           | -                     | -             | -                 |
| Passage-Dormitory       | -         | -         | -           | -                     | -             | -                 |
| Chair Car               | 101       | 101       | -           | 44 Seats              | -             | Chicago - Oakland |
| Chair Car               | 102       | 102       | -           | 44 Seats              | -             | C&NW - UP - SP    |
| Coffee Shop-Kitchen Car | -         | -         | -           | -                     | -             | -                 |
| Dining Car              | -         | -         | -           | -                     | -             | -                 |
| Club Car                | -         | -         | -           | -                     | -             | -                 |
| Std Slpr                | 1020      | 1010      | 4343        | 4 Comp - 4 DBR - 2 DR | -             | -                 |
| Std Slpr) Articulated   | 1021      | 1011      | 4343        | 4 Comp - 4 DBR - 2 DR | -             | -                 |
| Std Slpr)               | 1022      | 1012      | 4351        | 10 Rmtes - 6 DBR      | -             | -                 |
| (a) Std Slpr            | 1023      | 1013      | 4342        | 10 Rmtes - 6 DBR      | -             | -                 |
| Std Slpr                | 1024      | 1014      | 4351        | 10 Rmtes - 6 DBR      | -             | -                 |

(a) Car temporarily discontinued 12 Cars

Correction No. 1275  
 Cancelling Correction No. 1066  
 To Equipment Circular No. 14  
 Issued November 15, 1954.

TRAIN NO. 101-302 "STREAMLINER "CITY OF SAN FRANCISCO" (Tenth Train)

| Equipment               | Car No.<br>Eastbound | Car No.<br>Westbound | Line<br>No. | Capacity              | Between:          | Via: |
|-------------------------|----------------------|----------------------|-------------|-----------------------|-------------------|------|
| 3 Car Power Unit        | -                    | -                    | -           | -                     | -                 | -    |
| Baggage Car             | -                    | -                    | -           | -                     | -                 | -    |
| Postal Car              | -                    | -                    | -           | -                     | -                 | -    |
| Baggage-Dormitory       | -                    | -                    | -           | -                     | -                 | -    |
| Chair Car               | 101                  | 101                  | -           | 44 Seats              | Chicago - Oakland |      |
| Chair Car               | 102                  | 102                  | -           | 44 Seats              | C&NW - UP - SP    |      |
| Coffee Shop-Kitchen Car | -                    | -                    | -           | -                     | -                 | -    |
| Dining Car              | -                    | -                    | -           | -                     | -                 | -    |
| Club Car                | -                    | -                    | -           | -                     | -                 | -    |
| Std Slpr                | 1020                 | 1010                 | 4343        | 4 Cmpt - 4 DER - 2 DR | -                 | -    |
| *Std Slpr               | 1021                 | 1011                 | 4343        | 4 Cmpt - 4 DER - 2 DR | -                 | -    |
| Std Slpr                | 1022                 | 1012                 | 4351        | 10 Rmtes - 6 DBR      | -                 | -    |
| Std Slpr                | 1024                 | 1014                 | 4351        | 10 Rmtes - 6 DBR      | -                 | -    |

\* Operates Fridays only

12 Cars (13 Cars Friday)

Original Page  
To Equipment Circular No. 14  
Effective June 2, 1946

TRAIN NO. 102 - STREAMLINER "CITY OF SAN FRANCISCO" (Tenth Train)  
Sailings: 5th - 11th - 17th - 23rd - 29th of each month.

| Equipment                  | :Car<br>:No. | :Lino<br>:No. | :Capacity              | :Name of Sleeper   | En Route |                   |
|----------------------------|--------------|---------------|------------------------|--------------------|----------|-------------------|
|                            |              |               |                        |                    | :From    | :To :Via          |
| 3 Car Power Unit           | :4-5-6       | :-----        | :6000 H.P.             | :-----             |          |                   |
| Baggage-Dormitory          | :SF-104      | :-----        | :-----                 | :S.F. 104          |          |                   |
| Chair Car                  | :131         | :-----        | :48 seats              | :Montgomery Street |          |                   |
| Chair Car                  | :132         | :-----        | :48 seats              | :UP-5163           |          |                   |
| Coffee Shop-Kitchen Car    | :SF-609      | :-----        | :32 seats              | :Fort Mason        |          |                   |
| Diner                      | :SF-610      | :-----        | :64 seats              | :St. Francis Woods |          |                   |
| Lounge                     | :SF-704      | :-----        | :35 seats              | :Marina            |          |                   |
| Standard Sleeper           | :1020        | :4340         | :4 Compts. 3 DRoom     | :Seal Rocks        |          |                   |
| Standard Sleeper           | :1021        | :4341         | :12 Sections           | :Union Square      |          | Oakland: Chicago: |
| Standard Sleeper           | :1022        | :4342         | :12 Duplex, 5 Dble BR  | :Telegraph Hill    |          | SP-UP-C&NW        |
| Standard Sleeper           | :1023        | :4344         | :10 Rmte, 5 Dble BR    | :Rincon Hill       |          |                   |
| Standard Sleeper           | :1024        | :4343         | :4 Compt. 4 DHR - 2 DR | :Sutro Heights     |          |                   |
| Standard Sleeper           | :1025        | :4343         | :4 Compt. 4 DHR - 2 DR | :North Beach       |          |                   |
| Standard Sleeper           | :1026        | :4343         | :4 Compt. 4 DHR - 2 DR | :Hunters Point     |          |                   |
| Standard Sleeper           | :1027        | :4343         | :4 Compt. 4 DHR - 2 DR | :Civic Center      |          |                   |
| Standard Sleeper           | :1028        | :4343         | :4 Compt. 4 DHR - 2 DR | :Angel Island      |          |                   |
| Lounge Observation Sleeper | :1029        | :4343         | :4 DHR Lounge Obs.     | :Russian Hill      |          |                   |

19 Cars -- Completely air-conditioned

Maximum consist 19 cars.

Correction No. 49  
 Cancelling Original Page  
 To Equipment Circular No. 14  
 Effective October 30, 1946

TRAIN NO. 102 - STREAMLINER "CITY OF SAN FRANCISCO" (Tenth Train)

\* Sailings: Tuesdays, Thursdays and Saturdays

| Equipment               | Car No. | Line No. | Capacity              | En Route          |      |    |
|-------------------------|---------|----------|-----------------------|-------------------|------|----|
|                         |         |          |                       | Name of Sleeper   | From | To |
| 3 Car Power Unit        | 4-5-6   | ----     | 5800 H.P.             | -----             |      |    |
| Baggage-Dormitory       | SF-104  | ----     | -----                 | SF-104            |      |    |
| Chair Car               | SF-101  | ----     | 48 Seats              | Montgomery Street |      |    |
| Chair Car               | SF-102  | ----     | 48 Seats              | UP-5363           |      |    |
| Coffee Shop-Kitchen Car | SF-609  | ----     | 32 Seats              | Port Mason        |      |    |
| Diner                   | SF-610  | ----     | 64 Seats              | St. Francis Woods |      |    |
| Loungo                  | SF-704  | ----     | 35 Seats              | Marina            |      |    |
| Standard Sleeper        | 1020    | 4340     | 4 Compts. 3 DRoom     | Seal Rocks        |      |    |
| Standard Sleeper        | 1021    | 4341     | 12 Sections           | Union Square      |      |    |
| Standard Sleeper        | 1022    | 4342     | 12 Duplex, 5 Dble BR  | Telegraph Hill    |      |    |
| Standard Sleeper        | 1023    | 4344     | 10 Rmte, 5 Dble BR    | Minion Hill       |      |    |
| Standard Sleeper        | 1024    | 4343     | 4 Compt. 4 DER - 2 DR | North Beach       |      |    |
| Standard Sleeper        | 1025    | 4343     | 4 Compt. 4 DER - 2 DR | Landers Point     |      |    |
| Standard Sleeper        | 1026    | 4343     | 4 Compt. 4 DER - 2 DR | Civic Center      |      |    |
| Standard Sleeper        | 1027    | 4343     | 4 Compt. 4 DER - 2 DR | Angel Island      |      |    |
| Standard Sleeper        | 1029    | 4339     | 4 Compt. 4 DER - 2 DR | SF13              |      |    |

Oakland: Chicago:  
 SP-UP-C&NW

18 Cars - Completely air-conditioned  
 Maximum consist - 18 Cars

\* The Tenth Train will leave San Francisco Thursday, October 3, thence every other sailing thereafter.

Correction No. 222  
 Cancelling Correction No. 49  
 To Equipment Circular No. 14  
 Effective September 1, 1947

TRAIN NO. 102 - STREAMLINER "CITY OF SAN FRANCISCO" (Tenth Train)  
 \*Sailings: Daily.

| Equipment               | Car No. | Line No. | Capacity                | Name of Sleeper   |    | En Route |    |
|-------------------------|---------|----------|-------------------------|-------------------|----|----------|----|
|                         |         |          |                         | From              | To | From     | To |
| # 3 Car Power Unit      |         |          |                         |                   |    |          |    |
| Baggage Car-            |         |          |                         | UP 5621           |    |          |    |
| Baggage-Dormitory       |         |          |                         | SF-104            |    |          |    |
| Chair Car               | SF-101  |          | 48 Seats                | Montgomery Street |    |          |    |
| Chair Car               | SF-102  |          | 48 Seats                | UP 5363           |    |          |    |
| Coffee Shop-Kitchen Car |         |          | 32 Seats                | Port Mason        |    |          |    |
| Diner                   |         |          | 64 Seats                | St. Francis Woods |    |          |    |
| Club-Lounge             |         |          | 35 Seats                | Marina            |    |          |    |
| Standard Sleeper        | 1020    | 4340     | 4 Compts. 3 DRoom       | Beal Rocks        |    |          |    |
| Standard Sleeper        | 1021    | 4341     | 12 Sections             | Union Square      |    |          |    |
| Standard Sleeper        | 1022    | 4342     | 12 Duplex, 5 Dble BR    | Telegraph Hill    |    |          |    |
| Standard Sleeper        | 1023    | 4344     | 10 Rmote, 5 Dble BR     | Rincon Hill       |    |          |    |
| Standard Sleeper        | 1024    | 4343     | 4 Compt. 5 Dble - 2 DR  | Hunters' Point    |    |          |    |
| Standard Sleeper        | 1025    | 4343     | 4 Compt. 4 Dble - 2 DR  | Civic Center      |    |          |    |
| Standard Sleeper        | 1026    | 4332     | 6 Soots. 6 Rmtto-4 Dble | American Forum    |    |          |    |

14 Cars - Completely air-conditioned  
 Maximum consist - 14 Cars

Correction No. 244  
 Cancelling Correction No. 222  
 To Equipment Circular No. 14  
 Effective October 6, 1947

TRAIN NO. 102 - STREAMLINER "CITY OF SAN FRANCISCO" (Tenth Train)  
 \* Sailings: Daily

| Equipment               | :Car<br>:No. | :Line<br>:No. | :Capacity               | : Enroute          |                |
|-------------------------|--------------|---------------|-------------------------|--------------------|----------------|
|                         |              |               |                         | :Name of Sleeper   | :From :To :Via |
| 3 Car Power Unit        | :            | :             | :                       | :                  | :              |
| Baggage Car             | :            | :             | :                       | :UP 5621           | )              |
| Baggage-Dormitory       | :            | :             | :                       | :SF-104            | )              |
| Chair Car               | :SF-100      | :             | :44 seats               | :SP 2491           | )              |
| Chair Car               | :SF-101      | :             | :48 seats               | :Montgomery Street | )              |
| Chair Car               | :SF-102      | :             | :48 seats               | :UP 5363           | )              |
| Coffee Shop-Kitchen Car | :            | :             | :32 seats               | :Fort Mason        | )              |
| Diner                   | :            | :             | :64 seats               | :St. Francis Woods | )              |
| Standard Sleeper        | :1020        | :4340         | : 4 Compts. 3 DRoom     | :Seal Rocks        | )              |
| Standard Sleeper        | :1021        | :4341         | :12 Sections            | :Union Square      | )              |
| Standard Sleeper        | :1022        | :4342         | :12 Duplex, 5 Dble BR   | :Telegraph Hill    | )              |
| Standard Sleeper        | :1023        | :4344         | :10 Rmte, 5 Dble BR     | :Rincon Hill       | )              |
| Standard Sleeper        | :1024        | :4343         | : 4 Compt. 5 DBR - 2 DR | :Hunters' Point    | )              |
| Standard Sleeper        | :1026        | :4332         | : 6 Sect. 6 Rmte-4 DBR  | :American Forum    | )              |
| Standard Sleeper        | :1025        | :4343         | : 4 Compt. 4 DBR - 2 DR | :Civic Center      | )              |
| Observation Lounge      | :            | :             | :                       | : Nob Hill         | )              |

Oakland: Chicago  
 SP-UP-C&NW

15 Cars - Completely air-conditioned  
 Maximum Consist - 15 Cars

Correction No. 502  
 Cancelling Correction No. 244  
 To Equipment Circular No. 14  
 Effective February 1, 1949

TRAIN NO. 102 - STREAMLINER "CITY OF SAN FRANCISCO" (Tenth Train)  
 \* Sailings: Daily

| Equipment               | Car<br>No. | Line<br>No. | Capacity                 | Enroute             |    |
|-------------------------|------------|-------------|--------------------------|---------------------|----|
|                         |            |             |                          | From                | To |
| 3 Car Power Unit        | :          | :           | :                        | :                   | :  |
| Baggage Car             | :          | :           | :                        | :UP 5621            | )  |
| Baggage-Dormitory       | :          | :           | :                        | :SP-104             | )  |
| Chair Car               | :SP-100    | :           | :44 seats                | :SP 2491            | )  |
| Chair Car               | :SP-101    | :           | :48 seats                | :Montgomery Stroott | )  |
| Chair Car               | :SP-102    | :           | :48 seats                | :UP 5363            | )  |
| Coffee Shop-Kitchen Car | :          | :           | :32 seats                | :Fort Mason         | )  |
| Diner                   | :          | :           | :64 seats                | :St. Francis Woods  | )  |
| Standard Sleeper        | :1020      | :4340       | :4 Compts. 3 DRoom       | :Seal Rocks         | )  |
| Standard Sleeper        | :1021      | :4341       | :12 Sections             | :Union Square       | )  |
| Standard Sleeper        | :1022      | :4342       | :12 Duplex, 5 Dble BR    | :Telegraph Hill     | )  |
| Standard Sleeper        | :1023      | :4344       | :4 Compt, 4 Dble BR 2 DR | :Huntors Point      | )  |
| Standard Sleeper        | :1024      | :4343       | :4 Compt. 4 DBR - 2 DR   | :Civic Center       | )  |
| Standard Sleeper        | :1025      | :4332       | :6 Soot. 6 Rmtte - 4 DBR | :American Forum     | )  |
| Standard Sleeper        | :1026      | :4343       | :10 Roomette 5 DBR -     | :Ringsen Hill       | )  |
| Observation Lounge      | :          | :           | :                        | :Nob Hill           | )  |

15 Cars - Completely air-conditioned  
 Maximum Consist - 15 Cars

Correction No. 225  
 Cancelling Original page 46  
 To Equipment Circular No. 14  
 Effective September 1, 1947

TRAIN NO. 101 - STREAMLINER "CITY OF SAN FRANCISCO" (Eighteenth Train)  
 \*Sailings: Daily.

| Equipment          | :Car:    |       | :Line: | :No. | :Capacity:   | :Name of Sleeper: | :En Route: |      |
|--------------------|----------|-------|--------|------|--------------|-------------------|------------|------|
|                    | :No.     | :No.  |        |      |              |                   | :From:     | :To: |
| 3 Car Power Unit   | :        | :     | :      | :    | :            | :                 | :          | :    |
| Baggage Car        | :        | :     | :      | :    | :            | :UP 5614          | :          | :    |
| Baggage-Dormitory  | :        | :     | :      | :    | :            | :UP-5613          | :          | :    |
| Chair Car          | :SF-101: | :     | :      | :    | :48 Seats    | :C&NW 3421        | :          | :    |
| Chair Car          | :SF-102: | :     | :      | :    | :44 Seats    | :SP 2491          | :          | :    |
| Dining Car         | :        | :     | :      | :    | :40 Seats    | :SP 10200         | :          | :    |
| Dining Car         | :        | :     | :      | :    | :40 Seats    | :SP 10201         | :          | :    |
| Standard Sleeper   | :1010:   | :4343 | :      | :    | :4 Compts. 4 | :Angol Island     | :          | :    |
| Standard Sleeper   | :1011:   | :4343 | :      | :    | :4 Compts. 4 | :Lakeside         | :          | :    |
| Standard Sleeper   | :1012:   | :4343 | :      | :    | :4 Compts. 4 | :Sutro Heights    | :          | :    |
| Standard Sleeper   | :1013:   | :4343 | :      | :    | :4 Compts. 4 | :North Reach      | :          | :    |
| Standard Sleeper   | :1014:   | :4332 | :      | :    | :6 Sects. 6  | :American Beauty  | :          | :    |
| Standard Sleeper   | :1015:   | :4332 | :      | :    | :6 Sects. 6  | :American Heights | :          | :    |
| Standard Sleeper   | :1016:   | :4332 | :      | :    | :6 Sects. 6  | :American Captain | :          | :    |
| Observation Lounge | :        | :     | :      | :    | :            | :Nob Hill         | :          | :    |

Chicago: Oakland  
 C&NW-UP-SF.

