

PASSENGER DIESEL ASSIGNMENT AND LOCOMOTIVE RECORD

FEBRUARY 1947

BARSTOW POOLS

B-1 16 CLASS 6000HP 4 UNITS 16-21LABC
51CLASS 6000hp 3 UNITS 51-58LAB
90 CLASS 6000HP 3 UNITS 90LAB
158 CLASS 5450HP 4 UNITS 158-168LABC

#	Location	Time	Days	Notes
19	Barstow	530am	1	
19	Los Angeles	1000am	1	
18	Los Angeles	800pm	1	<i>Does not run 31st of the month</i>
18	En-route via	La Junta	2	
18	Chicago	145pm	3	
7	Chicago	1035pm	3	
7	En-route via	La Junta	4	
7	En-route via	La Junta	5	
7	Barstow	355pm	6	

24 units

B-2 16 CLASS 6000HP 4 UNITS 16-21LABC
51CLASS 6000hp 3 UNITS 51-52LAB
158 CLASS 5450HP 4 UNITS 158-168LABC

#	Location	Time	Days	Notes
7	Barstow	410pm	1	
7	Los Angeles	800pm	1	
8	Los Angeles	1130pm	1	
8	En-route via	La Junta	2	
8	En-route via	La Junta	3	
8	Chicago	550am	4	
19	Chicago	1201pm	4	
19	En-route via	La Junta	5	
19	Barstow	530am	6	

20 units

B-3 16 CLASS 6000HP 4 UNITS 16-21LABC
51CLASS 6000hp 3 UNITS 51-52LAB
158 CLASS 5450HP 4 UNITS 158-168LABC

#	Location	Time	Days	Notes
20	Barstow	350pm	1	
20	En-route via	La Junta	2	
20	Chicago	100pm	3	
17	Chicago	700pm	3	<i>Does not run 31st of the month</i>
17	En-route via	La Junta	4	
17	Los Angeles	845am	5	
20	Los Angeles	1201pm	5	
20	Barstow	345pm	5	

16 units

B-4 16 CLASS 6000HP 4 UNITS 16-21LABC End 1-6-47
51CLASS 6000hp 3 UNITS 51-52LAB
158 CLASS 5450HP 4 UNITS 158-168LABC

#	Location	Time	Days	Notes
3	Barstow	340am	1	<i>Use Diesels when available</i>
3	Los Angeles	800am	1	
4	Los Angeles	700pm	1	
4	En-route via	La Junta	2	
4	En-route via	La Junta	3	
4	Chicago	730am	4	
3	Chicago	1130pm	4	
3	En-route via	La Junta	5	
3	En-route via	La Junta	6	
3	Barstow	320am	7	

24 units Use diesels when available. *Discontinued 1-6-47*

B-3 16 CLASS 6000HP 4 UNITS 16-21LABC
51CLASS 6000hp 3 UNITS 51-52LAB (53 new 4/47)
158 CLASS 5450HP 4 UNITS 158-168LABC

Effective 2-6-47 (Steam Los Angeles and Barstow 23-24) Diesel Barstow to Clovis to 3-31-47 April 17 Diesels through to LA

#	Location	Time	Days	Notes
23	Barstow	140pm	1	

23	Los Angeles	600pm	1
24	Los Angeles	900am	2
24	En-route		3
24	Chicago	600pm	4
23	Chicago	1100am	5
23	En-route		6
23	Barstow	120pm	7

24 units

Effective 2-15-47

#	Location	Time	Days	Notes
24	Barstow	110pm	1	
24	En-route via	Clovis	2	
24	Chicago	600pm	3	
23	Chicago	1100am	4	
23	En-route via	Clovis	6	
23	Barstow	120pm	7	

24 units

Effective 4-17-47

#	Location	Time	Days	Notes
23	Barstow	140pm	1	
23	Los Angeles	600pm	1	
24	Los Angeles	900am	2	
24	En-route via	Clovis	3	
24	Chicago	600pm	4	
23	Chicago	1100am	5	
23	En-route via	Clovis	6	
23	Barstow	120pm	7	

