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Santa Fe in three states

Albuquerque, N.Mex., Shops

The Santa Fe established a major shop complex at Albuquerque to maintain and repair steam locomotives. At their peak in 1940, the shops were one of the city's largest employers, with 1787 workers. The shops declined as the Santa Fe dieselized, and, as the road's last steam backshop, performed their final locomotive work in March 1954. The facility then became the system's Centralized Work Equipment (CWE) shop, but never employed more than about 200. The roundhouse closed in 1970 and was used to store Santa Fe's collection of historic locomotives until 1986, when they were moved to Sacramento, Calif. The CWE shop closed in the early 1990's. Most buildings still stand, vacant, except the roundhouse (razed 1987) and the power house (1984). The railroad no longer owns the property; reuse of the buildings is being explored. The photo appears to date from between late 1942 and 1949.

- 1 35-stall concrete roundhouse, built 1915
- 2 120-foot turntable, installed July 1942
- 3 Water tanks
- 4 Power house, built 1914-15
- 5 Lavatory
- 6 Welding and babbitt house
- 7 Storehouse, built 1914-15
- 8 Machine shop, built 1921
- 9 Erecting bay, 29 tracks
- 10 Transfer table (not visible)
- 11 Boiler shop, built 1922-23, 19 tracks
- 12 Blacksmith shop, built 1916
- 13 Tender repair shop, built 1924-25
- 14 Sheet metal house
- 15 To Albuquerque passenger station
- 16 To Isleta, Dalies, and Belen
- 17 Commercial Street S.E.
- 18 Second Street S.W.
- 19 From top: 3800-class 2-10-2, 2-8-2 No. 3200, 2-10-2 No. 3815
- 20 Unidentified oil-fired 4-6-2
- 21 0-8-0 No. 859

Photo: Santa Fe. Research: John Moore.