14 Cars - Completely air-conditioned  
 Maximum consist - 14 Cars

Correction No. 247  
 Cancelling Correction No. 225  
 To Equipment Circular No. 14  
 Effective October 6, 1947

TRAIN NO. 101 - STREAMLINER "CITY OF SAN FRANCISCO" (Eighteenth Train)  
 \* Sailings: Daily.

| Equipment         | :Car<br>:No. | :Line<br>:No. | :Capacity                 | :Enroute          |                    |
|-------------------|--------------|---------------|---------------------------|-------------------|--------------------|
|                   |              |               |                           | :Name of Sleeper  | :From :To :Via     |
| 3 Car Power Unit  | :            | :             | :                         | :                 | )                  |
| Baggage Car       | :            | :             | :                         | :UP 5614          | )                  |
| Baggage-Dormitory | :            | :             | :                         | :UP 5613          | )                  |
| Chair Car         | :SF-100      | :             | :48 seats                 | :C&NW 3421        | )                  |
| Chair Car         | :SF-101      | :             | :44 seats                 | :UP 5341          | )                  |
| Chair Car         | :SF-102      | :             | :44 seats                 | :SP 2486          | )                  |
| Dining Car        | :            | :             | :40 seats                 | :SP 10200         | )                  |
| Dining Car        | :            | :             | :40 seats                 | :SP 10201         | )                  |
| Lounge            | :            | :             | :35 seats                 | :Marina           | )                  |
| Standard Sleeper  | :1010        | :4343         | : 4 Compts. 4 DBR - 2 DR  | :Angel Island     | )Chicago : Oakland |
| Standard Sleeper  | :1011        | :4343         | : 4 Compts. 4 DBR - 2 DR  | :Lakeside         | C&NW-UP-SP         |
| Standard Sleeper  | :1012        | :4343         | : 4 Compts. 4 DBR - 2 DR  | :Sutro Heights    | )                  |
| Standard Sleeper  | :1013        | :4343         | : 4 Compts. 4 DBR - 2 DR  | :North Beach      | )                  |
| Standard Sleeper  | :1014        | :4332         | : 6 Sects. 6 Rmt. - 4 DBR | :American Beauty  | )                  |
| Standard Sleeper  | :1015        | :4332         | : 6 Sects. 6 Rmt. - 4 DBR | :American Heights | )                  |
| Standard Sleeper  | :1016        | :4332         | : 6 Sects. 6 Rmt. - 4 DBR | :American Captain | )                  |

15 Cars - Completely air-conditioned  
 Maximum Consist - 15 Cars

Correction No. 304  
 Cancelling Correction No. 247  
 To Equipment Circular No. 14  
 Effective February 1, 1949

TRAIN NO. 101 - STREAMLINER "CITY OF SAN FRANCISCO" (Eighteenth Train)  
 \*Sailings: Daily.

| Equipment         | :Car<br>:No. | :Line<br>:No. | :Capacity                | :Name of Sloopor  | : Enroute          |     |
|-------------------|--------------|---------------|--------------------------|-------------------|--------------------|-----|
|                   |              |               |                          |                   | :From              | :To |
| 3 Car Power Unit  | :            | :             | :                        | :                 | :                  | :   |
| Baggage Car       | :            | :             | :                        | :UP 5630          | :                  | )   |
| Baggage-Dormitory | :            | :             | :                        | :UP 5613          | :                  | )   |
| Chair Car         | :SF-100 :    | :             | :48 seats                | :C&NW 3421        | :                  | )   |
| Chair Car         | :SF-101 :    | :             | :44 seats                | :UP 5341          | :                  | )   |
| Chair Car         | :SF-102 :    | :             | :44 seats                | :SP 2486          | :                  | )   |
| Dining Car        | :            | :             | :40 seats                | :SP 10201         | :                  | )   |
| Dining Car        | :            | :             | :40 seats                | :SP 10200         | :                  | )   |
| Lounge            | :            | :             | :35 seats                | :Marina           | :                  | )   |
| Standard Sloopor  | :1010 :      | :4343         | :4 Compts. 4 DBR - 2 DR  | :Angel Island     | :                  | )   |
| Standard Sloopor  | :1011 :      | :4343         | :4 Compts. 4 DBR - 2 DR  | :Lakosido         | :Chicago : Oakland | )   |
| Standard Sloopor  | :1012 :      | :4343         | :4 Compts. 4 DBR - 2 DR  | :Sutro Heights    | :C&NW-UP-SP        | )   |
| Standard Sloopor  | :1013 :      | :4343         | :4 Compts. 4 DBR - 2 DR  | :North Beach      | :                  | )   |
| Standard Sloopor  | :1014 :      | :4332         | :6 Sects. 6 Rmt. - 4 DBR | :American Beauty  | :                  | )   |
| Standard Sloopor  | :1015 :      | :4332         | :6 Sects. 6 Rmt. - 4 DBR | :American Heights | :                  | )   |
| Standard Sloopor  | :1016 :      | :4332         | :6 Sects. 6 Rmt. - 4 DBR | :American Captain | :                  | )   |

15 Cars - Completely air-conditioned  
 Maximum Consist - 15 Cars

Correction No. 482  
 Cancelling Correction No. 304  
 To Equipment Circular No. 14  
 Effective September 24, 1950

TRAIN NO. 101-102 - STREAMLINER "CITY OF SAN FRANCISCO" (Eighteenth Train)

| Equipment:         | Car No.    |            | Line No. | Capacity                | Name of Car            | Between - Via: |
|--------------------|------------|------------|----------|-------------------------|------------------------|----------------|
|                    | East-bound | West-bound |          |                         |                        |                |
| 3 Car Power Unit   | -          | -          | -        | --                      | UT 5700 series         | )              |
| Baggage Car        | -          | -          | -        | --                      | SP 5003-5004, UP 5900- | )              |
| Postal Car         | -          | -          | -        | --                      | 5901-5902 or CNW 8225  | )              |
| Baggage-Dormitory  | -          | -          | -        | --                      | CNW 9301               | )              |
| Chair Car          | 101        | 101        | -        | 44 seats                | UP 5427                | )              |
| Chair Car          | 102        | 102        | -        | 44 seats                | SP 2380                | )              |
| Coffee Shop-Lounge | -          | -          | -        | --                      | CNW 7800               | )              |
| Dining Car         | -          | -          | -        | --                      | CNW 6959               | )              |
| Club Car           | -          | -          | -        | --                      | CNW 7900               | )              |
| Standard Sleeper   | 1020       | 1010       | 4343     | 4 Compts. 4 DBR-2 DR    | Angel Island           | )              |
| Standard Sleeper   | 1021       | 1011       | 4343     | 4 Compts. 4 DBR-2 DR    | Lakeville              | )              |
| Standard Sleeper   | 1022       | 1012       | 4343     | 4 Compts. 4 DBR-2 DR    | North Beach            | )              |
| Standard Sleeper   | 1023       | 1013       | 4332     | 6 Sects. - 6 Rmts.-4DBR | American Beauty        | )              |
| Standard Sleeper   | 1024       | 1014       | 4332     | 6 Sects. - 6 Rmts.-4DBR | American Embassy       | )              |
| Standard Sleeper   | 1025       | 1015       | 4351     | 10 Rmts. - 6 DBR        | Pacific Domain         | )              |

14 Cars

Correction No. 682  
 Cancelling Correction No. 482  
 To Equipment Circular No. 14  
 Effective March 5, 1950

TRAIN NO. 101-102 - STREAMLINER "CITY OF SAN FRANCISCO" (Eighteenth Train)

| Equipment:         | Car No.<br>East-bound | Car No.<br>West-bound | Line<br>No. | Capacity               | Name of Car            | Between - Via: |
|--------------------|-----------------------|-----------------------|-------------|------------------------|------------------------|----------------|
| 3 Car Power Unit   | -                     | -                     | -           | --                     | --                     | )              |
| Baggage Car        | -                     | -                     | -           | --                     | UP 5700 series         | )              |
| Postal Car         | -                     | -                     | -           | --                     | SP 5003-5004, UP 5900- | )              |
|                    |                       |                       |             |                        | 5901-5902 or CNW 8225  | )              |
| Baggage-Dormitory  | -                     | -                     | -           | --                     | CNW 9301               | )              |
| Chair Car          | 101                   | 101                   | -           | 44 seats               | UP 5427                | )              |
| Chair Car          | 102                   | 102                   | -           | 44 seats               | SP 2380                | )              |
| Coffee Shop-Lounge | -                     | -                     | -           | --                     | CNW 7802               | )              |
| Dining Car         | -                     | -                     | -           | --                     | CNW 6959               | )              |
| Club Car           | -                     | -                     | -           | --                     | CNW 7500               | )              |
| Standard Sloopor   | 1021                  | 1011                  | 4343        | 4 Compts. 4 DBR-2 DR   | Lakosido               | )              |
| Standard Sloopor   | 1022                  | 1012                  | 4343        | 4 Compts. 4 DBR-2 DR   | North Bough            | )              |
| Standard Sloopor   | 1023                  | 1013                  | 4332        | 6 Scts. - 6 Rmts. 4DBR | American Beauty        | )              |
| Standard Sloopor   | 1024                  | 1014                  | 4332        | 6 Scts. - 6 Rmts 4DBR  | American Embassy       | )              |
| Standard Sloopor   | 1025                  | 1015                  | 4351        | 10 Rmts. - 6 DBR       | Pacific Domain         | )              |

13 Cars

Chicago-Oakland  
 C&NW - UP - SP

46

Correction No. 787  
 Cancelling Correction No. 682  
 To Equipment Circular No. 14  
 Issued November 1, 1951

TRAIN NO. 101-102 - STREAMLINER "CITY OF SAN FRANCISCO" (Eighteenth Train)

| Equipment:          | Car No     |            | Line<br>No. | Capacity                 | Name of Car            | Between - Via |
|---------------------|------------|------------|-------------|--------------------------|------------------------|---------------|
|                     | East-bound | West-bound |             |                          |                        |               |
| 3 Car Power Unit    | -          | -          | -           | -                        | UP 5700 series         | -             |
| Baggage Car         | -          | -          | -           | -                        | SP 1003-5004, UP 5000- | -             |
| Postal Car          | -          | -          | -           | -                        | -502 or CNW 8225       | -             |
| Baggage-Dormitory   | -          | -          | -           | -                        | CNW 9302               | -             |
| Chair Car           | 101        | 101        | -           | -                        | UP 5425                | -             |
| Chair Car           | 102        | 102        | -           | -                        | SP 2380                | -             |
| Chair Lounge        | 103        | 103        | -           | -                        | C&NW 3419              | -             |
| Coffee Shop-Kitchen | -          | -          | -           | -                        | C&NW 6960              | -             |
| Dining Car          | -          | -          | -           | -                        | CNW 6961               | -             |
| Club Car            | -          | -          | -           | -                        | CNW 7901               | -             |
| Standard Sleeper    | 1021       | 1011       | 4343        | 4 Compts. 4DBR - 2 DR    | -                      | -             |
| Standard Sleeper    | 1022       | 1012       | 4343        | 4 Compts. 4DBR - 2 DR    | -                      | -             |
| Standard Sleeper    | 1023       | 1013       | 4332        | 6 Sects. - 6 Rmts. 4 BDR | -                      | -             |
| Standard Sleeper    | 1024       | 1014       | 4332        | 6 Sects. - 6 Rmts. 4 BDR | -                      | -             |
| Standard Sleeper    | 1025       | 1015       | 4351        | 10 Rmts.-6 BDR           | -                      | -             |

Chicago-Oakland  
 C&NW - UP - SP

14 Cars

Correction No. 922  
 Cancelling Correction No. 787  
 To Equipment Circular No. 14  
 Issued June 1, 1952

TRAIN NOS. 101-102 - STREAMLINER "CITY OF SAN FRANCISCO" (Eighteenth Train)

| Equipment;         | Car No.<br>Eastbound | Car No.<br>Westbound | Line<br>No. | Capacity                 | Between: | Via:              |
|--------------------|----------------------|----------------------|-------------|--------------------------|----------|-------------------|
| 3 Car Power Unit   | --                   | --                   | --          | --                       |          |                   |
| Baggage Car        | --                   | --                   | --          | --                       |          |                   |
| Postal Car         | --                   | --                   | --          | --                       |          |                   |
| Baggage-Dormitory  | --                   | --                   | --          | --                       |          |                   |
| Chair Car          | 101                  | 101                  | --          | 44 seats                 |          | Chicago - Oakland |
| Chair Car          | 102                  | 102                  | --          | 44 seats                 |          | C&NW - UP - SP    |
| Coffee Shop-Lounge | --                   | --                   | --          | --                       |          |                   |
| Dining Car         | --                   | --                   | --          | --                       |          |                   |
| Club Car           | --                   | --                   | --          | --                       |          |                   |
| Standard Sleeper   | 1021                 | 1011                 | 4343        | 4 Compts. 4 DBR - 2 DR   |          |                   |
| Standard Sleeper   | 1022                 | 1012                 | 4343        | 4 Compts. 4 DBR - 2 DR   |          |                   |
| Standard Sleeper   | 1023                 | 1013                 | 4332        | 6 Sects. - 6 Rmts. 4 DBR |          |                   |
| Standard Sleeper   | 1024                 | 1014                 | 4332        | 6 Sects. - 6 Rmts. 4 DBR |          |                   |
| Standard Sleeper   | 1025                 | 1015                 | 4351        | 10 Rmts - 6 DBR          |          |                   |

13 Cars

Correction No. 1020  
 Cancelling Correction No. 922  
 To Equipment Circular No. 14  
 Issued March 1, 1953

TRAIN NOS. 101-102 -- STREAMLINER "CITY OF SAN FRANCISCO" (Eighteenth Train)

| Equipment          | Car No.<br>Eastbound | Car No.<br>Westbound | Line<br>No. | Capacity                    | Between | Via:              |
|--------------------|----------------------|----------------------|-------------|-----------------------------|---------|-------------------|
| 3 Car Power Unit   | --                   | --                   | --          | --                          | )       |                   |
| Baggage Car        | --                   | --                   | --          | --                          | )       |                   |
| Postal Car         | --                   | --                   | --          | --                          | )       |                   |
| Baggage-Dormitory  | --                   | --                   | --          | --                          | )       |                   |
| Chair Car          | 101                  | 101                  | --          | 44 seats                    | )       | Chicago - Oakland |
| Chair Car          | 102                  | 102                  | --          | 44 seats                    | )       | C&NW - UP - SP    |
| Coffee Shop-Lounge | --                   | --                   | --          | --                          | )       |                   |
| Dining Car         | --                   | --                   | --          | --                          | )       |                   |
| Club Car           | --                   | --                   | --          | --                          | )       |                   |
| Standard Sleeper   | 1021                 | 1011                 | 4343        | 4 Compts. 4 DBR - 2 DR      | )       |                   |
| Standard Sleeper   | 1022                 | 1012                 | 4343        | 4 Compts. 4 DBR - 2 DR      | )       |                   |
| Standard Sleeper   | 1023                 | 1013                 | 4332        | 6 Sects. - 6 Rmts. 4 1/2 BR | )       |                   |
| Standard Sleeper   | 1024                 | 1014                 | 4351        | 10 Rmts - 6 DBR             | )       |                   |
| Standard Sleeper   | 1025                 | 1015                 | 4351        | 10 Rmts - 6 DBR             | )       |                   |

13 Cars

Correction No. 1067  
 Cancelling Correction No. 1020  
 To Equipment Circular No. 14  
 Issued September 1, 1953

TRAIN NOS. 101-102 -- STREAMLINER "CITY OF SAN FRANCISCO" (Eighteenth Train)

| Equipment          | Car No.<br>Eastbound | Car No.<br>Westbound | Line<br>No. | Capacity              | Between: | Via:              |
|--------------------|----------------------|----------------------|-------------|-----------------------|----------|-------------------|
| 3 Car Power Unit   | --                   | --                   | --          | --                    | )        |                   |
| Baggage Car        | --                   | --                   | --          | --                    | )        |                   |
| Postal Car         | --                   | --                   | --          | --                    | )        |                   |
| Baggage-Dormitory  | --                   | --                   | --          | --                    | )        | Chicago - Oakland |
| Chair Car          | 101                  | 101                  | --          | 44 Seats              | )        | C&NW - UP - SP    |
| Chair Car          | 102                  | 102                  | --          | 44 Seats              | )        |                   |
| Coffee Shop-Lounge | --                   | --                   | --          | --                    | )        |                   |
| Dining Car         | --                   | --                   | --          | --                    | )        |                   |
| Club Car           | --                   | --                   | --          | --                    | )        |                   |
| Standard Sleeper   | 102 <sup>1</sup>     | 1011                 | 4343        | 4 Compts 4 DER 2 DR   | )        |                   |
| Standard Sleeper   | 1022                 | 1012                 | 4343        | 4 Compts 4 DER 2 DR   | )        |                   |
| Standard Sleeper   | 1023                 | 1013                 | 4332        | 6 Sects 6 Rmtes 4 DER | )        |                   |
| Standard Sleeper   | 1024                 | 1014                 | 4351        | 10 Rmtes 6 DER        | )        |                   |
| Standard Sleeper   | 1025                 | 1015                 | 4351        | 10 Rmtes 6 DER        | )        |                   |

(a)

(a) Car temporarily discontinued 12 Cars

Correction No. 1276  
 Cancelling Correction No. 1067  
 To Equipment Circular No. 14  
 Issued November 15, 1954.