24 units

B-4 16 CLASS 6000HP 4 UNITS 16-21LABC
51CLASS 6000hp 3 UNITS 51-54LAB (55LAB 7-47)
158 CLASS 5450HP 4 UNITS 158-168LABC

Effective June 22, 1947

#	Location	Time	Days	Notes
3	Barstow	340am	1	<i>Use Diesels when available</i>
3	Los Angeles	800am	1	
4	Los Angeles	700pm	1	
4	En-route via	La Junta	2	
4	En-route via	La Junta	3	
4	Chicago	730am	4	
3	Chicago	1130pm	4	

3	En-route via	La Junta	5
3	En-route via	La Junta	6
3	Barstow	320am	7

24 units

B-5 2 CLASS 1800HP 1 UNIT 8L, 9L Assigned

#	Location	Time	Days	Notes
60	Oakland	825am	1	<i>First train</i>
60	Bakersfield	2.05pm	1	
63	Bakersfield	430pm	1	
63	Oakland	1005pm	1	

#	Location	Time	Days	Notes
61	Bakersfield	950am	1	<i>Second Train</i>
61	Oakland	325pm	1	
62	Oakland	425pm	1	
62	Bakersfield	1005pm	1	

2 units

B-5 2 CLASS 3600HP 2 UNIT 3A 6L 8L, 9L Assigned

Effective June 1947

#	Location	Time	Days	Notes
60	Oakland	825am	1	<i>First train 2 units</i>
60	Bakersfield	2.05pm	1	
63	Bakersfield	430pm	1	
63	Oakland	1005pm	1	

#	Location	Time	Days	Notes
61	Bakersfield	950am	1	<i>Second Train 2 units</i>
61	Oakland	325pm	1	
62	Oakland	425pm	1	
62	Bakersfield	1005pm	1	

2 units

B-6 2 CLASS 3600HP 2 UNIT 3LA, 4L, 5L, 7L Assigned

6/47: 3L, 4L, 5L, 7L

#	Location	Time	Days	Notes
71	San Diego	800am	1	<i>First train 2 units</i>
71	Los Angeles	1030am	1	
74	Los Angeles	1230pm	1	

74	San Diego	300pm	1
75	San Diego	415pm	1
75	Los Angeles	645pm	1
78	Los Angeles	900pm	1
78	San Diego	1130pm	1

#	Location	Time	Days	Notes
70	Los Angeles	800am	1	<i>Second Train 2 units</i>
70	San Diego	1030am	1	
73	San Diego	1245pm	1	
73	Los Angeles	1030am	1	
76	Los Angeles	500pm	1	
76	San Diego	730pm	1	
79	San Diego	845pm	1	
79	Los Angeles	1115pm	1	

4 units

Chicago Pools

C-1 1/2/11/50 CLASS 5400/6000HP IL, 10L, 2LA, 4A, 6L, 11-15, 50

#	Location	Time	Days	Notes
11	Chicago	930am	1	
11	Oklahoma Cy	1230am	2	
12	Oklahoma Cy	645am	2	
12	Chicago	915pm	2	

6 units

C-2 1/2/11/50 CLASS 3600/4000HP IL, 10L, 2LA, 4A, 6L, 11-15, 50

#	Location	Time	Days	Notes
5	Chicago	815pm	1	
5	En-route		2	
5	Galveston	925am	3	
6	Galveston	630pm	3	
6	En-route		4	
6	Chicago	900am	5	