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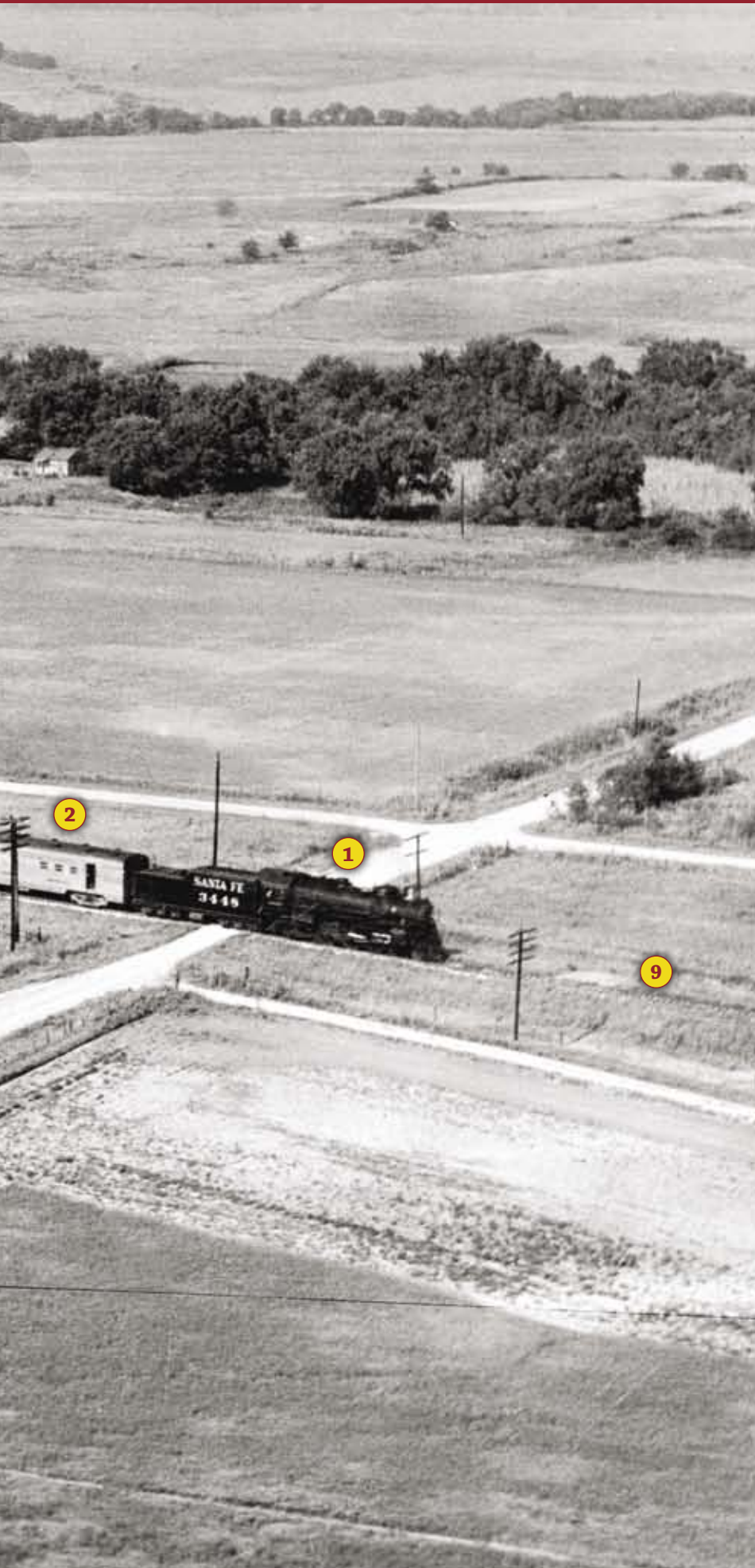
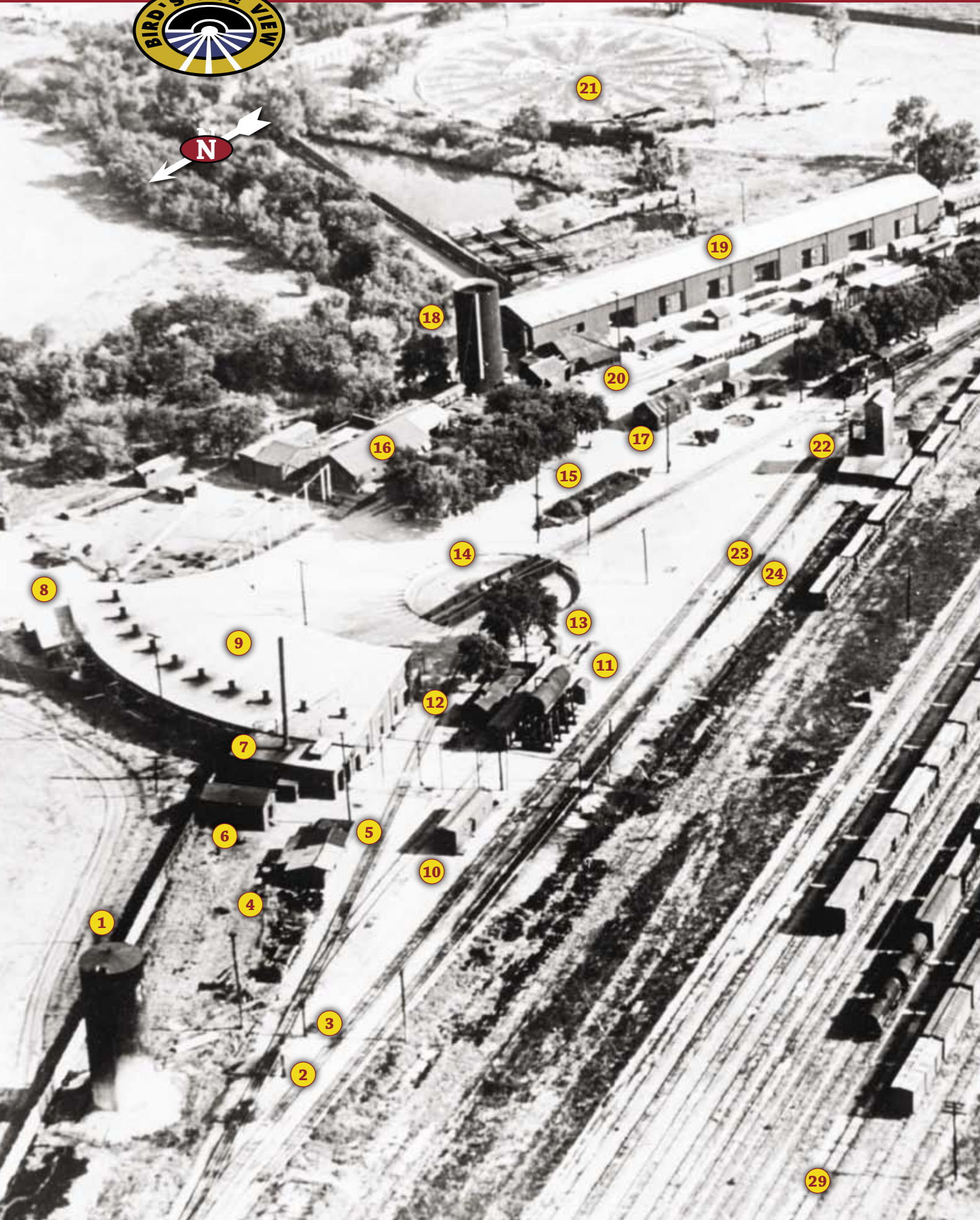