TRAIN NOS. 101-102 - STREAMLINER "CITY OF SAN FRANCISCO" (Eighteenth Train)

| Equipment          | Car No.<br>Eastbound | Car No.<br>Westbound | Line<br>No. | Capacity               | Between: | Via:            |
|--------------------|----------------------|----------------------|-------------|------------------------|----------|-----------------|
| 3 Car Power Unit   | -                    | -                    | -           | -                      | -        | -               |
| Baggage Car        | -                    | -                    | -           | -                      | -        | -               |
| Postal Car         | -                    | -                    | -           | -                      | -        | -               |
| Baggage-Dormitory  | -                    | -                    | -           | -                      | -        | -               |
| Chair Car          | 101                  | 101                  | -           | 44 Seats               | -        | Chicago-Oakland |
| Chair Car          | 102                  | 102                  | -           | 44 Seats               | -        | C&NW - UP - SP  |
| Coffee Shop-Lounge | -                    | -                    | -           | -                      | -        | -               |
| Dining Car         | -                    | -                    | -           | -                      | -        | -               |
| Club Car           | -                    | -                    | -           | -                      | -        | -               |
| Standard Sleeper   | 1020                 | 1010                 | 4343        | 4 Compts 4 DBR 2 DR)   | -        | -               |
| Standard Sleeper   | 1021                 | 1011                 | 4343        | 4 Compts 4 DBR 2 DR)   | -        | -               |
| Standard Sleeper   | 1023                 | 1013                 | 4332        | 6 Seats 6 Rmtes 4 DBR) | -        | -               |
| Standard Sleeper   | 1025                 | 1015                 | 4351        | 10 Rmtes 6 DBR )       | -        | -               |

\* Operates Friday only

12 Cars (13 Cars Friday)

Correction No. 226  
 Cancelling Original page 47  
 To Equipment Circular No. 14  
 Effective September 1, 1947

TRAIN NO. 102 - STREAMLINER "CITY OF SAN FRANCISCO" (Eighteenth Train)  
 \*Sailings: Daily.

| Equipment-         | Car<br>No. | Line<br>No. | Capacity | Name of Sleeper |                  | En Route |  |
|--------------------|------------|-------------|----------|-----------------|------------------|----------|--|
|                    |            |             |          | From            | To               | Via      |  |
| 3 Car Power Unit   |            |             |          |                 |                  |          |  |
| Baggage Car        |            |             |          | UP-5614         |                  |          |  |
| Baggage-Dormitory  |            |             |          | UP-5613         |                  |          |  |
| Chair Car          | SF-101     |             | 48 Seats | C&NW-3421       |                  |          |  |
| Chair Car          | SF-102     |             | 44 Seats | SP 2491         |                  |          |  |
| Dining Car         |            |             | 40 Seats | SP-10200        |                  |          |  |
| Dining Car         |            |             | 40 Seats | SP-10201        |                  |          |  |
| Standard Sleeper   | 1020       | 4343        | 4 Compt. | 4 DBR - 2 DR    | Angel Island     |          |  |
| Standard Sleeper   | 1021       | 4343        | 4 Compt. | 4 DBR - 2 DR    | Lakoside         |          |  |
| Standard Sleeper   | 1022       | 4343        | 4 Compt. | 4 DBR - 2 DR    | Sutro Heights    |          |  |
| Standard Sleeper   | 1023       | 4343        | 4 Compt. | 4 DBR - 2 DR    | North Beach      |          |  |
| Standard Sleeper   | 1024       | 4332        | 6 Sects. | 6 Rmt - 4 DBR   | American Beauty  |          |  |
| Standard Sleeper   | 1025       | 4332        | 6 Sects. | 6 Rmt - 4 DBR   | American Heights |          |  |
| Standard Sleeper   | 1026       | 4332        | 6 Sects. | 6 Rmt - 4 DBR   | American Captain |          |  |
| Observation Lounge |            |             |          | Nob Hill        |                  |          |  |

14 Cars - Completely air-conditioned.  
 Maximum Consist - 14 Cars

Correction No. 250  
 Cancelling Correction No. 226  
 To Equipment Circular No. 14  
 Effective October 6, 1947

TRAIN NO. 102 - STREAMLINER "CITY OF SAN FRANCISCO" (Eighteenth Train)  
 \* Sailings: Daily.

| Equipment         | :Car<br>:No. | :Line<br>:No. | :Capacity                | : | :Name of Sleeper  | : En Route |     |
|-------------------|--------------|---------------|--------------------------|---|-------------------|------------|-----|
|                   |              |               |                          |   |                   | :From      | :To |
| 3 Car Power Unit  | :            | :             | :                        | : | :                 | :          | :   |
| Baggage Car       | :            | :             | :                        | : | :UP 5614          | :          | :   |
| Baggage-Dormitory | :            | :             | :                        | : | :UP 5613          | :          | :   |
| Chair Car         | :SF-100      | :             | :48 seats                | : | :C&NW 3421        | :          | :   |
| Chair Car         | :SF-101      | :             | :44 seats                | : | :UP 5341          | :          | :   |
| Chair Car         | :SF-102      | :             | :44 seats                | : | :SP 2486          | :          | :   |
| Dining Car        | :            | :             | :40 seats                | : | :SP 10200         | :          | :   |
| Dining Car        | :            | :             | :40 seats                | : | :SP 10201         | :          | :   |
| Lounge            | :            | :             | :35 seats                | : | :Marina           | :          | :   |
| Standard Sleeper  | :1020        | :4343         | :4 Compt. 4 DBR - 2 DR   | : | :Angel Island     | :          | :   |
| Standard Sleeper  | :1021        | :4343         | :4 Compt. 4 DBR - 2 DR   | : | :Lakeside         | :          | :   |
| Standard Sleeper  | :1022        | :4343         | :4 Compt. 4 DBR - 2 DR   | : | :Sutro Heights    | :          | :   |
| Standard Sleeper  | :1023        | :4343         | :4 Compt. 4 DBR - 2 DB   | : | :North Beach      | :          | :   |
| Standard Sleeper  | :1024        | :4332         | :6 Sects. 6 Rmt. - 4 DBR | : | :American Beauty  | :          | :   |
| Standard Sleeper  | :1025        | :4332         | :6 Sects. 6 Rmt. - 4 DBR | : | :American Heights | :          | :   |
| Standard Sleeper  | :1026        | :4332         | :6 Sects. 6 Rmt. - 4 DBR | : | :American Captain | :          | :   |

15 Cars - Completely air-conditioned.  
 Maximum Consist - 15 Cars.

Correction No. 306  
 Cancelling Correction No. 250  
 To Equipment Circular No. 14  
 Effective February 1, 1949

TRAIN NO. 102 - STREAMLINER "CITY OF SAN FRANCISCO" (Eighteenth Train)  
 \*Sailings: Daily

| Equipment         | : NO.      | : Lino | : Capacity                | : Enroute          |      |
|-------------------|------------|--------|---------------------------|--------------------|------|
|                   |            |        |                           | : From             | : To |
| 3 Car Power Unit  | :          | :      | :                         | :                  | :    |
| Baggage Car       | :          | :      | :                         | : UP 5630          | :    |
| Baggage-Dormitory | :          | :      | :                         | : UP 5613          | :    |
| Chair Car         | : SF-100 : | :      | : 48 seats                | : CANW 3421        | :    |
| Chair Car         | : SF-101 : | :      | : 44 seats                | : UP 5341          | :    |
| Chair Car         | : SF-102 : | :      | : 44 seats                | : SP 2486          | :    |
| Dining Car        | :          | :      | : 40 seats                | : SP 10201         | :    |
| Dining Car        | :          | :      | : 40 seats                | : SP 10200         | :    |
| Loungo            | :          | :      | : 35 seats                | : Marina           | :    |
| Standard Sleeper  | : 1020 :   | : 4343 | : 4 Compt. 4 DBR - 2 DR   | : Angel Island     | :    |
| Standard Sleeper  | : 1021 :   | : 4343 | : 4 Compt. 4 DBR - 2 DR   | : Lososido         | :    |
| Standard Sleeper  | : 1022 :   | : 4343 | : 4 Compt. 4 DBR - 2 DR   | : Sutro Heights    | :    |
| Standard Sleeper  | : 1023 :   | : 4343 | : 4 Compt. 4 DBR - 2 DB   | : North Beach      | :    |
| Standard Sleeper  | : 1024 :   | : 4332 | : 6 Seats. 6 Rmt. - 4 DBR | : American Beauty  | :    |
| Standard Sleeper  | : 1025 :   | : 4332 | : 6 Seats. 6 Rmt. - 4 DBR | : American Heights | :    |
| Standard Sleeper  | : 1026 :   | : 4332 | : 6 Seats. 6 Rmt. - 4 DBR | : American Captain | :    |

15 Cars - Completely air-conditioned.  
 Maximum Consist - 15 Cars.

Correction No. 227  
 Cancelling Original Page 48  
 To Equipment Circular No. 14  
 Effective September 1, 1947

TRAIN NO. 101 - STREAMLINER "CITY OF SAN FRANCISCO" (Nineteenth Train)  
 Sailings: Daily

| Equipment             | Car<br>No. | Line<br>No. | Capacity               | Name of Sleeper  |    | En Route |
|-----------------------|------------|-------------|------------------------|------------------|----|----------|
|                       |            |             |                        | From             | To |          |
| 3 Car Power Unit      |            |             |                        |                  |    |          |
| Baggage               |            |             |                        | UP 5608          |    |          |
| Chair Car             | SF-101     |             | 44 Seats               | SP 2489          |    |          |
| Chair Car             | SF-102     |             | 44 Seats               | SP 2490          |    |          |
| Dormitory-Kitchen Car |            |             | 66 Seats               | UP 5102          |    |          |
| Dining Car            |            |             |                        | Cliff House      |    |          |
| Standard Sleeper      | 1010       | 4343        | 4 Compts. 4 DBR - 2 DR | Verba Ruona      |    |          |
| Standard Sleeper      | 1011       | 4343        | 4 Compts. 4 DBR - 2 DR | Imperial Palm    |    |          |
| Standard Sleeper      | 1012       | 4343        | 4 Compts. 4 DBR - 2 DR | American Lake    |    |          |
| Standard Sleeper      | 1013       | 4332        | 6 Sects. 6 Rmt. 4 DBR  | American Buffalo |    |          |
| Standard Sleeper      | 1014       | 4332        | 6 Sects. 6 Rmt. 4 DBR  | American Rampart |    |          |
| Standard Sleeper      | 1015       | 4332        | 6 Sects. 6 Rmt. 4 DBR  | Russian Hill     |    |          |
| Observation Sleeper   | 1016       | 4339        | 4 BRm-Observation      |                  |    |          |

12 Cars - Completely air-conditioned  
 Maximum consist - 14 Cars

Correction No. 252  
 Cancelling Correction No. 227  
 To Equipment Circular No. 14  
 Effective October 6, 1947.

TRAIN NO. 101 - STREAMLINER "CITY OF SAN FRANCISCO" (Nineteenth Train)  
 Sailings: Daily

| Equipment             | :Car<br>:No. | :Line<br>:No. | :Capacity               | :Name of Sleeper  | :En Route |          |
|-----------------------|--------------|---------------|-------------------------|-------------------|-----------|----------|
|                       |              |               |                         |                   | :From     | :To :Via |
| 3 Car Power Unit      | :            | :             | :                       | :UP 5608          | :         | )        |
| Baggage               | :            | :             | :                       | :UP 5626          | :         | )        |
| Baggage-Dormitory     | :            | :             | :                       | :UP 5340          | :         | )        |
| Chair Car             | :SF-100      | :             | :44 seats               | :SP 2490          | :         | )        |
| Chair Car             | :SF-101      | :             | :44 seats               | :SP 2489          | :         | )        |
| Chair Car             | :SF-102      | :             | :44 seats               | :UP 3608          | :         | )        |
| Diner                 | :            | :             | :36 seats               | :UP 5102          | :         | )        |
| Dormitory-Kitchen Car | :            | :             | :66 seats               | :Cliff House      | :         | )        |
| Dining Car            | :1010        | :4343         | :4 Compts. 4 DBR - 2 DR | :Verba Buena      | :         | )        |
| Standard Sleeper      | :1011        | :4343         | :4 Compts. 4 DBR - 2 DR | :Imperial Palm    | :         | )        |
| Standard Sleeper      | :1012        | :4343         | :4 Compts. 4 DBR - 2 DR | :American Lake    | :         | )        |
| Standard Sleeper      | :1013        | :4332         | :6 Sects. 6 Rmts. 4 DBR | :American Buffalo | :         | )        |
| Standard Sleeper      | :1014        | :4332         | :6 Sects. 6 Rmts. 4 DBR | :American Rampart | :         | )        |
| Standard Sleeper      | :1015        | :4332         | :6 Sects. 6 Rmts. 4 DBR | :Russian Hill     | :         | )        |
| Observation Sleeper   | :1016        | :4339         | :4 Brm-Observation      |                   | :         | )        |

15 Cars - Completely air-conditioned  
 Maximum Consist - 15 Cars

Correction No. 308  
 Cancelling Correction No. 252  
 To Equipment Circular No. 14  
 Effective February 1, 1949

TRAIN NO. 101 - STREAMLINER "CITY OF SAN FRANCISCO" (Nineteenth Train)  
 Sailings: Daily

| Equipment             | No.    | No.  | Capacity               | No. of Sleeper   | Enroute |
|-----------------------|--------|------|------------------------|------------------|---------|
| 3 Car Power Unit      |        |      |                        |                  |         |
| Baggage               |        |      |                        | UP 5608          | )       |
| Baggage-Dormitory     |        |      |                        | UP 5626          | )       |
| Chair Car             | SF-100 |      | 44 seats               | UP 5358          | )       |
| Chair Car             | SF-101 |      | 44 seats               | SP 2490          | )       |
| Chair Car             | SF-102 |      | 44 seats               | SP 2489          | )       |
| Diner                 |        |      | 36 seats               | UP 4607          | )       |
| Dormitory-Kitchen Car |        |      |                        | UP 4613          | )       |
| Dining Car            |        |      | 66 seats               | Cliff House      | )       |
| Standard Sleeper      | 1010   | 4343 | 4 Compts. 4 DBR-2 DR   | Yorba Buena      | )       |
| Standard Sleeper      | 1011   | 4343 | 4 Compts. 4 DBR-2 DR   | Imperial Palm    | )       |
| Standard Sleeper      | 1012   | 4343 | 4 Compts. 4 DBR-2 DR   | American Lake    | )       |
| Standard Sleeper      | 1013   | 4332 | 6 Seats. 6 Rmts. 4 DBR | American Buffalo | )       |
| Standard Sleeper      | 1014   | 4332 | 6 Seats. 6 Rmts. 4 DBR | American Rampart | )       |
| Standard Sleeper      | 1015   | 4332 | 6 Seats. 6 Rmts. 4 DBR | Russian Hill     | )       |
| Observation Sleeper   | 1016   | 4339 | 4 Brm-Observation      |                  | )       |

15 Cars - Completely air-conditioned  
 Maximum Consist - 15 Cars

Correction No. 483  
 Cancelling Correction No. 308  
 To Equipment Circular No. 14  
 Effective September 24, 1950

TRAIN NO. 101-102 - STREAMLINER "CITY OF SAN FRANCISCO" (Nineteenth Train)

| Equipment          | Car No.    |            | Line No. | Capacity                                | Name of Car                                  | Between - Via: |
|--------------------|------------|------------|----------|-----------------------------------------|----------------------------------------------|----------------|
|                    | East-bound | West-bound |          |                                         |                                              |                |
| 3 Car Power Unit   | -          | -          | -        | --                                      | --                                           | )              |
| Baggage            | -          | -          | -        | --                                      | UP 5700 series                               | )              |
| Postal Car         | -          | -          | -        | --                                      | SP 5003-5004, UP 5900-5901-5902 or CNW 8225) | )              |
| Baggage-Dormitory  | -          | -          | -        | --                                      | SF 104                                       | )              |
| Chair Car          | 101        | 101        | -        | 44 seats                                | UP 5426                                      | )              |
| Chair Car          | 102        | 102        | -        | 44 seats                                | UP 5428                                      | )              |
| Coffee shop-Lounge | -          | -          | -        | --                                      | UP 5000                                      | )              |
| Diner              | -          | -          | -        | --                                      | UP 4816                                      | )              |
| Club Car           | -          | -          | -        | --                                      | CNW 7901                                     | )              |
| Standard Sleeper   | 1020       | 1010       | 4343     | 4 Compts. 4 DBR-2 DR                    | Cliff House                                  | )              |
| Standard Sleeper   | 1021       | 1011       | 4343     | 4 Compts. 4 DBR-2 DR                    | SP 9103                                      | )              |
| Standard Sleeper   | 1022       | 1012       | 4343     | 4 Compts. 4 DBR-2 DR                    | Imperial Palm                                | )              |
| Standard Sleeper   | 1023       | 1013       | 4332     | 6 Sects. 6 Rmts. 4 DBR American Buffalo |                                              | )              |
| Standard Sleeper   | 1024       | 1014       | 4332     | 6 Sects. 6 Rmts. 4 DBR SP 9155          |                                              | )              |
| Standard Sleeper   | 1025       | 1015       | 4351     | 6 Sects. 6 Rmts. 4 DBR Pacific Empire   |                                              | )              |