8 units

C-3 2 CLASS 2000HP 2L, 6L assigned

#	Location	Time	Days	Notes
211	Kansas City	500pm	1	

211	Tulsa	1010pm	1
212	Tulsa	840am	2
212	Kansas City	130pm	2

1 unit

C-4 2/11 CLASS 4000hp 2 units IL, 10L, 2LA, 4A, 6L, 11-15, 50

#	Location	Time	Days	Notes
47	Kansas City	1115pm	1	
47	Tulsa	700am	2	
50	Tulsa	215pm	2	
50	Kansas City	815pm	2	

2 units

1947 Locomotive Maintenance Assignments

#	Type	Assigned	Notes
1L	EMC Box Cab	Chicago	11-12, 211-212
2LA, 4A, 6L	EMC E-1 AB	Chicago	11-12, 211-212,
3LA, 4L, 5L	EMC E-1 AB	Barstow	60 to 63, 70 to 70
7L	EMC E-1 A	Barstow	San Diegan Geared 95 MPH
8L, 9L	EMC E-1 A	Barstow	60-63
10L	EMC Box Cab	Chicago	
11LA	EMC E-3A/B	Chicago	
12LA, 13LA, 14L, 15L	EMC E-6A/B	Chicago	
16LABC-21LABC	EMD F-7AB	Barstow	
50LA	Alco DL109/110	Chicago	
51-52LAB	Alco PA1/PB1	Barstow	
53LAB	Alco PA1/PB1	Barstow	New 4-47
54LAB	Alco PA1/PB1	Barstow	New 5-47
55-56LAB	Alco PA1/PB1	Barstow	New 6-47
57LAB	Alco PA1/PB1	Barstow	New 7-47
58LAB	Alco PA1/PB1	Barstow	New 8-47
90LAB	FM AB	Barstow	New 6-47
158-168LABC	EMD FTA/B	Barstow	

LOCOMOTIVE TOTALS:

CHICAGO	Unit Total	Roster	
C1	6	1L, 10L	2
C2	8	2LA 6L	4
C3	1	11LA-13LA, 14L, 15LA	9
C4	2	50LA	2
	17 Assigned		17 Total

BARSTOW	Unit Total	Roster	
B1	24	3LA, 4L, 5L 7L-9L	6
B2	20	158-168 LABC	44
B3	24	51LAB-52LAB	6
B4	20	16-21LABC	24
B5	2		80 Total
B6	4	53LAB 4/47	3
	94 Assigned	54LAB 5/47	3
		55LAB , 56LAB	9
		90LAB 6/47	
		57LAB 7/47	3
		58LAB 8/47	3
		8/47	101 Total

THE ATCHISON TOPEKA AND SANTA FE RAILWAY

Locomotive Records
Coast Lines

1947

Westbound from Belen/Albuquerque Jan 1947

Jan	1	3	2-3	1-7	2-7	17	19	23	2-23
1A	2918	158	377	21	3725	159	52	2922	2920
			3		Wi				
			Wi		3737				
			292						
			8						
2B	2926	3782	374	164 t	1321	19 Froz	17	2900	2925
			5	o		e up		Derail	
			Wi	SBNO		Dodge		Dennison	

			377 3	for annu al		Cy/20 beyond		3745 from Wi	
3C	2919	3767	377 6	3777	3720 Wi 2900	160 to SBNO for annual	161	5030 Wi 3745	2929
4D	2902	3769	378 3	51	3770	166	167	3757	2921
5E	2924	162	377 8	168	3735 Ba 3718	18	165 90 %	5018 Wi 3734	3758
6F	2920	2926	378 5	19	3737 Wi 3731	159	16	3761	2917
7G	5027	3782	377 6	20	3.747	158	21	3756	2922
8H	2929	3784	291 6	161	3749 AQ 3718	167	17	3777	2918
9I	2919	162	377 3	160	3734	165	166	3757	2923
10J	2925	3783	377 8	18	3731	163	52	2922	2921
11K	2911	3785	378 2	16	3735	19	158	3765	2924
12L	2926	3776	375 5	21	3749	158	159	2903 failed Win sl	2910
13M	2920	166	378 4	17	3740	167	20	3757	2917
14N	2916	3783	377 3	160	3749	165	161	3758	2918
15O	2921	3777	377 8	163	3748	162	51	2929	2923
16P	2927	3765/D H 3779 fm Winslo w	378 2	168	3730 Add Wi 2903	18	52	3761	2919
17Q	2925 Failed Barst ow	165 to SBNO for annual	377 6	158	3737	19	16	3755	2922