Photo: Royce Craig, Tulsa Tribune. Research: Chuck Hitchcock

The *Tulsan* in Oklahoma

Santa Fe's *Tulsan*, trains 211-212, began operation in the late 1930's, and from its inception was a lightweight, diesel-powered train. It ran between Tulsa, Okla., and Kansas City, with through chair-car service to Chicago via train 12, the *Chicagoan*. This service continued until trains 11-12 were withdrawn in spring 1968. The *Tulsan* continued to run until Amtrak. Pictured near Collinsville, Okla., in 1949 is the eastbound *Tulsan*, No. 212, powered by Pacific 3448, one of two engines of its class rebuilt with roller bearings. This engine was normally assigned to Tulsa-K.C. trains 47-48, the *Oil Flyer*, and served as protection power for the *Tulsan*. In this view, the Pacific is apparently substituting for the regularly assigned E unit. The consist is fairly typical for the 1949-55 period; all cars are pre-World War II stainless-steel lightweights except for the fourth, a heavyweight cafe-lounge. (There were only two of these cars, 1515 and 1516. According to Santa Fe records, only the 1516, which was assigned to the *Tulsan*, was painted silver with "shadowlining" to simulate fluted stainless steel.) The train's rear two cars, a chair car and a parlor-observation, will provide the through service to Chicago. No. 212 was scheduled to leave Tulsa at 7:05 a.m. and arrive K.C. at 11:50 a.m.

- 1 4-6-2 No. 3448 (Baldwin, 1924)
- 2 Baggage-mail car with 30-foot Railway Post Office section, 3401-3402 or 3403-3408 series (Budd, 1937)
- 3 Baggage-dorm-chair car 3482 (Pullman, 1940)
- 4 Chair car, 3072-3101 series (Budd, 1937) or 3102-3116 series (Budd, 1938)
- 5 Cafe-lounge 1516, heavyweight (Pullman, 1931)
- 6 Chair car, 3072-3101 series (Budd, 1937) or 3102-3116 series (Budd, 1938)
- 7 Parlor-observation 3241 or 3242 (Budd, 1938)
- 8 To Tulsa (approx. 19 miles)
- 9 To Bartlesville, Okla. (approx. 31 miles) and Kansas City (237 miles)



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Gainesville, Texas

Located 7 miles south of the Oklahoma border on Santa Fe's main line from Galveston to Chicago, Gainesville was the first division point north of Fort Worth. The line was built in the 1880's by the Gulf, Colorado & Santa Fe, an AT&SF Texas subsidiary. During the late 1940's three pairs of daily passenger trains passed through here: 111-112, the *Texas Express/Chicago Express*; 15-16, the *Texas Chief*; and 5-6, *The Ranger*. From 1948 to 1968 trains 111-112 were the Oklahoma City-Dallas connections for 11, the *Kansas Cityan* and 12, the *Chicagoan*. This 1940's photo shows the GC&SF roundhouse, shops, and yard. Employee timetables referred to this freight yard, which had seven tracks and a capacity of 1079 cars, as North Yard. Although essentially nothing remains of the structures in the photo, the yard is still used by BNSF, and the depot (out of view to the south) is a museum. A Katy line paralleled the GC&SF through town, crossing over it just south of the yard.

- 1 24x60-foot oil tank
- 2 Water column
- 3 Oil column
- 4 Scrap-iron bins
- 5 Coal bin
- 6 Washrooms
- 7 Boiler room
- 8 Engine foreman's office
- 9 10-stall roundhouse
- 10 Bath house, lockers in old boxcar
- 11 10x33-foot fuel-oil delivery tank
- 12 Air repair shop
- 13 Watchman's house
- 14 85-foot turntable
- 15 Park
- 16 Office and store room
- 17 Oil house
- 18 24x60-foot steel water tank
- 19 40x306-foot car-repair shed
- 20 Blacksmith's shop
- 21 Underground oil reservoir
- 22 Sand house
- 23 91-foot engine pit
- 24 Cinder pits 32
- 25 Yard office (above), tool house (below)
- 26 Roadmaster's office
- 27 Scale and scale house
- 28 To Galveston
- 29 To Purcell, Okla.

Photo: Santa Fe. Research: Matt Zebrowski.