14 Cars



Correction No. 683  
 Cancelling Correction No. 609  
 To Equipment Circular No. 14  
 Effective March 5, 1931

TRAIN NO. 101-102 - STREAMLINER "CITY OF SAN FRANCISCO" (Nineteenth Train)

| Equipment          | Car No.<br>Eastbound | Car No.<br>Westbound | Line<br>No. | Capacity             | Name of Car                                     | Between: Via:     |
|--------------------|----------------------|----------------------|-------------|----------------------|-------------------------------------------------|-------------------|
| 3 Car Power Unit   | -                    | -                    | -           | ---                  | ---                                             | )                 |
| Baggage            | -                    | -                    | -           | ---                  | UP 5700 series                                  | )                 |
| Postal Car         | -                    | -                    | -           | ---                  | SP 5003-5004, UP 5900-<br>5901-5902 or CNW 8225 | )                 |
| Baggage-Dormitory  | -                    | -                    | -           | ---                  | SF 104                                          | )                 |
| Chair Car          | 101                  | 101                  | -           | 44 seats             | SF 2379                                         | )                 |
| Chair Car          | 102                  | 102                  | -           | 44 seats             | UP 5428                                         | )                 |
| Coffee Shop-Lounge | -                    | -                    | -           | ---                  | UP 5000                                         | )                 |
| Diner              | -                    | -                    | -           | ---                  | UP 4816                                         | )                 |
| Club Car           | -                    | -                    | -           | ---                  | CNW 7901                                        | )                 |
| Standard Sleeper   | 1021                 | 1011                 | 4343        | 4 Compts. 4 DER-2 DR | SP 9103                                         | ) Chicago-Oakland |
| Standard Sleeper   | 1022                 | 1012                 | 4343        | 4 Compts. 4 DER-2 DR | Indiana-Tomball                                 | ) C&NW -UP- SP    |
| Standard Sleeper   | 1023                 | 1013                 | 4332        | 6 Sots. 6 Rmts. 4 DR | American Buffalo                                | )                 |
| Standard Sleeper   | 1024                 | 1014                 | 4351        | 10 Rmts. - 6 DBR     | Pacific Beauty                                  | )                 |
| Standard Sleeper   | 1025                 | 1015                 | 4351        | 10-Rmts. - 6 DBR     | Pacific Bay                                     | )                 |

13 Cars

Correction No. 920  
 Cancelling Correction No. 788  
 To Equipment Circular No. 14  
 Issued June 1, 1952

TRAIN NOS. 101-102 -- STREAMLINER "CITY OF SAN FRANCISCO" (Nineteenth Train)

| Equipment          | Car No.<br>Eastbound | Car No.<br>Westbound | Line<br>No. | Capacity               | Between: | Via: |
|--------------------|----------------------|----------------------|-------------|------------------------|----------|------|
| 3 Car Power Unit   | --                   | --                   | --          | --                     |          | )    |
| Baggage            | --                   | --                   | --          | --                     |          | )    |
| Postal Car         | --                   | --                   | --          | --                     |          | )    |
| Baggage Dormitory  | --                   | --                   | --          | --                     |          | )    |
| Chair Car          | 101                  | 101                  | --          | 44 seats               |          | )    |
| Chair Car          | 102                  | 102                  | --          | 44 seats               |          | )    |
| Coffee Shop-Lounge | --                   | --                   | --          | --                     |          | )    |
| Diner              | --                   | --                   | --          | --                     |          | )    |
| Club Car           | --                   | --                   | --          | --                     |          | )    |
| Standard Sleeper   | 1021                 | 1011                 | 4343        | 4 Compts. 4 DBR - 2 DR |          | )    |
| Standard Sleeper   | 1022                 | 1012                 | 4343        | 4 Compts. 4 DBR - 2 DR |          | )    |
| Standard Sleeper   | 1023                 | 1013                 | 4332        | 6 Sects. 6 Rmts. 4 DBR |          | )    |
| Standard Sleeper   | 1024                 | 1014                 | 4351        | 10 Rmts. - 6 DBR       |          | )    |
| Standard Sleeper   | 1025                 | 1015                 | 4351        | 10 Rmts. - 6 DBR       |          | )    |

13 Cars

Correction No. 1072  
 Cancelling Correction No. 920  
 To Equipment Circular No. 14  
 Issued September 1, 1953

TRAIN NOS. 101-102 -- STREAMLINER "CITY OF SAN FRANCISCO" (Nineteenth Train)

| Equipment          | Car No.<br>Eastbound | Car No.<br>Westbound | Line<br>No. | Capacity              | Between: | Via:              |
|--------------------|----------------------|----------------------|-------------|-----------------------|----------|-------------------|
| 3 Car Power Unit   | --                   | --                   | --          | --                    | )        | )                 |
| Baggage            | --                   | --                   | --          | --                    | )        | )                 |
| Postal Car         | --                   | --                   | --          | --                    | )        | )                 |
| Baggage Dormitory  | --                   | --                   | --          | --                    | )        | )                 |
| Chair Car          | 101                  | 101                  | --          | 44 Seats              | )        | Chicago - Oakland |
| Chair Car          | 102                  | 102                  | --          | 44 Seats              | )        | C&NW - UP - SP    |
| Coffee Shop-Lounge | --                   | --                   | --          | --                    | )        | )                 |
| Diner              | --                   | --                   | --          | --                    | )        | )                 |
| Club Car           | --                   | --                   | --          | --                    | )        | )                 |
| Standard Sleeper   | 1021                 | 1011                 | 4343        | 4 Compts 4 DBR 2 DR   | )        | )                 |
| Standard Sleeper   | 1022                 | 1012                 | 4343        | 4 Compts 4 DBR 2 DR   | )        | )                 |
| Standard Sleeper   | 1023                 | 1013                 | 4332        | 6 Sects 6 Rmtes 4 DBR | )        | )                 |
| Standard Sleeper   | 1024                 | 1014                 | 4351        | 10 Rmtes 6 DBR        | )        | )                 |
| Standard Sleeper   | 1025                 | 1015                 | 4351        | 10 Rmtes 6 DBR        | )        | )                 |

(a)

(a) Car Temporarily discontinued

12 Cars

Correction No. 1281  
 Cancelling Correction No. 1072  
 To Equipment Circular No. 14  
 Issued November 15, 1954.

TRAINS NOS 101-102 - STREAMLINER "CITY OF SAN FRANCISCO" (Nineteenth Train)

| Equipment          | Car No.   |           | Line<br>No. | Capacity              | Between: | Via:              |
|--------------------|-----------|-----------|-------------|-----------------------|----------|-------------------|
|                    | Eastbound | Westbound |             |                       |          |                   |
| 3 Car Power Unit   | --        | --        | --          | --                    |          |                   |
| Baggage            | --        | --        | --          | --                    |          |                   |
| Postal Car         | --        | --        | --          | --                    |          |                   |
| Baggage Dormitory  | --        | --        | --          | --                    |          |                   |
| Chair Car          | 101       | 101       | --          | 44 Seats              |          | Chicago - Oakland |
| Chair Car          | 102       | 102       | --          | 44 Seats              |          | C&NW - UP - SP    |
| Coffee Shop Lounge | --        | --        | --          | --                    |          |                   |
| Diner              | --        | --        | --          | --                    |          |                   |
| Club Car           | --        | --        | --          | --                    |          |                   |
| Standard Sleeper   | 1020      | 1010      | 4343        | 4 Compts 4 DBR 2 LR   |          |                   |
| *Standard Sleeper  | 1021      | 1011      | 4343        | 4 Compts 4 DBR 2 DK   |          |                   |
| Standard Sleeper   | 1023      | 1013      | 4332        | 6 Seats 6 Rmtes 4 DBR |          |                   |
| Standard Sleeper   | 1025      | 1015      | 4351        | 10 Rmtes 6 DBR        |          |                   |

12 Cars (13 Cars Fridays)

\* Operates Friday only

Correction No. 228  
 Cancelling Original Page 49  
 To Equipment Circular No. 14  
 Effective September 1, 1947

TRAIN NO. 102 - STREAMLINER "CITY OF SAN FRANCISCO" (Nineteenth Train)  
 Sailings: Daily.

| Equipment             | Car<br>No. | Line<br>No. | Capacity               | En Route         |    |
|-----------------------|------------|-------------|------------------------|------------------|----|
|                       |            |             |                        | From             | To |
| 3 Car Power Unit      |            |             |                        |                  |    |
| Baggage Car           |            |             |                        |                  |    |
| Chair Car             | SF-101     |             | 44 Seats               | UP 5608          |    |
| Chair Car             | SF-102     |             | 44 Seats               | SP 2489          |    |
| Dormitory-Kitchen Car |            |             | 66 Seats               | SP 2490          |    |
| Diner                 |            |             |                        | UP 5102          |    |
| Standard Sleeper      | 1020       | 4343        | 4 Compt. 4 DBR - 2 DR  | Cliff House      |    |
| Standard Sleeper      | 1021       | 4343        | 4 Compt. 4 DBR - 2 DR  | Yerba Buena      |    |
| Standard Sleeper      | 1022       | 4343        | 4 Compt. 4 DBR - 2 DR  | Imperial Palm    |    |
| Standard Sleeper      | 1023       | 4332        | 6 Sects. 6 Rmt - 4 DBR | American Lake    |    |
| Standard Sleeper      | 1024       | 4332        | 6 Sects. 6 Rmt - 4 DBR | American Buffalo |    |
| Standard Sleeper      | 1025       | 4332        | 6 Sects. 6 Rmt - 4 DBR | American Rampart |    |
| Observation Sleeper   | 1026       | 4339        | 4 Bdrms                | Russian Hill     |    |

12 Cars - Completely air-conditioned.  
 Maximum Consist - 14 Cars.

Correction No. 255  
 Cancelling Correction No. 228  
 To Equipment Circular No. 14  
 Effective October 6, 1947

TRAIN NO. 102 - STREAMLINER "CITY OF SAN FRANCISCO" (Nineteenth Train)  
 Sailings: Daily

| Equipment             | :Car<br>:No. | :Line<br>:No. | :Capacity                 | :Name of Sleeper  | :En Route |     |
|-----------------------|--------------|---------------|---------------------------|-------------------|-----------|-----|
|                       |              |               |                           |                   | :From     | :To |
| 3 Car Power Unit      | :            | :             | :                         | :                 | :         | :   |
| Baggage Car           | :            | :             | :                         | :UP 5608          | :         | :   |
| Baggage Dormitory     | :            | :             | :                         | :UP 5626          | :         | :   |
| Chair Car             | :SF-100 :    | :             | :44 seats                 | :UP 5340          | :         | :   |
| Chair Car             | :SF-101 :    | :             | :44 seats                 | :SP 2490          | :         | :   |
| Chair Car             | :SF-102 :    | :             | :44 seats                 | :SP 2489          | :         | :   |
| Diner                 | :            | :             | :36 seats                 | :UP 3608          | :         | :   |
| Dormitory-Kitchen Car | :            | :             | :66 seats                 | :UP 5102          | :         | :   |
| Diner                 | :            | :             | :                         | :Cliff House      | :         | :   |
| Standard Sleeper      | :1020 :4343  | :             | :4 Compts. 4 DBR- 2 DR    | :Yerba Buena      | :         | :   |
| Standard Sleeper      | :1021 :4343  | :             | :4 Compts. 4 DBR- 2 DR    | :Imperial Palm    | :         | :   |
| Standard Sleeper      | :1022 :4343  | :             | :4 Compts. 4 DBR- 2 DR    | :American Lake    | :         | :   |
| Standard Sleeper      | :1023 :4332  | :             | :6 Sects. 6 Rmts. - 4 DBR | :American Buffalo | :         | :   |
| Standard Sleeper      | :1024 :4332  | :             | :6 Sects. 6 Rmts. - 4 DBR | :American Rampart | :         | :   |
| Standard Sleeper      | :1025 :4332  | :             | :6 Sects. 6 Rmts. - 4 DBR | :Russian Hill     | :         | :   |
| Observation Sleeper   | :1026 :4339  | :             | :4 Bedrooms               | :                 | :         | :   |

15 Cars - Completely air-conditioned  
 Maximum Consist - 15 Cars.

Correction No. 310  
 Cancelling Correction No. 255  
 To Equipment Circular No. 14  
 Effective February 1, 1949

TRAIN NO. 102 - STREAMLINER "CITY OF SAN FRANCISCO" (Nineteenth Train)  
 Sailings: Daily

| Equipment             | Car<br>No. | Lino<br>No. | Capacity   | Name of Sleeper  |    | En Route |    |
|-----------------------|------------|-------------|------------|------------------|----|----------|----|
|                       |            |             |            | From             | To | From     | To |
| 3 Car Power Unit      | :          | :           | :          | :                | :  | :        | :  |
| Baggage Car           | :          | :           | :          | :                | :  | :        | :  |
| Baggage Dormitory     | :          | :           | :          | :                | :  | :        | :  |
| Chair Car             | SF-100     | :           | 44 seats   | UP 5608          | :  | :        | :  |
| Chair Car             | SF-101     | :           | 44 seats   | UP 5626          | :  | :        | :  |
| Chair Car             | SF-102     | :           | 44 seats   | UP 5358          | :  | :        | :  |
| Diner                 | :          | :           | 36 seats   | SP 2490          | :  | :        | :  |
| Dormitory-Kitchen Car | :          | :           | 66 seats   | SP 2489          | :  | :        | :  |
| Diner                 | :          | :           | 66 seats   | UP 4607          | :  | :        | :  |
| Standard Sleeper      | 1020       | 4343        | 4 Compts.  | UP 4613          | :  | :        | :  |
| Standard Sleeper      | 1021       | 4343        | 4 Compts.  | Cliff House      | :  | :        | :  |
| Standard Sleeper      | 1022       | 4343        | 4 Compts.  | Yerba Buena      | :  | :        | :  |
| Standard Sleeper      | 1023       | 4332        | 6 Seats.   | Imperial Palm    | :  | :        | :  |
| Standard Sleeper      | 1024       | 4332        | 6 Seats.   | American Lake    | :  | :        | :  |
| Standard Sleeper      | 1025       | 4332        | 6 Seats.   | American Buffalo | :  | :        | :  |
| Standard Sleeper      | 1026       | 4339        | 6 Seats.   | American Rampart | :  | :        | :  |
| Observation Sleeper   | :          | :           | 4 Bedrooms | Russian Hill     | :  | :        | :  |

15 Cars - Completely air-conditioned  
 Maximum Consist - 15 Cars.

Correction No. 484  
 Cancelling Correction No. 310  
 To Equipment Circular No. 14  
 Effective September 24, 1950

TRAIN NO. 101-102 - STREAMLINER "CITY OF SAN FRANCISCO" (Twentieth Train)

| Equipment          | Car No.        |                | Line<br>No. | Capacity               | Name of Car    | Between | Via:            |
|--------------------|----------------|----------------|-------------|------------------------|----------------|---------|-----------------|
|                    | West-<br>bound | East-<br>bound |             |                        |                |         |                 |
| 3 Car Power Unit   | -              | -              | -           | --                     | --             | )       |                 |
| Baggage Car        | -              | -              | -           | --                     | UP 5700 series | )       |                 |
| Postal Car         | -              | -              | -           | --                     | *              | )       |                 |
| Baggage Dormitory  | -              | -              | -           | --                     | SF 101         | )       |                 |
| Chair Car          | 101            | 101            | -           | 44 seats               | UP 5425        | )       |                 |
| Chair Car          | 102            | 102            | -           | 44 seats               | SP 2379        | )       |                 |
| Coffee Shop-Lounge | -              | -              | -           | --                     | SP 10406       | )       |                 |
| Diner              | -              | -              | -           | --                     | SP 10209       | )       |                 |
| Dormitory-Club Car | -              | -              | -           | --                     | Embarcadero    | )       |                 |
| Standard Sleeper   | 1010           | 1020           | 4343        | 4 Compts. 4 DBR-2 DR   | Twin Peaks     | )       |                 |
| Standard Sleeper   | 1011           | 1021           | 4343        | 4 Compts. 4 DBR-2 DR   | Civic Center   | )       |                 |
| Standard Sleeper   | 1012           | 1022           | 4343        | 4 Compts. 4 DBR-2 DR   | SP 9102        | )       | Chicago-Oakland |
| Standard Sleeper   | 1013           | 1023           | 4332        | 6 Sects. 6 Rmts.-4 DBR | SP 9156        | )       | C&NW - UP - SP  |
| Standard Sleeper   | 1014           | 1024           | 4332        | 6 Sects. 6 Rmts.-4 DBR | SP 9152        | )       |                 |
| Standard Sleeper   | 1015           | 1025           | 4351        | 10 Rmts. - 6 DBR       | Pacific Falls  | )       |                 |

14 Cars

\* - SP 5003, 5004; UP 5900, 5901, 5902  
 or C&NW 8225.