18R	2917	3773	378	20	3732	159	21	3757	2904
			4						
19S	2918	160	378	17		161	167	3758	2920
			5						
20T	2916	3783	377	162		51	166	5022	2926
			7					Wi	
								3755	
21U	2919	164	377	52		168	163	3761	2929
			6						
22V	2922	3773	377	19		16	18	2923	2913
			8						
23W	2921	161	377	21		159	158	3757	2927
			9						
			3/3						
			375						
			6						
24X	2925	3781	378	167		17	20	3758	2920
			2						
25Y	2904	168	378	163		166	160	3755	2917
			4						
26Z	3783	3777	375	52		51	162	2910	2923
			3						
27B	2929	158	377	19		18	164	3757	2923
G			8						
28B	2922	3773	377	21		16	159	2926	2919
H			6						
29BI	2920	166	378	167		20	161	3758	2921
			1						
30CJ	2925	2927	159	163		160	17	3755	3782
			Stu						Faile
			b 3						d
			340						Wins
			1						
			Wi						
			378						
			3						
31C	3777	3784	377	164			168	3761	2928
K			9						

Eastbound into Belen/Albuquerque Jan 1947

Jan 2 4 2/4 8 2/8 18 20 24 2-24

1A	2919	2928	3776	20/c/o Dodge City for 17B	378 2	160	167	2929	3756
						R17	R19D		
						C			
2B	2917	3783	3767	18 R17E	372 0 136 2	165	166	2921	3771
						R19E			
3C	2924	3778	3770	159 R17F	376 9	16	168	2923	3758
						R19F	R7E		
4D	2920	162 R3I	3785	158 R17G	373 7	21	52	2907	3761
						R7L	19J		
5E	2925	2926	3734 Wi 3720	3782	374 7	17	20	2922	2918
						R19	R19M		
						H			
6F	2929	3767	3745	166 R3M	377 6	161	167	3777	3749
						R7H	R17H		
7G	2921	3784	3773	51 R19O	376 9	160	165	2919	2900
						R7N	R17N		
8H	3770	162 R17O	3778	168 R7P	373 4	18	163	2902	3757
						R7J	R7O		
9I	2917	3783	3761 Faile d BA 1373	159	373 1	19	16	2924	3758
10J	2926	3785	3782	20	373 5	21	158	2920	2922
11K	2918	3784	3776	161	374 9	17	167	3777 Faile d Win 3738	3733 faile d Bar 3732
12L	2916	166	3773	162	374 0	160	165	2929	3756
13M	2921	3778	3783	18	373 1	52	163	2923	3757
14N	2927	3782	3777	16	373 7	19	168	2919	3761
15O	2910	3776	3765	159	373 0	21	158	2922	2925
16P	2917	165	3784	17	373 2	20	167	2911	3757
17Q	2918	3783	3773	166	374 0	160	161	2920	3755
18R	2916	3785	3777	163		162	51	2926	3758

19S	2919	3778	3765	18	52	168	2923	2929
20T	2922	164/ou t from annual	3776	158	19	16	2903	3761
21U	2904	3779	3773	20	21	159	3755	2921
22V	2925	161	3782	160	17	51 to Bartow -167	2920	3757
23W	2926	3784	3781	162	166	168	2917	3758
24X	2919	168	3783	164	51	52	2916	3755
		Derai l Bar 3783	Wi 3735					
25Y	2929	3778	3777	159	19	18	2923	3761
26Z		158	3776	161	21	16	2927	2913
27B	2920	3781	3773	17	20	167	2921	3756
G								
28B	2925	166	2928	168	163	160	3782	3758
H								
29BI	2910	3779	3784	51	162	164	2904	3755
		+						
		3777						
30CJ	2923	159	3778	52	19	18	2917	3761
31C	2919	3785	3773	21	Annul	158	3738	3757
K							-	
							Winsl	
							3740	

Westbound from Belen/Albuquerque Feb1947

Feb	1	3	2-3	1-7	2-7	17	19	23	
1A	2923	3773	3778	18		162	51	2929	2917
2B	2919	161	3776	158		52	19	3758	2911
								Wi	
								3731	
								Bar	
								3784	
3C	2922	165	3756	20		166	21	3753	2926
4D	2920	168	2925	163		160	16	2917	3761
5E	3781	2921	2927	159		164	17	3755	3783