Correction No. 610  
Cancelling Correction No. 484  
To Equipment Circular No. 14  
Effective January 25, 1951

TRAIN NO. 101-102 -- STREAMLINER "CITY OF SAN FRANCISCO" (Twentieth Train)

| Equipment          | Car No.<br>Westbound | Car No.<br>Eastbound | Line<br>No. | Capacity               | Name of Car                                         | Between: Via: |
|--------------------|----------------------|----------------------|-------------|------------------------|-----------------------------------------------------|---------------|
| 3 Car Power Unit   | -                    | -                    | -           | ---                    | --                                                  | )             |
| Baggage Car        | -                    | -                    | -           | ---                    | UP 5700 series                                      | )             |
| Postal Car         | -                    | -                    | -           | ---                    | SP 5003, 5004; UP 5900,<br>5901, 5902 or CNW 8225.) | )             |
| Baggage Dormitory  | -                    | -                    | -           | ---                    | SP 101                                              | )             |
| Chair Car          | 101                  | 101                  | -           | 44 seats               | UP 5425                                             | )             |
| Chair Car          | 102                  | 102                  | -           | 44 seats               | SP 2379                                             | )             |
| Coffee Shop-Lounge | -                    | -                    | -           | ---                    | SP 10406                                            | )             |
| Diner              | -                    | -                    | -           | ---                    | SP 10209                                            | )             |
| Dormitory-Club Car | -                    | -                    | -           | ---                    | Imbarcadero                                         | )             |
| Standard Sleeper   | 1010                 | 1020                 | -           | ---                    | Twin Peaks                                          | )             |
| Standard Sleeper   | 1011                 | 1021                 | 4343        | 4 Compts. 4 DBR-2 DR   | Civic Center                                        | )             |
| Standard Sleeper   | 1012                 | 1022                 | 4343        | 4 Compts. 4 DBR-2 DR   | SP 9102                                             | )             |
| Standard Sleeper   | 1013                 | 1023                 | 4332        | 6 Sects. 6 Rmts.-4 DBR | SP 9156                                             | )             |
| Standard Sleeper   | 1014                 | 1024                 | 4351        | 10 Rmts. 6 DBR         | SP 9040                                             | )             |
| Standard Sleeper   | 1015                 | 1025                 | 4351        | 10 Rmts. 6 DBR         | Pacific Falls                                       | )             |

14 Cars

Correction No. 6<sup>04</sup>  
 Cancelling Correction No. 610  
 To Equipment Circular No. 14  
 Effective March 5, 1951

TRAIN NO. 101-102 - STREAMLINER "CITY OF SAN FRANCISCO" (Twentieth Train)

| Equipment          | Car No.<br>Westbound | Car No.<br>Eastbound | Line<br>No. | Capacity               | Name of Car             | Between: Via: |
|--------------------|----------------------|----------------------|-------------|------------------------|-------------------------|---------------|
| 3 Car Power Unit   | -                    | -                    | -           | ---                    | ---                     | )             |
| Baggage Car        | -                    | -                    | -           | ---                    | UP 5700 series          | )             |
| Postal Car         | -                    | -                    | -           | ---                    | SP 5003, 5004; UP 5900, | )             |
|                    |                      |                      |             |                        | 5901, 5902 or CNW 8225. | )             |
| Baggage Dormitory  | -                    | -                    | -           | ---                    | SP 101                  | )             |
| Chair Car          | 101                  | 101                  | -           | 44 seats               | UP 5426                 | )             |
| Chair Car          | 102                  | 102                  | -           | 44 seats               | UP 5430                 | )             |
| Coffee Shop-Lounge | -                    | -                    | -           | ---                    | SP 10406                | )             |
| Diner              | -                    | -                    | -           | ---                    | SP 10209                | )             |
| Dormitory-Club Car | -                    | -                    | -           | ---                    | Embucadero              | )             |
| Standard Sleeper   | 1011                 | 1021                 | 4343        | 4 Compts. 4 DBR-2 DR   | Civic Center            | )             |
| Standard Sleeper   | 1012                 | 1022                 | 4343        | 4 Compts. 4 DBR-2 DR   | SP 9102                 | )             |
| Standard Sleeper   | 1013                 | 1023                 | 4332        | 6 Sects. 6 Rmts.-4 DBR | SP 9156                 | )             |
| Standard Sleeper   | 1014                 | 1024                 | 4351        | 10 Rmts. 6 DBR         | SP 9040                 | )             |
| Standard Sleeper   | 1015                 | 1025                 | 4351        | 10 Rmts. 6 DBR         | Pacific Falls           | )             |

13 Cars

Correction No. 789  
 Cancelling Correction No. 684  
 To Equipment Circular No. 14  
 Issued November 1, 1951

TRAIN NO 101-102 - STREAMLINER "CITY OF SAN FRANCISCO" (Twentieth Train)

| Equipment:         | Car No.<br>Westbound | Car No.<br>Eastbound | Line<br>Eastbound No. | Capacity                 | Name of Car             | Between: Via:     |
|--------------------|----------------------|----------------------|-----------------------|--------------------------|-------------------------|-------------------|
| 3 Car Power Unit   | -                    | -                    | -                     | --                       | --                      | )                 |
| Baggage Car        | -                    | -                    | -                     | --                       | UP 5700 series          | )                 |
| Postal Car         | -                    | -                    | -                     | --                       | SP 5003, 5004, UP 5900, | )                 |
|                    |                      |                      |                       |                          | 5901, 5902 or CNW 8225) |                   |
| Baggage Dormitory  | -                    | -                    | -                     | --                       | SF 101                  | ) Chicago-Oakland |
| Chair Car          | 101                  | 101                  | -                     | --                       | UP 5443                 | )                 |
| Chair Car          | 102                  | 102                  | -                     | --                       | UP 5428                 | )                 |
| Coffee Shop-Lounge | -                    | -                    | -                     | --                       | SP 10406                | )                 |
| Diner              | -                    | -                    | -                     | --                       | SP 10209                | )                 |
| Dormitory-Club Car | -                    | -                    | -                     | --                       | Embarcadero             | )                 |
| Standard Sleeper   | 1011                 | 1021                 | 4343                  | 4 Compts. 4 D3R - 2 DR   | --                      | )                 |
| Standard Sleeper   | 1012                 | 1022                 | 4343                  | 4 Compts. 4 D3R - 2 DR   | --                      | )                 |
| Standard Sleeper   | 1013                 | 1023                 | 4332                  | 6 Sects. 6 Rmts. - 4 D3R | --                      | )                 |
| Standard Sleeper   | 1014                 | 1024                 | 4351                  | 10 Rmts. 6 D3R           | --                      | )                 |
| Standard Sleeper   | 1015                 | 1025                 | 4351                  | 10 Rmts. 6 D3R           | --                      | )                 |

13 Cars

Correction No. 919  
 Cancelling Correction No. 789  
 To Equipment Circular No. 14  
 Issued June 1, 1952

TRAIN Nos. 101-102 -- STREAMLINER "CITY OF SAN FRANCISCO" (Twentieth Train)

| Equipment:           | Car No.<br>Westbound | Car No.<br>Eastbound | Line<br>No. | Capacity                 | Between:                            | Via: |
|----------------------|----------------------|----------------------|-------------|--------------------------|-------------------------------------|------|
| 3 Car Power Unit     | --                   | --                   | --          | --                       | Chicago - Oakland<br>C&NW - UP - SP |      |
| Baggage Car          | --                   | --                   | --          | --                       |                                     |      |
| Postal Car           | --                   | --                   | --          | --                       |                                     |      |
| Baggage Dormitory    | --                   | --                   | --          | --                       |                                     |      |
| Chair Car            | 101                  | 101                  | --          | 44 seats                 |                                     |      |
| Chair Car            | 102                  | 102                  | --          | 44 seats                 |                                     |      |
| Coffee Shop - Lounge | --                   | --                   | --          | --                       |                                     |      |
| Diner                | --                   | --                   | --          | --                       |                                     |      |
| Dormitory - Club Car | --                   | --                   | --          | --                       |                                     |      |
| Standard Sleeper     | 1011                 | 1021                 | 4343        | 4 Compts. 4 DBR - 2 DR   |                                     |      |
| Standard Sleeper     | 1012                 | 1022                 | 4343        | 4 Compts. 4 DBR - 2 DR   |                                     |      |
| Standard Sleeper     | 1013                 | 1023                 | 4332        | 6 Seats. 6 Rmts. - 4 DBR |                                     |      |
| Standard Sleeper     | 1014                 | 1024                 | 4351        | 10 Rmts. 6 DBR           |                                     |      |
| Standard Sleeper     | 1015                 | 1025                 | 4351        | 10 Rmts. 6 DBR           |                                     |      |

13 Cars.

Correction No. 1073  
 Cancelling Correction No. 919  
 To Equipment Circular No. 14  
 Issued September 1, 1953

TRAIN NOS. 101-102 -- STREAMLINER "CITY OF SAN FRANCISCO" (Twentieth Train)

| Equipment:           | Car No.<br>Westbound | Car No.<br>Eastbound | Line<br>No. | Capacity             | Between: | Via:              |
|----------------------|----------------------|----------------------|-------------|----------------------|----------|-------------------|
| 3 Car Power Unit     | --                   | --                   | --          | --                   | )        |                   |
| Baggage Car          | --                   | --                   | --          | --                   | )        |                   |
| Postal Car           | --                   | --                   | --          | --                   | )        |                   |
| Baggage Dormitory    | --                   | --                   | --          | --                   | )        |                   |
| Chair Car            | 101                  | 101                  | --          | 44 Seats             | )        | Chicago - Oakland |
| Chair Car            | 102                  | 102                  | --          | 44 Seats             | )        | C&NW - UP - SP    |
| Coffee Shop - Lounge | --                   | --                   | --          | --                   | )        |                   |
| Diner                | --                   | --                   | --          | --                   | )        |                   |
| Dormitory - Club Car | --                   | --                   | --          | --                   | )        |                   |
| Standard Sleeper     | 1011                 | 1021                 | 4343        | 4 Compts 4 DBR 2 DR  | )        |                   |
| Standard Sleeper     | 1012                 | 1022                 | 4343        | 4 Compts 4 DBR 2 DR  | )        |                   |
| Standard Sleeper     | 1013                 | 1023                 | 4332        | 6 Sects 6 Rmts 4 DBR | )        |                   |
| Standard Sleeper     | 1014                 | 1024                 | 4351        | 10 Rmts 6 DBR        | )        |                   |
| Standard Sleeper     | 1015                 | 1025                 | 4351        | 10 Rmts 6 DBR        | )        |                   |

(a) Car Temporarily discontinued

12 Cars

Correction No. 1282  
 Cancelling Correction No. 1073  
 To Equipment Circular No. 14  
 Issued November 15, 1954.

TRAIN NOS 101-102 - STREAMLINER "CITY OF SAN FRANCISCO" (Twentieth Train)

| Equipment            | Car No.   |           | Line No. | Capacity               | Between: | Via:                              |
|----------------------|-----------|-----------|----------|------------------------|----------|-----------------------------------|
|                      | Westbound | Eastbound |          |                        |          |                                   |
| 3 Car Power Unit     | -         | -         | -        | -                      | }        | }                                 |
| Baggage Car          | -         | -         | -        | -                      |          |                                   |
| Postal Car           | -         | -         | -        | -                      |          |                                   |
| Baggage Dormitory    | -         | -         | -        | -                      | }        | Chicago-Oakland<br>C&NW - UP - SP |
| Chair Car            | 101       | 101       | -        | 44 Seats               |          |                                   |
| Chair Car            | 102       | 102       | -        | 44 Seats               |          |                                   |
| Coffee Shop - Lounge | -         | -         | -        | -                      | }        | }                                 |
| Diner                | -         | -         | -        | -                      |          |                                   |
| Dormitory - Club Car | -         | -         | -        | -                      |          |                                   |
| Standard Sleeper     | 1010      | 1020      | 4343     | 4 Compts 4 DBR 2 DR)   | }        | }                                 |
| *Standard Sleeper    | 1011      | 1021      | 4343     | 4 Compts 4 DBR 2 DR)   |          |                                   |
| Standard Sleeper     | 1013      | 1023      | 4332     | 6 Seats 6 Rmtos 4 DBR) |          |                                   |
| Standard Sleeper     | 1015      | 1025      | 4351     | 10 Rmtos 6 DBR )       |          |                                   |

\* Operates Friday only

12 Cars (13 Cars Fridays)





Original Page  
To Equipment Circular No. 14  
Effective June 2, 1946

SHASTA ROUTE  
Train No. 11 "Cascade"

| Equipment         | Car<br>No. | Line<br>No. | Capacity | On Train 11<br>From | To      | En Route<br>From | To      | Via   | Ret.<br>No. |
|-------------------|------------|-------------|----------|---------------------|---------|------------------|---------|-------|-------------|
| Baggage & Express |            |             |          | Portland            | Oakland | Portland         | Oakland | SP    | 12          |
| Standard Sleeper  | 119        | 616         | 14-Seat  | Portland            | Oakland | Portland         | Oakland | SP    | 12          |
| Standard Sleeper  | 118        | 616         | 12-1     | Portland            | Oakland | Portland         | Oakland | SP    | 12          |
| Standard Sleeper  | 117        | 616         | 12-1     | Portland            | Oakland | Portland         | Oakland | SP    | 12          |
| Standard Sleeper  | 116        | 616         | 8-1-2    | Portland            | Oakland | Portland         | Oakland | SP    | 12          |
| Diner             |            |             |          | Portland            | Oakland | Portland         | Oakland | SP    | 12          |
| Diner             |            |             |          | Portland            | Oakland | Portland         | Oakland | SP    | 12          |
| Lounge            |            |             |          | Portland            | Oakland | Portland         | Oakland | SP    | 12          |
| Standard Sleeper  | 114        | 622         | 6-6      | Portland            | Oakland | Portland         | Oakland | SP    | 12          |
| Standard Sleeper  | 113        | 600         | 6-3      | Portland            | Oakland | Seattle          | Oakland | NP-SP | 12          |
| Standard Sleeper  | 112        | 633         | 8-5      | Portland            | Oakland | Seattle          | Oakland | NP-SP | 12          |
| Standard Sleeper  | 111        | 633         | 8-5      | Portland            | Oakland | Seattle          | Oakland | NP-SP | 12          |
| Standard Sleeper  | 110        | 610         | 12-1     | Portland            | Oakland | Seattle          | Oakland | NP-SP | 12          |

NOTE: Train No. 11 is completely air-conditioned.

13 Cars Portland to Oakland

Correction No. 76  
 Cancelling Original Page  
 To Equipment Circular No. 14  
 Effective November 14, 1946

SHASTA ROUTE

Train No. 11 "Cascade"

| Equipment         | :Car<br>:No. | :Line<br>:No. | :Capacity | : On Train 11 |          | :En Route<br>:From | :To      | :Via   | :Ret.<br>:No. |
|-------------------|--------------|---------------|-----------|---------------|----------|--------------------|----------|--------|---------------|
|                   |              |               |           | :From         | :To      |                    |          |        |               |
| Baggage & Express | :            | :             | -----     | :Portland     | :Oakland | :Portland          | :Oakland | :SP    | :12           |
| Standard Sleeper  | : 119 :      | 616 :         | 12-1      | :Portland     | :Oakland | :Portland          | :Oakland | :SP    | :12           |
| Standard Sleeper  | : 118 :      | 616 :         | 10-1-2    | :Portland     | :Oakland | :Portland          | :Oakland | :SP    | :12           |
| Standard Sleeper  | : 117 :      | 616 :         | 8-1-2     | :Portland     | :Oakland | :Portland          | :Oakland | :SP    | :12           |
| Standard Sleeper  | : 116 :      | 616 :         | 8-1-2     | :Portland     | :Oakland | :Portland          | :Oakland | :SP    | :12           |
| Diner             | :            | :             | -----     | :Portland     | :Oakland | :Portland          | :Oakland | :SP    | :12           |
| Diner             | :            | :             | -----     | :Portland     | :Oakland | :Portland          | :Oakland | :SP    | :12           |
| Lounge            | :            | :             | -----     | :Portland     | :Oakland | :Portland          | :Oakland | :SP    | :12           |
| Standard Sleeper  | : 114 :      | 622 :         | 6-6       | :Portland     | :Oakland | :Portland          | :Oakland | :SP    | :12           |
| Standard Sleeper  | : 113 :      | 600 :         | 6-3       | :Portland     | :Oakland | :Seattle           | :Oakland | :NP-SP | :12           |
| Standard Sleeper  | : 112 :      | 633 :         | 8-5       | :Portland     | :Oakland | :Seattle           | :Oakland | :NP-SP | :12           |
| Standard Sleeper  | : 111 :      | 633 :         | 8-5       | :Portland     | :Oakland | :Seattle           | :Oakland | :NP-SP | :12           |
| Standard Sleeper  | : 110 :      | 610 :         | 12-1      | :Portland     | :Oakland | :Seattle           | :Oakland | :NP-SP | :12           |

NOTE: Train No. 11 is completely air-conditioned.

13 Cars Portland to Oakland  
 (Maximum 14 Cars)

Correction No. 76  
 Cancelling Original Page  
 To Equipment Circular No. 14  
 Effective November 14, 1946

SHASTA ROUTE  
 Train No. 11 "Cascade"

| Equipment         | :Car<br>:No. | :Line<br>:No. | :Capacity | : On Train 11 |         | : En Route |         | :Via  | :Ret.<br>:No. |
|-------------------|--------------|---------------|-----------|---------------|---------|------------|---------|-------|---------------|
|                   |              |               |           | :From         | :To     | :From      | :To     |       |               |
| Baggage & Express | 119          | 616           | 12-1/4    | Portland      | Oakland | Portland   | Oakland | SP    | 12            |
| Standard Sleeper  | 118          | 616           | 10-1-2    | Portland      | Oakland | Portland   | Oakland | SP    | 12            |
| Standard Sleeper  | 117          | 616           | 8-1-2     | Portland      | Oakland | Portland   | Oakland | SP    | 12            |
| Standard Sleeper  | 116          | 616           | 8-1-2     | Portland      | Oakland | Portland   | Oakland | SP    | 12            |
| Diner             |              |               |           | Portland      | Oakland | Portland   | Oakland | SP    | 12            |
| Diner             |              |               |           | Portland      | Oakland | Portland   | Oakland | SP    | 12            |
| Lounge            |              |               |           | Portland      | Oakland | Portland   | Oakland | SP    | 12            |
| Standard Sleeper  | 114          | 622           | 6-6       | Portland      | Oakland | Portland   | Oakland | SP    | 12            |
| Standard Sleeper  | 113          | 600           | 6-3       | Portland      | Oakland | Seattle    | Oakland | NP-SP | 12            |
| Standard Sleeper  | 112          | 633           | 8-5       | Portland      | Oakland | Seattle    | Oakland | NP-SP | 12            |
| Standard Sleeper  | 111          | 633           | 8-5       | Portland      | Oakland | Seattle    | Oakland | NF-SP | 12            |
| Standard Sleeper  | 110          | 610           | 12-1      | Portland      | Oakland | Seattle    | Oakland | NP-SP | 12            |

X off 1/23 + 1/24/47 and every 4th day since 6-3  
 NOTE: Train No. 11 is completely air-conditioned.

13 Cars Portland to Oakland  
 (Maximum 14 Cars)

Correction No. 124  
 Cancelling Original Page No. 50  
 To Equipment Circular No. 14  
 Effective January 1, 1947

SHASTA ROUTE  
 Train No. 11 "Cascade"

| Equipment         | :Car :Line : |        | : On Train 11 : |             | : En Route : |             | :Via :     | :Ret. :No. : |
|-------------------|--------------|--------|-----------------|-------------|--------------|-------------|------------|--------------|
|                   | :No. :       | :No. : | :Capacity :     | :From :     | :To :        | :From :     | :To :      |              |
| Baggage & Express | :            | -----  | -----           | :Portland : | :Oakland :   | :Portland : | :Oakland : | :12 :        |
| Standard Sleeper  | : 115 :      | 616 :  | 14 Sect. :      | :Portland : | :Oakland :   | :Portland : | :Oakland : | :12 :        |
| Standard Sleeper  | : 118 :      | 616 :  | 10-1-2 :        | :Portland : | :Oakland :   | :Portland : | :Oakland : | :12 :        |
| Standard Sleeper  | : 117 :      | 616 :  | 8-1-2 :         | :Portland : | :Oakland :   | :Portland : | :Oakland : | :12 :        |
| Standard Sleeper  | : 116 :      | 616 :  | 8-1-2 :         | :Portland : | :Oakland :   | :Portland : | :Oakland : | :12 :        |
| Diner             | :            | -----  | -----           | :Portland : | :Oakland :   | :Portland : | :Oakland : | :12 :        |
| Diner             | :            | -----  | -----           | :Portland : | :Oakland :   | :Portland : | :Oakland : | :12 :        |
| Lounge            | :            | -----  | -----           | :Portland : | :Oakland :   | :Portland : | :Oakland : | :12 :        |
| Standard Sleeper  | : 114 :      | 622 :  | 6-6 :           | :Portland : | :Oakland :   | :Portland : | :Oakland : | :12 :        |
| Standard Sleeper  | : 113 :      | 600 :  | 6-3 :           | :Portland : | :Oakland :   | :Portland : | :Oakland : | :12 :        |
| Standard Sleeper  | : 112 :      | 633 :  | 8-5 :           | :Portland : | :Oakland :   | :Seattle :  | :Oakland : | :NP-SP :     |
| *Standard Sleeper | : 111 :      | 633 :  | 3-3Lge. :       | :Portland : | :Oakland :   | :Seattle :  | :Oakland : | :NP-SP :     |
| Standard Sleeper  | : 110 :      | 610 :  | 12-1 :          | :Portland : | :Oakland :   | :Seattle :  | :Oakland : | :NP-SP :     |

NOTE: Train No. 11 is completely air-conditioned.

13 Cars Portland to Oakland  
 (Maximum 14 Cars)

\*January 6 and every 4 days 3-3 Lounge car  
 January 7 and every 4 days 3-3 Lounge car  
 Balance days car is 8-5

Correction No. 344  
 Cancelling Correction No. 124  
 To Equipment Circular No. 14  
 Effective February 27, 1950

SHASTA ROUTE  
 Train No. 11 "Cascado"

| Equipment         | :Car :Lino |      | On Train 11 |          | En Route     |     | :To      | :VIA   | :Ret.<br>:No. |
|-------------------|------------|------|-------------|----------|--------------|-----|----------|--------|---------------|
|                   | :No.       | :No. | :From       | :To      | :From        | :To |          |        |               |
| Storage Mail      | :12        | :12  | :Portland   | :Oakland | :Portland    |     | :Oakland | :SP    | :12           |
| Mail Apartment    | :12        | :12  | :Portland   | :Oakland | :Portland    |     | :Oakland | :SP    | :12           |
| News Agent Chair  | :12        | :12  | :Portland   | :Oakland | :Portland    |     | :Oakland | :SP    | :12           |
| Chair Car         | :13        | :13  | :Portland   | :Oakland | :Portland    |     | :Oakland | :SP    | :12           |
| Chair Car         | :118       | :616 | :Portland   | :Oakland | :Portland    |     | :Oakland | :SP    | :12           |
| Standard Sleeper  | :117       | :622 | :Portland   | :Oakland | :Portland    |     | :Oakland | :SP    | :12           |
| Standard Sleeper  | :116       | :622 | :Portland   | :Oakland | :Portland    |     | :Oakland | :SP    | :12           |
| Standard Sleeper  | :115       | :626 | :Portland   | :Oakland | :Portland    |     | :Oakland | :SP    | :12           |
| Dormitory-Kitchen |            |      |             |          |              |     |          |        |               |
| Diner             | :12        | :12  | :Portland   | :Oakland | :Portland    |     | :Oakland | :SP    | :12           |
| Lounge            |            |      |             |          |              |     |          |        |               |
| Standard Sleeper  | :114       | :622 | :Portland   | :Oakland | :Portland    |     | :Oakland | :SP    | :12           |
| Standard Sleeper  | :113       | :600 | :Portland   | :Oakland | :Seattle     |     | :Oakland | :NP-SP | :12-407       |
| Standard Sleeper  | :112       | :633 | :Portland   | :Oakland | :Seattle     |     | :Oakland | :NP-SP | :12-407       |
| Standard Sleeper  | :111       | :633 | :Portland   | :Oakland | :Seattle     |     | :Oakland | :NP-SP | :12-407       |
| Standard Sleeper  | :199       | :601 | :Dunsmuir   | :Oakland | :Grants Pass |     | :Oakland | :SP    | :20-328       |

16 Cars Portland to Dunsmuir  
 17 Cars Dunsmuir to Oakland

Correction No. 485  
 Cancelling Correction No. 344  
 To Equipment Circular No. 14  
 Effective September 24, 1950

SHASTA ROUTE

Train No. 11 - "Cascade"

| Equipment          | Car No. | Line No. | Capacity   | On Train 11 |         | Enroute  |         | Via:    | Ret. No. |
|--------------------|---------|----------|------------|-------------|---------|----------|---------|---------|----------|
|                    |         |          |            | From:       | To:     | From:    | To:     |         |          |
| Storage Mail       | -       | -        | --         | Portland    | Oakland | Portland | Oakland | SP      | 12       |
| Mail Apartment     | -       | -        | --         | Portland    | Oakland | Portland | Oakland | SP      | 12       |
| Standard Sleeper   | 118     | 629      | 22 Rmts.   | Portland    | Oakland | Portland | Oakland | SP      | 12       |
| Standard Sleeper   | 117     | 630      | 12 DBR     | Portland    | Oakland | Portland | Oakland | SP      | 12       |
| Standard Sleeper   | 116     | 631      | 10-6       | Portland    | Oakland | Portland | Oakland | SP      | 12       |
| Dormitory-Kitchen) |         |          |            |             |         |          |         |         |          |
| Diner              | -       | -        | 3 car unit | Portland    | Oakland | Portland | Oakland | SP      | 12       |
| Lounge             |         |          |            |             |         |          |         |         |          |
| Standard Sleeper   | 115     | 610      | 4-4-2      | Portland    | Oakland | Seattle  | Oakland | NP - SP | 12-407   |
| Standard Sleeper   | 114     | 653      | 10-6       | Portland    | Oakland | Seattle  | Oakland | NP - SP | 12-407   |
| Standard Sleeper   | 113     | 653      | 10-6       | Portland    | Oakland | Seattle  | Oakland | NP - SP | 12-407   |
| Standard Sleeper   | 112     | 604      | 22 Rmts.   | Portland    | Oakland | Seattle  | Oakland | NP - SP | 12-407   |
| Standard Sleeper   | 111     | 631      | 10-6       | Portland    | Oakland | Portland | Oakland | SP      | 12       |

13 Cars Portland to Oakland

Correction No. 611  
 Cancelling Correction No. 485  
 To Equipment Circular No. 14  
 Effective January 25, 1951

SHASTA ROUTE

Train No. 11 - "Cascade"

| Equipment          | Car No. | Line No. | Capacity   | On Train 11 |         | Enroute  |         | Via:  | Ret. No. |
|--------------------|---------|----------|------------|-------------|---------|----------|---------|-------|----------|
|                    |         |          |            | From:       | To:     | From:    | To:     |       |          |
| Storage Mail       | -       | -        | --         | Portland    | Oakland | Portland | Oakland | SP    | 12       |
| Mail Apartment     | -       | -        | --         | Portland    | Oakland | Portland | Oakland | SP    | 12       |
| Chair Car          | 12      | -        | 48 seats   | Portland    | Oakland | Portland | Oakland | SP    | 12       |
| Chair Car          | 13      | -        | 48 seats   | Portland    | Oakland | Portland | Oakland | SP    | 12       |
| Standard Sleeper   | 118     | 629      | 22 Rmts.   | Portland    | Oakland | Portland | Oakland | SP    | 12       |
| Standard Sleeper   | 117     | 630      | 12 DBR     | Portland    | Oakland | Portland | Oakland | SP    | 12       |
| Dormitory-Kitchen) |         |          |            |             |         |          |         |       |          |
| Diner )            | -       | -        | 3 car unit | Portland    | Oakland | Portland | Oakland | SP    | 12       |
| Lounge )           |         |          |            |             |         |          |         |       |          |
| Standard Sleeper   | 116     | 631      | 10-6       | Portland    | Oakland | Portland | Oakland | SP    | 12       |
| Standard Sleeper   | 115     | 610      | 4-4-2      | Portland    | Oakland | Seattle  | Oakland | NP-SP | 12-407   |
| Standard Sleeper   | 114     | 653      | 10-6       | Portland    | Oakland | Seattle  | Oakland | NP-SP | 12-407   |
| Standard Sleeper   | 113     | 653      | 10-6       | Portland    | Oakland | Seattle  | Oakland | NP-SP | 12-407   |
| Standard Sleeper   | 112     | 604      | 22 Rmts.   | Portland    | Oakland | Seattle  | Oakland | NP-SP | 12-407   |
| Standard Sleeper   | 111     | 631      | 10-6       | Portland    | Oakland | Portland | Oakland | SP    | 12       |

15 Cars - Portland to Oakland

Correction No. 997  
 Cancelling Correction No. 611  
 To Equipment Circular No. 14  
 Effective March 1, 1953

SHASTA ROUTE

Train No. 11 -- CASCADE

| Equipment          | Car No. | Line No. | Capacity   | On Train 11 |         | Enroute  |         | Via:  | Ret. No. |
|--------------------|---------|----------|------------|-------------|---------|----------|---------|-------|----------|
|                    |         |          |            | From:       | To:     | From:    | To:     |       |          |
| Storage Mail       | --      | --       | --         | Portland    | Oakland | Portland | Oakland | SP    | 12       |
| Mail Apartment     | --      | --       | --         | Portland    | Oakland | Portland | Oakland | SP    | 12       |
| Chair Car          | 13      | --       | 48 Seats   | Portland    | Oakland | Portland | Oakland | SP    | 12       |
| Chair Car          | 12      | --       | 44 Seats   | Portland    | Oakland | Portland | Oakland | SP    | 12       |
| Standard Sleeper   | 118     | 629      | 22 Rmts    | Portland    | Oakland | Portland | Oakland | SP    | 12       |
| Standard Sleeper   | 117     | 630      | 12 DBR     | Portland    | Oakland | Portland | Oakland | SP    | 12       |
| Dormitory-Kitchen) |         |          |            |             |         |          |         |       |          |
| Diner              | ---     | --       | 3 car unit | Portland    | Oakland | Portland | Oakland | SP    | 12       |
| Lounge             |         |          |            |             |         |          |         |       |          |
| Standard Sleeper   | 116     | 632      | 10-6       | Portland    | Oakland | Portland | Oakland | SP    | 12       |
| Standard Sleeper   | 115     | 610      | 4-4-2      | Portland    | Oakland | Seattle  | Oakland | NP-SP | 12-407   |
| Standard Sleeper   | 114     | 653      | 10-6       | Portland    | Oakland | Seattle  | Oakland | NP-SP | 12-407   |
| Standard Sleeper   | 113     | 653      | 10-6       | Portland    | Oakland | Seattle  | Oakland | NP-SP | 12-407   |
| Standard Sleeper   | 112     | 604      | 22 Rmts    | Portland    | Oakland | Seattle  | Oakland | NP-SP | 12-407   |
| Standard Sleeper   | 111     | 631      | 10-6       | Portland    | Oakland | Portland | Oakland | SP    | 12       |

15 Cars - Portland to Oakland

Original Page  
To Equipment Circular No. 14  
Effective June 2, 1946

SHASTA ROUTE  
Train No. 12 "Cascade"

| Equipment         | Car No. | Line No. | Capacity | On Train 12 | En Route | To       | Via   | Ret. |
|-------------------|---------|----------|----------|-------------|----------|----------|-------|------|
|                   |         |          |          | From        | From     | To       |       | No.  |
| Baggage & Express |         |          |          |             |          |          |       |      |
| Standard Sleeper  | 129     | 616      | 14 Sect  | Oakland     | Oakland  | Portland | SP    | 19   |
| Standard Sleeper  | 128     | 616      | 12-1     | Oakland     | Oakland  | Portland | SP    | 11   |
| Standard Sleeper  | 127     | 616      | 21-1     | Oakland     | Oakland  | Portland | SP    | 11   |
| Standard Sleeper  | 126     | 616      | 18-1-2   | Oakland     | Oakland  | Portland | SP    | 11   |
| Diner             |         |          |          | Oakland     | Oakland  | Portland | SP    | 11   |
| Diner             |         |          |          | Oakland     | Oakland  | Portland | SP    | 11   |
| Lounge            |         |          |          | Oakland     | Oakland  | Portland | SP    | 11   |
| Standard Sleeper  | 124     | 622      | 6-6      | Oakland     | Oakland  | Portland | SP    | 11   |
| Standard Sleeper  | 123     | 600      | 6-3      | Oakland     | Oakland  | Seattle  | SP-NP | 11   |
| Standard Sleeper  | 122     | 633      | 8-5      | Oakland     | Oakland  | Seattle  | SP-NP | 11   |
| Standard Sleeper  | 121     | 633      | 8-5      | Oakland     | Oakland  | Seattle  | SP-NP | 11   |
| Standard Sleeper  | 120     | 610      | 12-1     | Oakland     | Oakland  | Seattle  | SP-NP | 11   |

NOTE: Train 12 is completely air-conditioned.