6F	3767	3773	3757	162	18	51	161	
7G	2923	3778	3776	19	21	52	16	3758 Clv- Bar
8H	2922	3777	3784	166	165	158	17	3753 Clv Bar
9I	2920	2919	3785	163	168	20	51	
10J	2925	2921	3781	164	159	160	16	
	Belen							
	5013							
	Winsl							
	3731							
11K	2927	3783	3756	162	18	161	17	
			AQ					
			3779					
12L	2928	3778	3773	21	19	52	20	
13M	2923	2924	3776	166	158	165	160	
14N	2925	3784	2920	51	163	168	18	
15O	3785	2921	3781	164	16	159	21	2/23 3761 Clov- Bar
16P	2927	2922	3754	161	17	162	166	
17Q	2919	3777	3783	19	158	20	167	2/23 Bars 2920 Win- Bar
18R	2928	3776+ 3780 From Winsl	2926	165	163	160	21to BA- 2918	
19S	2924	3773	2929	168	16	18	162 Ba 2927	
20T	2925	3781	3779	159	52	51	20 Bar 2919	
21U	2921	3778	2920	161	158	164	19 Bar 3783	
22V	2922	3777	3775	19	167	17	18 Bar 2928	
23W	3780	2924	2918	165	21	163	20	

								Bar 3783
24X	2926	3785 Derailed 3802 AQ 2923	3735	168 1 unit down, 1 boiler down		162	160	167 Bar 2921
25Y	2919	2925	3781	159 1 unit down		158	51 (B unit down and trouble with L unit)	19 Bar 3783
26Z	3776	3779	3758	161		16	164	20 Bar 2922
27BG	2928	3777	3775	17		18	52	168 Bar 3783
28BH	2920	2924	3780	21 1 Boiler Down		165 (C unit down)	163	19 Bar 2922

Eastbound into Belen/Albuquerque Feb 1947

Feb	2	4	2/4	8	2/ 8	18	20	24	
1A	2922	161	3776	16		20	166	2926	292 9
2B	2920	165	2925	17		16 3	160	3781	375 3
3C	2928	168	3779	51		16 4	159	3783	376 1
4D	2929	3773	2921	52		16 2	18	2927	291 7
5E	2923	3778	3777	15 8		19	21	2911	375 5
6F	2922	3784	3776	20		16 6	165	161	375 3
7G	2926	2919	2920	16 0		16 3	168	16	

8H	2925	3781	2921 to Monrovia	16 1	16 4	159	17
9I	2927 +	3783	3756 2921	52	16 2	18	51
10J	3767 +	3773	3757 3753	16 5	21	19	16
11K	2923	3776	3778	16 8	16 6	158	17
12L	3761 +	3784	2924	15 9	51	163	20
	2925 From Belen						
13M	3781	3785	2920	16 7			
14N	2927	2922	2921	20	16 1	17	18
15O	2919	3777	3779	16 0	19	158	52 Failed to BA-21
16P	2928	3778	3783	18	16 5	167 out annual failed to BA/163	166
17Q	2924	2923	3776	21	16 8	159 to BA-16	51 to BA-167
18R	2925	3784	3773	16 4	17	159	21
19S	2921	3785	3781	17	15 8	161	162
20T	2922	2920	3754+ 3775 to AQ	16 3	19	167	2927 to BA-20
21U	3780	2918	3777	16 0	16 5	21	2919 to BA-16
22V	2926	2927	2924	51	16 8	162	3783 to BA-18
23W	2919	3781	3773	16 4	15 9	158	2928 to BA 20
24X	3776	3779	3778	52	16	161	3783 to BA 167

		Run as Special	(running with as Reg 4) 3rd 4 2925 Running as 2nd 4				
25Y	2928	3777	3775	16 3	18	17	2921 to BA-19
26Z	2920	3780	2924	16 2	16 5	21 A	3783 to BA 20
						unit Blr dow n to West Lines	
27B G	2921	2918	2926	15 8	16 0	167	2922 to BA-168
28B H	2923	2925	2919	16 4	51	159	3783 to BA-19

NOTE:

23 and 24: Steam between Los Angeles and Barstow, Diesels between Barstow and Clovis. Diesel power too tight. Effect 2/20/49