13 Cars Oakland to Portland

Correction No. 79  
 Cancelling Original Page  
 To Equipment Circular No. 14  
 Effective November 14, 1946

SHASTA ROUTE  
 Train No. 12 "Casade"

| Equipment         | Car<br>:No. | Line<br>:No. | Capacity | On Train No. 12<br>:From | To         | En Route<br>:From | To         | Via     | Ret.<br>:No. |
|-------------------|-------------|--------------|----------|--------------------------|------------|-------------------|------------|---------|--------------|
| Baggage & Express |             |              |          |                          |            |                   |            |         |              |
| Standard Sleeper  | x: 129      | : 616        | : 12-1   | : Oakland                | : Portland | : Oakland         | : Portland | : SP    | : 11         |
| Standard Sleeper  | : 128       | : 616        | : 10-1-2 | : Oakland                | : Portland | : Oakland         | : Portland | : SP    | : 11         |
| Standard Sleeper  | : 127       | : 616        | : 8-1-2  | : Oakland                | : Portland | : Oakland         | : Portland | : SP    | : 11         |
| Standard Sleeper  | : 126       | : 616        | : 8-1-2  | : Oakland                | : Portland | : Oakland         | : Portland | : SP    | : 11         |
| Diner             | : -----     | : -----      | : -----  | : Oakland                | : Portland | : Oakland         | : Portland | : SP    | : 11         |
| Diner             | : -----     | : -----      | : -----  | : Oakland                | : Portland | : Oakland         | : Portland | : SP    | : 11         |
| Lounge            | : -----     | : -----      | : -----  | : Oakland                | : Portland | : Oakland         | : Portland | : SP    | : 11         |
| Standard Sleeper  | : 124       | : 622        | : 6-6    | : Oakland                | : Portland | : Oakland         | : Portland | : SP    | : 11         |
| Standard Sleeper  | : 123       | : 600        | : 6-3    | : Oakland                | : Portland | : Oakland         | : Seattle  | : SP-NP | : 11         |
| Standard Sleeper  | : 122       | : 633        | : 8-5    | : Oakland                | : Portland | : Oakland         | : Seattle  | : SP-NP | : 11         |
| Standard Sleeper  | : 121       | : 633        | : 8-5    | : Oakland                | : Portland | : Oakland         | : Seattle  | : SP-NP | : 11         |
| Standard Sleeper  | : 120       | : 610        | : 12-1   | : Oakland                | : Portland | : Oakland         | : Seattle  | : SP-NP | : 11         |

NOTE: Train 12 is completely air-conditioned

13 Cars Oakland to Portland  
 (Maximum 14 Cars)

x Designated Car 125 November 14 to December 9.

Correction No. 79  
 Cancelling Original Page  
 To Equipment Circular No. 14  
 Effective November 14, 1946

SHASTA ROUTE  
 Train No. 12 "Cascade"

| Equipment         | Car No. | Line No. | On Train No. 12 | En Route | To       | Via   | Ret. No. |
|-------------------|---------|----------|-----------------|----------|----------|-------|----------|
|                   |         |          | Capacity        | From     |          |       |          |
| Package & Express |         |          |                 | Oakland  | Portland | SP    | 11       |
| Standard Sleeper  | 129     | 616      | 12-1-14         | Oakland  | Portland | SP    | 11       |
| Standard Sleeper  | 128     | 616      | 10-1-2          | Oakland  | Portland | SP    | 11       |
| Standard Sleeper  | 127     | 616      | 8-1-2           | Oakland  | Portland | SP    | 11       |
| Standard Sleeper  | 126     | 616      | 8-1-2           | Oakland  | Portland | SP    | 11       |
| Diner             |         |          |                 | Oakland  | Portland | SP    | 11       |
| Diner             |         |          |                 | Oakland  | Portland | SP    | 11       |
| Lounge            |         |          |                 | Oakland  | Portland | SP    | 11       |
| Standard Sleeper  | 124     | 622      | 6-6             | Oakland  | Portland | SP    | 11       |
| Standard Sleeper  | 123     | 600      | 6-3             | Oakland  | Seattle  | SP-NP | 11       |
| Standard Sleeper  | 122     | 633      | 8-5             | Oakland  | Seattle  | SP-NP | 11       |
| Standard Sleeper  | 121     | 633      | 8-5-3           | Oakland  | Seattle  | SP-NP | 11       |
| Standard Sleeper  | 120     | 610      | 12-1            | Oakland  | Seattle  | SP-NP | 11       |

X 44 1/20/47 and every 4th day, include 6-3  
 NOTE: Train M is completely air-conditioned

13 Cars Oakland to Portland  
 (Maximum 14 Cars)

x Designated Car 125 November 14 to December 9.

Corr. No. 126  
 Cancelling Original Page No. 53  
 To Equipment Circular No. 14  
 Effective January 1, 1947

SHASTA ROUTE  
 Train No. 12 "Cascade"

| Equipment         | Car<br>No. | Line<br>No. | Capacity | On Train 12 |          | En Route |          | To       | Via   | Ret.<br>No. |
|-------------------|------------|-------------|----------|-------------|----------|----------|----------|----------|-------|-------------|
|                   |            |             |          | From        | To       | From     | To       |          |       |             |
| Baggage & Express |            |             |          | Oakland     | Portland | Oakland  | Portland | Portland | SP    | 11          |
| Standard Sleeper  | 129        | 616         | 14 Sect. | Oakland     | Portland | Oakland  | Portland | Portland | SP    | 11          |
| Standard Sleeper  | 128        | 616         | 10-1-2   | Oakland     | Portland | Oakland  | Portland | Portland | SP    | 11          |
| Standard Sleeper  | 127        | 616         | 8-1-2    | Oakland     | Portland | Oakland  | Portland | Portland | SP    | 11          |
| Standard Sleeper  | 126        | 616         | 8-1-2    | Oakland     | Portland | Oakland  | Portland | Portland | SP    | 11          |
| Diner             |            |             |          | Oakland     | Portland | Oakland  | Portland | Portland | SP    | 11          |
| Diner             |            |             |          | Oakland     | Portland | Oakland  | Portland | Portland | SP    | 11          |
| Lounge            |            |             |          | Oakland     | Portland | Oakland  | Portland | Portland | SP    | 11          |
| Standard Sleeper  | 124        | 622         | 6-6      | Oakland     | Portland | Oakland  | Portland | Portland | SP    | 11          |
| Standard Sleeper  | 123        | 600         | 6-3      | Oakland     | Portland | Oakland  | Portland | Seattle  | SP-NP | 11          |
| Standard Sleeper  | 122        | 633         | 8-5      | Oakland     | Portland | Oakland  | Portland | Seattle  | SP-NP | 11          |
| Standard Sleeper  | 121        | 633         | 3-3 Lge. | Oakland     | Portland | Oakland  | Portland | Seattle  | SP-NF | 11          |
| Standard Sleeper  | 120        | 610         | 12-1     | Oakland     | Portland | Oakland  | Portland | Seattle  | SF-NP | 11          |

NOTE: Train 12 is completely air-conditioned.

13 Cars - Oakland to Portland  
 (Maximum 14 Cars)

\*January 4 and every 4 days 3-3 Lounge car  
 January 5 and every 4 days 3-3 Lounge car  
 Balance days car is 8-5

Correction No. 345  
 Cancelling Correction No. 126  
 To Equipment Circular No. 14  
 Effective February 27, 1950

SHASTA ROUTE  
 Train No. 12 "Cascade"

| Equipment            | Car No. | Line No. | Capacity   | On Train 12 |          | En Route |          | VIA   | Ret. No. |
|----------------------|---------|----------|------------|-------------|----------|----------|----------|-------|----------|
|                      |         |          |            | From        | To       | From     | To       |       |          |
| Storage Mail (Wed)   | ---     | ---      | ---        | Oakland     | Portland | Oakland  | Portland | SP    | ---      |
| Storage Mail         | ---     | ---      | ---        | Oakland     | Portland | Oakland  | Portland | SP    | 11       |
| Mail Apartment       | ---     | ---      | ---        | Oakland     | Portland | Oakland  | Portland | SP    | 11       |
| News Agent Chair Car | ---     | ---      | 38 Seats   | Oakland     | Portland | Oakland  | Portland | SP    | 11       |
| Chair Car            | 12      | ---      | 44 Seats   | Oakland     | Portland | Oakland  | Portland | SP    | 11       |
| Chair Car            | 13      | ---      | 44 Seats   | Oakland     | Portland | Oakland  | Portland | SP    | 11       |
| Standard Sleeper     | 128     | 616      | 10-1-2     | Oakland     | Portland | Oakland  | Portland | SP    | 11       |
| Standard Sleeper     | 127     | 622      | 6-6        | Oakland     | Portland | Oakland  | Portland | SP    | 11       |
| Standard Sleeper     | 126     | 622      | 8-1-2      | Oakland     | Portland | Oakland  | Portland | SP    | 11       |
| Standard Sleeper     | 125     | 626      | 12-3-2     | Oakland     | Portland | Oakland  | Portland | SP    | 11       |
| Dormitory-Kitchen)   | ---     | ---      | 3 Car Unit | Oakland     | Portland | Oakland  | Portland | SP    | 11       |
| Diner                | ---     | ---      | ---        | Oakland     | Portland | Oakland  | Portland | SP    | 11       |
| Loungo               | ---     | ---      | ---        | Oakland     | Portland | Oakland  | Portland | SP    | 11       |
| Standard Sleeper     | 124     | 622      | 6-6        | Oakland     | Portland | Oakland  | Portland | SP    | 11       |
| Standard Sleeper     | 123     | 600      | 6-3        | Oakland     | Portland | Oakland  | Seattle  | SP-NP | 408-11   |
| Standard Sleeper     | 122     | 633      | 8-5        | Oakland     | Portland | Oakland  | Seattle  | SP-NP | 408-11   |
| Standard Sleeper     | 121     | 633      | 8-5        | Oakland     | Portland | Oakland  | Seattle  | SP-NP | 408-11   |

16 Cars - Oakland to Portland (17 Cars Wednesdays)

Correction No. 486  
 Cancelling Correction No. 345  
 To Equipment Circular No. 14  
 Effective September 24, 1950

SHASTA ROUTE

Train No. 12 - "Cascade"

| Equipment          | Car No. | Line No. | Capacity      | On Train 12 |          | Enroute |          | Via:    | Ret. No. |
|--------------------|---------|----------|---------------|-------------|----------|---------|----------|---------|----------|
|                    |         |          |               | From:       | To:      | From:   | To:      |         |          |
| Storage Mail       | -       | -        | --            | Oakland     | Portland | Oakland | Portland | SP      | 11       |
| Mail Apartment     | -       | -        | --            | Oakland     | Portland | Oakland | Portland | SP      | 11       |
| Standard Sleeper   | 128     | 629      | 22 Rmts.      | Oakland     | Portland | Oakland | Portland | SP      | 11       |
| Standard Sleeper   | 127     | 630      | 12 DBR        | Oakland     | Portland | Oakland | Portland | SP      | 11       |
| Standard Sleeper   | 126     | 631      | 10 Rmts-6 DBR | Oakland     | Portland | Oakland | Portland | SP      | 11       |
| Dormitory-Kitchen) |         |          |               |             |          |         |          |         |          |
| Diner              | -       | -        | 3 car unit    | Oakland     | Portland | Oakland | Portland | SP      | 11       |
| Leunge             |         |          |               |             |          |         |          |         |          |
| Standard Sleeper   | 125     | 610      | 4-4-2         | Oakland     | Portland | Oakland | Seattle  | SP - NP | 408-11   |
| Standard Sleeper   | 124     | 653      | 10-6          | Oakland     | Portland | Oakland | Seattle  | SP - NP | 408-11   |
| Standard Sleeper   | 123     | 653      | 10-6          | Oakland     | Portland | Oakland | Seattle  | SP - NP | 408-11   |
| Standard Sleeper   | 122     | 604      | 22 Rmts.      | Oakland     | Portland | Oakland | Seattle  | SP - NP | 408-11   |
| Standard Sleeper   | 121     | 631      | 10-6          | Oakland     | Portland | Oakland | Portland | SP      | 11       |

13 Cars - Oakland to Portland

Correction No. 614  
 Cancelling Correction No. 486  
 To Equipment Circular No. 14  
 Effective January 25, 1951

SHASTA ROUTE

Train No. 12 - "Cascade"

| Equipment          | Car No. | Line No. | Capacity     | On Train 12 |          | Enroute |          | Via:    | Ret. No. |
|--------------------|---------|----------|--------------|-------------|----------|---------|----------|---------|----------|
|                    |         |          |              | From:       | To:      | From:   | To:      |         |          |
| Storage Mail       | -       | -        | ---          | Oakland     | Portland | Oakland | Portland | SP      | 11       |
| Mail Apartment     | -       | -        | ---          | Oakland     | Portland | Oakland | Portland | SP      | 11       |
| Chair Car          | 12      | -        | 48 seats     | Oakland     | Portland | Oakland | Portland | SP      | 11       |
| Chair Car          | 13      | -        | 48 seats     | Oakland     | Portland | Oakland | Portland | SP      | 11       |
| Standard Sleeper   | 128     | 629      | 22 Rmts.     | Oakland     | Portland | Oakland | Portland | SP      | 11       |
| Standard Sleeper   | 127     | 630      | 12 DBR       | Oakland     | Portland | Oakland | Portland | SP      | 11       |
| Dormitory-Kitchen) | -       | -        | 3 car unit   | Oakland     | Portland | Oakland | Portland | SP      | 11       |
| Diner              | -       | -        | 3 car unit   | Oakland     | Portland | Oakland | Portland | SP      | 11       |
| Lounge             | -       | -        | 3 car unit   | Oakland     | Portland | Oakland | Portland | SP      | 11       |
| Standard Sleeper   | 126     | 631      | 10 Rmts-6DBR | Oakland     | Portland | Oakland | Portland | SP      | 11       |
| Standard Sleeper   | 125     | 610      | 4-4-2        | Oakland     | Portland | Oakland | Seattle  | SP-NP   | 408-11   |
| Standard Sleeper   | 124     | 653      | 10-6         | Oakland     | Portland | Oakland | Seattle  | SP - NP | 408-11   |
| Standard Sleeper   | 123     | 653      | 10-6         | Oakland     | Portland | Oakland | Seattle  | SP-NP   | 408-11   |
| Standard Sleeper   | 122     | 604      | 22 Rmts.     | Oakland     | Portland | Oakland | Seattle  | SP-NP   | 408-11   |
| Standard Sleeper   | 121     | 631      | 10-6         | Oakland     | Portland | Oakland | Portland | SP      | 11       |

15 Cars - Oakland to Portland

Correction No. 994  
 Cancelling Correction No. 614  
 To Equipment Circular No. 14  
 Effective March 1, 1953

SHASTA ROUTE

Train No. 12 -- CASCADE

| Equipment          | Car No. | Line No. | Capacity     | On Train 12 |          | Enroute |          | Via:  | Ret. No. |
|--------------------|---------|----------|--------------|-------------|----------|---------|----------|-------|----------|
|                    |         |          |              | From:       | To:      | From:   | To:      |       |          |
| Storage            | --      | --       | --           | Oakland     | Portland | Oakland | Portland | SP    | 11       |
| Mail Apartment     | --      | --       | --           | Oakland     | Portland | Oakland | Portland | SP    | 11       |
| Chair Car          | 13      | --       | 48 Seats     | Oakland     | Portland | Oakland | Portland | SP    | 11       |
| Chair Car          | 12      | --       | 44 Seats     | Oakland     | Portland | Oakland | Portland | SP    | 11       |
| Standard Sleeper   | 128     | 629      | 22 Rmts      | Oakland     | Portland | Oakland | Portland | SP    | 11       |
| Standard Sleeper   | 127     | 630      | 12 DBR       | Oakland     | Portland | Oakland | Portland | SP    | 11       |
| Dormitory-Kitchen) |         |          |              |             |          |         |          |       |          |
| Diner              | --      | --       | 3 Car unit   | Oakland     | Portland | Oakland | Portland | SP    | 11       |
| Lounge             |         |          |              |             |          |         |          |       |          |
| Standard Sleeper   | 126     | 632      | 10 Rmts-6DBR | Oakland     | Portland | Oakland | Portland | SP    | 11       |
| Standard Sleeper   | 125     | 610      | 4-4-2        | Oakland     | Portland | Oakland | Seattle  | SP-NP | 408-11   |
| Standard Sleeper   | 124     | 653      | 10-6         | Oakland     | Portland | Oakland | Seattle  | SP-NP | 408-11   |
| Standard Sleeper   | 123     | 653      | 10-6         | Oakland     | Portland | Oakland | Seattle  | SP-NP | 408-11   |
| Standard Sleeper   | 122     | 604      | 22 Rmts      | Oakland     | Portland | Oakland | Seattle  | SP-NP | 408-11   |
| Standard Sleeper   | 121     | 631      | 10-6         | Oakland     | Portland | Oakland | Portland | SP    | 11       |

15 Cars - Oakland to Portland

Original Page  
To Equipment Circular No. 14  
Effective June 2, 1946

SHASTA ROUTE  
Train No. 13 "Beaver"

| Equipment         | Car No. | Line No.          | Capacity | On Train 11 | En Route | To      | Via | Ret. No. |
|-------------------|---------|-------------------|----------|-------------|----------|---------|-----|----------|
|                   |         |                   |          | From        | From     |         |     |          |
| Baggage & Express |         |                   |          | Portland    | Portland | Oakland | SP  | 14       |
| Coch (News Agent) | 130     |                   |          | Portland    | Portland | Oakland | SP  | 14       |
| Chair Car         | 131     |                   |          | Portland    | Portland | Oakland | SP  | 14       |
| Chair Car         | 132     |                   |          | Portland    | Portland | Oakland | SP  | 14       |
| Chair Car         | 133     |                   |          | Portland    | Portland | Oakland | SP  | 14       |
| Chair Car         | 134     |                   |          | Portland    | Portland | Oakland | SP  | 14       |
| Diner             |         |                   |          | Portland    | Portland | Oakland | SP  | 14       |
| Lounge            |         |                   |          | Portland    | Portland | Oakland | SP  | 14       |
| Tourist Sleeper   | 136     | 610 $\frac{1}{2}$ | 16 Sect  | Portland    | Portland | Oakland | SP  | 14       |
| Tourist Sleeper   | 137     | 610 $\frac{1}{2}$ | 16 Sect  | Portland    | Portland | Oakland | SP  | 14       |
| Tourist Sleeper   | 138     | 610 $\frac{1}{2}$ | 16 Sect  | Portland    | Portland | Oakland | SP  | 14       |
| Tourist Sleeper   | 139     | 610 $\frac{1}{2}$ | 16 Sect  | Portland    | Portland | Oakland | SP  | 14       |