Westbound from Belen/Albuquerque March 1947

Mar ch	1	3	2-3	1-7	2-7	17	19	23
1A	2927	2918	2926	167		160	162	20 Bar 3783
2B	2923	3778	2919	51		159	158	165 to BA 2 922
3C	3776	3781	3779	16		161	164	19 to BA- 3783
4D	2928	3784	3763	3758	37 85	17	18	167 to BA- 2922
5E	2920	168 to BA- 3779	3777	163		21	158	131 to BA- 2783
6F	2927	2919	2925	52		162	160	164 to BA- 2922

7G	2926 Cut in Bar to SB Shops	3775	2901	165	159	20	51 to SB- 2917
8H	3781	3780	2921	19	161	16	163 to BA- 3783
9I	3773	3730 Aq t o Wi Frt Dsl Barstow 2927	2918	167	21	18	166 to BA- 2917
10J	2928	3779	2924	158	168	17 C uni t dead/b urnt wiring	165 to BA- 3783
11K	3777 Bar 3783	2922	2920	160	164	162	19 to BA- 2919
12L	5016 Winsl 3730	3778	3763	20	159 Steam Conduit Trouble betw n A& B units	52	168 to BA- 3777
13M	3781	3775	2923 c/o NDLS slipping tire	163	161	16	158 to BA- 2924
14N	2921	2917	3702 2/3 3746 Coach	21	166	18	160 to BA- 3783
15O	2927	2918	3773	17	165	167	168 to BA- 2920
16P	3785	3779	2928	19	162	164	161 to BA- 3783

17Q	2922	3776	3784	159	52	20	21 to BA 2920
18R	3781	3780	3777	158	163	16	17 to BA- 2918
19S	2921	2919	2925	160	18	166	19 to BA 2920
20T	2927	3785 Coach	3778 Pull	167	168	165	159 to BA- 2922
21U	2906	3782	2924	161	162	164	158 to BA- 3776
22V	2923	3781	2917	21	20	52 A unit down fuel pump/o k WI	160 to BA- 2925
23W	2904	3775	2919	17 On e unit froze/s /o Holbro ok	16	163	167 to BA- 3776
24X	2920 Stub 1 3773 To Wi nsl	3779 7 hrs late	Stub 3- 7 3764 Consl With Re g 7	19 14 hrs late	18 9 hrs late	166	161 to BA- 2924
25Y	2922	3778	159 BA 3775	159 Failed Newto n 2929	165	168	51 to BA- 2925
26Z	3777	3785	2918	158	164	162	166 to BA- 2924
27B G	2923	3784	3782	21	160	20	168

28B	2917	3762	2928	167	163	16	162
H							
29BI	2919	3773	3776	18	165	161	158
30C	2920	2925	3780	166	52	19	163
J							
31C	3778	2918	2929	20	Annal	164	16
K							

Eastbound into Belen/Albuquerque March 1947

Marc	2	4	2/4	8	2/8	18	20	24
h								
1A	3776	3781	3758	18		16	161	2922 to BA-20
2B	2928	3779	3775	52		17	168 Blr down Add 9003	3783 Bar 165 Trtn motor down AQ Div
3C	2920	3777	2924	160		21	163	2922 to BA 19
4D	2927	3780	2918	158 c/o La Junta for 19E 20 From Newt on		20 Faile d Wes t Line s 52 Off 19E	162	3783 to BA-167 (Diesels Bartow- Clovis)
5E	2926 c/o Belen	2923	2919	164		165	159	2922 to BA 51 Failed Needles 131 to Belen
6F	3776	3781	3775 AQ 3746	3779 to BA 18		19	161	3783 to BA 164
7G	3758	3785	3763	17		167	17 Failed Barst ow	2922 to BA 51