12 Cars - Portland to Oakland

\* Discontinued April 28, 1946

Correction No. 82  
 Cancelling Original Page  
 To Equipment Circular No. 14  
 Effective November 14, 1946

SHASTA ROUTE  
 Train No. 13 "Beaver"

| Equipment              | :Car :Line : |                    | : On Train No. 13 : |             | : En Route : |             | :Via :     | :Ret. :No. : |
|------------------------|--------------|--------------------|---------------------|-------------|--------------|-------------|------------|--------------|
|                        | :No. :       | :No. :             | :Capacity :         | :From :     | :To :        | :From :     |            |              |
| Baggage & Express      | :            | :                  | -----               | :Portland : | :Oakland :   | :Portland : | :Oakland : | :SP :        |
| Baggage & Express      | :            | :                  | -----               | :Portland : | :Oakland :   | :Portland : | :Oakland : | :SP :        |
| Mail Storage           | :            | :                  | -----               | :Portland : | :Oakland :   | :Portland : | :Oakland : | :SP :        |
| Chair Car (News Agent) | 130          | :                  | -----:46 Seats      | :Portland : | :Oakland :   | :Portland : | :Oakland : | :SP :        |
| Chair Car              | 131          | :                  | -----:46 Seats      | :Portland : | :Oakland :   | :Portland : | :Oakland : | :SP :        |
| Chair Car              | 132          | :                  | -----:46 Seats      | :Portland : | :Oakland :   | :Portland : | :Oakland : | :SP :        |
| Chair Car              | 133          | :                  | -----:46 Seats      | :Portland : | :Oakland :   | :Portland : | :Oakland : | :SP :        |
| Dinor                  | :            | :                  | -----               | :Portland : | :Oakland :   | :Portland : | :Oakland : | :SP :        |
| Lounge                 | :            | :                  | -----               | :Portland : | :Oakland :   | :Portland : | :Oakland : | :SP :        |
| Tourist Sleeper        | 136          | :610 $\frac{1}{2}$ | :16 Sect            | :Portland : | :Oakland :   | :Portland : | :Oakland : | :SP :        |
| Tourist Sleeper        | 137          | :610 $\frac{1}{2}$ | :16 Sect            | :Portland : | :Oakland :   | :Portland : | :Oakland : | :SP :        |
| Tourist Sleeper        | 138          | :610 $\frac{1}{2}$ | :16 Sect            | :Portland : | :Oakland :   | :Portland : | :Oakland : | :SP :        |

12 Cars - Portland to Oakland  
 (Maximum 15 Cars)

Correction No. 82  
 Cancelling Original Page  
 To Equipment Circular No. 14  
 Effective November 14, 1946

SHASTA ROUTE  
 Train No. 13 "Beaver"

| Equipment                                                                | :Car<br>:No. | :Line<br>:No.     | :Capacity | : On Train No. 13 |          | : En Route |          | :Via | :Ret.<br>:No. |
|--------------------------------------------------------------------------|--------------|-------------------|-----------|-------------------|----------|------------|----------|------|---------------|
|                                                                          |              |                   |           | :From             | :To      | :From      | :To      |      |               |
| Baggage & Express                                                        |              |                   |           | :Portland         | :Oakland | :Portland  | :Oakland | :SP  | :---          |
| Baggage & Express                                                        |              |                   |           | :Portland         | :Oakland | :Portland  | :Oakland | :SP  | :---          |
| Mail Storage                                                             |              |                   |           | :Portland         | :Oakland | :Portland  | :Oakland | :SP  | :14           |
| Chair Car (News Agent)                                                   | 130          |                   | 46 Seats  | :Portland         | :Oakland | :Portland  | :Oakland | :SP  | :14           |
| Chair Car                                                                | 131          |                   | 46 Seats  | :Portland         | :Oakland | :Portland  | :Oakland | :SP  | :14           |
| Chair Car                                                                | 132          |                   | 46 Seats  | :Portland         | :Oakland | :Portland  | :Oakland | :SP  | :14           |
| Chair Car                                                                | 133          |                   | 46 Seats  | :Portland         | :Oakland | :Portland  | :Oakland | :SP  | :14           |
| Diner                                                                    |              |                   |           | :Portland         | :Oakland | :Portland  | :Oakland | :SP  | :14           |
| Lounge                                                                   |              |                   |           | :Portland         | :Oakland | :Portland  | :Oakland | :SP  | :14           |
| Tourist Sleeper                                                          | 136          | 610 $\frac{1}{2}$ | 16 Sect   | :Portland         | :Oakland | :Portland  | :Oakland | :SP  | :14           |
| Tourist Sleeper                                                          | 137          | 610 $\frac{1}{2}$ | 16 Sect   | :Portland         | :Oakland | :Portland  | :Oakland | :SP  | :14           |
| Tourist Sleeper                                                          | 138          | 610 $\frac{1}{2}$ | 16 Sect   | :Portland         | :Oakland | :Portland  | :Oakland | :SP  | :14           |
| <i>139 - 610<math>\frac{1}{2}</math> - 16 Sect - Portland to Oakland</i> |              |                   |           |                   |          |            |          |      |               |
| <i>134 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>135 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>136 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>137 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>138 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>139 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>140 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>141 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>142 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>143 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>144 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>145 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>146 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>147 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>148 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>149 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>150 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>151 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>152 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>153 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>154 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>155 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>156 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>157 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>158 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>159 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>160 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>161 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>162 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>163 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>164 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>165 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>166 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>167 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>168 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>169 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>170 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>171 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>172 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>173 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>174 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>175 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>176 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>177 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>178 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>179 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>180 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>181 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>182 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>183 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>184 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>185 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>186 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>187 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>188 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>189 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>190 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>191 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>192 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>193 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>194 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>195 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>196 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>197 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>198 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>199 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |
| <i>200 - 46 - 120/47 - Portland to Oakland</i>                           |              |                   |           |                   |          |            |          |      |               |

42 Cars - Portland to Oakland  
 14 (Maximum 15 Cars)

Correction No. 129  
 Cancelling Original Page No. 56  
 To Equipment Circular No. 14  
 Effective January 1, 1947

SHASTA ROUTE  
 Train No. 13 "Beaver"

| Equipment                   | Car<br>No. | Line<br>No. | Capacity | On Train No. 13<br>From | To      | En Route<br>From | To          | Via          | Ret.<br>No. |
|-----------------------------|------------|-------------|----------|-------------------------|---------|------------------|-------------|--------------|-------------|
| Baggage & Express (Working) |            |             |          | Portland                | Oakland | Portland         | Los Angeles | SP #246-1/60 | --          |
| Baggage & Express (Working) |            |             |          | Portland                | Oakland | Portland         | Los Angeles | SP #250-72   | --          |
| Mail Storage                |            |             |          | Portland                | Oakland | Portland         | Oakland     | SP           | 14          |
| Chair Car (News Agent)      | 130        |             | 45 Seats | Portland                | Oakland | Portland         | Oakland     | SP           | 14          |
| Chair Car                   | 131        |             | 45 Seats | Portland                | Oakland | Portland         | Oakland     | SP           | 14          |
| Chair Car                   | 132        |             | 45 Seats | Portland                | Oakland | Portland         | Oakland     | SP           | 14          |
| Chair Car                   | 133        |             | 45 Seats | Portland                | Oakland | Portland         | Oakland     | SP           | 14          |
| Chair Car                   | 134        |             | 45 Seats | Portland                | Oakland | Portland         | Oakland     | SP           | 14          |
| Diner                       |            |             |          | Portland                | Oakland | Portland         | Oakland     | SP           | 14          |
| Lounge                      |            |             |          | Portland                | Oakland | Portland         | Oakland     | SP           | 14          |
| Tourist Sleeper             | 136        | 610 1/2     | 16 Sect. | Portland                | Oakland | Portland         | Oakland     | SP           | 14          |
| Tourist Sleeper             | 137        | 610 1/2     | 16 Sect. | Portland                | Oakland | Portland         | Oakland     | SP           | 14          |
| Tourist Sleeper             | 138        | 610 1/2     | 16 Sect. | Portland                | Oakland | Portland         | Oakland     | SP           | 14          |

13 Cars - Portland to Oakland  
 (Maximum 15 Cars)

Original Page  
To Equipment Circular No. 14  
Effective June 2, 1946

SHASTA ROUTE  
Train No. 14 "Beaver"

| Equipment          | Car<br>:No. | Line<br>:          | Capacity<br>: | On Train 14<br>:From | To        | En Route<br>:From | To        | Via | Ret.<br>:No. |
|--------------------|-------------|--------------------|---------------|----------------------|-----------|-------------------|-----------|-----|--------------|
| Baggage & Express  |             |                    |               |                      |           |                   |           |     |              |
| Coach (News Agent) | :140        |                    |               | :Oakland             | :Portland | :Oakland          | :Portland | :SP | :13          |
| Chair Car          | :141        |                    |               | :Oakland             | :Portland | :Oakland          | :Portland | :SP | :13          |
| Chair Car          | :142        |                    | :46 Seats     | :Oakland             | :Portland | :Oakland          | :Portland | :SP | :13          |
| Chair Car          | :143        |                    | :46 Seats     | :Oakland             | :Portland | :Oakland          | :Portland | :SP | :13          |
| Chair Car          | :144        |                    | :46 Seats     | :Oakland             | :Portland | :Oakland          | :Portland | :SP | :13          |
| Diner              |             |                    |               | :Oakland             | :Portland | :Oakland          | :Portland | :SP | :13          |
| Lounge             |             |                    |               | :Oakland             | :Portland | :Oakland          | :Portland | :SP | :13          |
| Tourist Sleeper    | :146        | :610 $\frac{1}{2}$ | :16 Sects     | :Oakland             | :Portland | :Oakland          | :Portland | :SP | :13          |
| Tourist Sleeper    | :147        | :610 $\frac{1}{2}$ | :16 Sects     | :Oakland             | :Portland | :Oakland          | :Portland | :SP | :13          |
| Tourist Sleeper    | :148        | :610 $\frac{1}{2}$ | :16 Sects     | :Oakland             | :Portland | :Oakland          | :Portland | :SP | :13          |
| Tourist Sleeper    | :149        | :610 $\frac{1}{2}$ | :16 Sects     | :Oakland             | :Portland | :Oakland          | :Portland | :SP | :13          |

12 Cars - Oakland to Portland

Correction No. 65  
 Cancelling Original Page  
 To Equipment Circular No. 14  
 Effective November 14, 1946

SHASTA ROUTE  
 Train No. 14 "Beaver"

| Equipment              | Car No. | Line No. | Capacity | On Train 14             | En Route                | To          | Via | Ret. No.     |
|------------------------|---------|----------|----------|-------------------------|-------------------------|-------------|-----|--------------|
|                        |         |          |          | From                    | From                    |             |     |              |
| R.P.O.                 |         |          |          | Klamath Falls; Portland | Klamath Falls; Portland |             | SP  | ---          |
| Baggage & Express      |         |          |          | Oakland                 | Oakland                 |             | SP  | ---          |
| Baggage & Express      |         |          |          | Oakland                 | Oakland                 | Grants Pass | SP  | (for 328):13 |
| Standard Sleeper       | 328     | 601      | 10-1-2   | Oakland                 | Oakland                 | Grants Pass | SP  | 327-19       |
| Chair Car              |         |          |          | Oakland                 | Oakland                 | Grants Pass | SP  | 327-19       |
| Chair Car (News Agent) | 140     |          | 46 Seats | Oakland                 | Oakland                 | Portland    | SP  | 13           |
| Chair Car              | 141     |          | 46 Seats | Oakland                 | Oakland                 | Portland    | SP  | 13           |
| Chair Car              | 142     |          | 46 Seats | Oakland                 | Oakland                 | Portland    | SP  | 13           |
| Chair Car              | 143     |          | 46 Seats | Oakland                 | Oakland                 | Portland    | SP  | 13           |
| Diner                  |         |          |          | Oakland                 | Oakland                 | Portland    | SP  | 13           |
| Lounge                 |         |          |          | Oakland                 | Oakland                 | Portland    | SP  | 13           |
| Tourist Sleeper        | 146     | 610 1/2  | 16 Seats | Oakland                 | Oakland                 | Portland    | SP  | 13           |
| Tourist Sleeper        | 147     | 610 1/2  | 16 Seats | Oakland                 | Oakland                 | Portland    | SP  | 13           |
| Tourist Sleeper        | 148     | 610 1/2  | 16 Seats | Oakland                 | Oakland                 | Portland    | SP  | 13           |

19 Cars - Oakland to Dunsmuir  
 10 Cars - Dunsmuir to Klamath Falls  
 11 Cars - Klamath Falls to Portland  
 (Maximum 15 Cars)

\* Seats unreserved.

Correction No. 85  
 Cancelling Original Page  
 To Equipment Circular No. 14  
 Effective November 14, 1946

SHASTA ROUTE  
 Train No. 14 "Beaver"

| Equipment              | Car No. | Line              | Capacity | On Train 14             | En Route                | To          | Via          | Ret. No. |
|------------------------|---------|-------------------|----------|-------------------------|-------------------------|-------------|--------------|----------|
|                        |         |                   |          | From                    | From                    |             |              |          |
| R.P.O.                 |         |                   |          |                         |                         |             |              |          |
| Baggage & Express      |         |                   |          | Klamath Falls; Portland | Klamath Falls; Portland |             | SP           |          |
| Baggage & Express      |         |                   |          | :Oakland                | :Oakland                |             | SP           |          |
| Standard Sleeper       | 328     | 601               | 10-1-2   | :Dunsmuir               | :Oakland                | Grants Pass | SP (for 328) | 13       |
| Chair Car              |         |                   |          | :Dunsmuir               | :Oakland                | Grants Pass | SP           | 327-19   |
| Chair Car (News Agent) |         |                   |          | :Dunsmuir               | :Oakland                | Grants Pass | SP           | 327-19   |
| Chair Car              | 140     |                   | 46 Seats | :Portland               | :Oakland                | Portland    | SP           | 13       |
| Chair Car              | 141     |                   | 46 Seats | :Portland               | :Oakland                | Portland    | SP           | 13       |
| Chair Car              | 142     |                   | 46 Seats | :Portland               | :Oakland                | Portland    | SP           | 13       |
| Chair Car              | 143     |                   | 46 Seats | :Portland               | :Oakland                | Portland    | SP           | 13       |
| Diner                  |         |                   |          | :Portland               | :Oakland                | Portland    | SP           | 13       |
| Lounge                 |         |                   |          | :Portland               | :Oakland                | Portland    | SP           | 13       |
| Tourist Sleeper        | 146     | 610 $\frac{1}{2}$ | 16 Seats | :Portland               | :Oakland                | Portland    | SP           | 13       |
| Tourist Sleeper        | 147     | 610 $\frac{1}{2}$ | 16 Seats | :Portland               | :Oakland                | Portland    | SP           | 13       |
| Tourist Sleeper        | 148     | 610 $\frac{1}{2}$ | 16 Seats | :Portland               | :Oakland                | Portland    | SP           | 13       |

*Handwritten notes:*  
 144 - 145 - 146 - 147 - 148 - 149 - 150 - 151 - 152 - 153 - 154 - 155 - 156 - 157 - 158 - 159 - 160 - 161 - 162 - 163 - 164 - 165 - 166 - 167 - 168 - 169 - 170 - 171 - 172 - 173 - 174 - 175 - 176 - 177 - 178 - 179 - 180 - 181 - 182 - 183 - 184 - 185 - 186 - 187 - 188 - 189 - 190 - 191 - 192 - 193 - 194 - 195 - 196 - 197 - 198 - 199 - 200 - 201 - 202 - 203 - 204 - 205 - 206 - 207 - 208 - 209 - 210 - 211 - 212 - 213 - 214 - 215 - 216 - 217 - 218 - 219 - 220 - 221 - 222 - 223 - 224 - 225 - 226 - 227 - 228 - 229 - 230 - 231 - 232 - 233 - 234 - 235 - 236 - 237 - 238 - 239 - 240 - 241 - 242 - 243 - 244 - 245 - 246 - 247 - 248 - 249 - 250 - 251 - 252 - 253 - 254 - 255 - 256 - 257 - 258 - 259 - 260 - 261 - 262 - 263 - 264 - 265 - 266 - 267 - 268 - 269 - 270 - 271 - 272 - 273 - 274 - 275 - 276 - 277 - 278 - 279 - 280 - 281 - 282 - 283 - 284 - 285 - 286 - 287 - 288 - 289 - 290 - 291 - 292 - 293 - 294 - 295 - 296 - 297 - 298 - 299 - 300 - 301 - 302 - 303 - 304 - 305 - 306 - 307 - 308 - 309 - 310 - 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979 - 980 - 981 - 982 - 983 - 984 - 985 - 986 - 987 - 988 - 989 - 990 - 991 - 992 - 993 - 994 - 995 - 996 - 997 - 998 - 999 - 1000

(Maximum 15 Cars)

\* Seats unreserved.