						21	
8H	2928	3784	3779	162	158	168	2917 to BA 163
9I	3777	2920	2922	52	160	164	3783 to BA 166
10J	2925	3778	3775	16	20	159	2917 to Ba 165
11K	2901	3781	3734 c/o AQ	18	163	161	3783 to BA 19
12L	2921	3780	2917	167	21	166	2919 to BA- 168
13M	2927	2918	3773	164	17	165	3783 to BA 158
14N	3779	2918	2919	159 Bar 20	19	162	2924 to BA 160
15O	2922	3778	3763	16	159	52	3783 to BA 168
16P	3781	3777	2924	166	158		2920 to BA 161
17Q	2921	51 To Ch go For Direct Spcl	3731 Bar 2917	165	160	18	3783 to BA 21
18R	2927	3775	3702 (Colo E ng)	164	168	167	2920 to BA 17
19S	3773 Faile d Powe ll 3749	3779	3785	52	161	162	2918 to BA 19
20T	2923	2928	3783 AQ 3782	163	21	20	2920 to BA 159
21U	3777	2918	3781	166	17	16	2922 to BA 158
22V	2920	3780	2919	168	19	18	3776 to BA 160
23W	2922	3778	2929	162	159	165	2925 to BA 167

24X	2906	3785	2927	20		158	164	3776 to BA 161
25Y	2923	3784	3782	16		21	160	2924 to BA 52
26Z	2904	2917	3781	3775 BA 161		167	163	2925 to BA 166
27B G	2919	3776	3773	19		18	17 Failed Barst ow 165	2924 to BA 168
28B H	2920	2925	2922	164		17 Bar 166	52	2929 to BA 162. 162 lost boilers Needles added 9004
29BI	3777	3778	2918	160		159	17 Bar 20	2924 Bar 158
30CJ	2923	3782	3775	168		51	17	163
31C K	2917	3779	3784	21		Ann ul	162 BAR 161	16

Westbound from Belen/Albuquerque April 1947

April	1	3	2-3	1-7	2	17	19	23
					- 7			
1A	292 3	3777	3775	17		15 9	160	19
2B	291 7	3776	3784	51 51A down Alb, lost 51B at Hubba rd		16 1	163	162
3C	292 4	3781	2919	167		16 5	21	20
4D	292 7	3779 Faile d Bars t	3774	163		52	159	160

		110						
5E	291 8	3773	2923	16	16	166	161	
6F	292 0	3778	2925	17	15	18	165 to BA- 3779	
7G	378 4	3775	3782	162	16	19	164 to BA 3774	
8H	290 2	2906	5025 Winst 3725 Bar 167 Flat Wheels Ran LAto SB Shops	167 10 hrs late	20	21	161 to BA 18	
9I	292 4	3781	2919	51 to B A- 3774	16 0	2917 had diesel off Newton co uld not fuel act no power	17 to BA- 2923 2923 failed Lynwo od, 3860 beyond	
10J	377 6	3777	2922	3780	16 6	163	20 to BA-166	Sec 23 5034 Wi 107 Bar 3743
11K	292 5	164 to BA 2919	3773	165	15 9	158	141+9000 to BA 3775	
12L	290 6	3778	3762 Winst 2924	168	16 2	19	144+9003 to BA 2923	Sec 23 3776 From Bar
13M	291 7	3782	2920	21	18	53 NEW	159 to BA 119+ heater	Sec 23 2919 Wins 3762
14N	291 8	2929	17	160	51	161	162 to BA 2922	

15O	377 7	3780	3770	163	20	166	18 to BA 3776	
16P	291 9	3773	2925	167	16	158	161 to Ba 3778	
17Q	292 4	168 to BA- 2920	3775	16 3 units	16	19	160	
18R	292 8	2923	2917	21	15	53	163	
19S	377 6	3782	3779	51	16	162	167	
20T	377 7	2929	3774 Failed Barst	18	52	17	19	
21U	291 9	3780	3781	165	15	20	168	
22V	292 2	3778	3773	164	16	161	163	
23W	292 3	2926	2917	53	15	16	17	Sec 23 3731 From Bele n
24X	292 8	3775 Faile d Bars t	2924	162	16	21	18	
25Y	292 0	3779	2929	19	52	167	161	
26Z	291 9	3777	2925	158	16	20	164	
27B G	378 4	3782	3780	159	16	160	166	
28B H	292 6	3737	3773 Winl 3739	16	53	159	162	
29BI	292 8	3781	2918	18	17	21	20 3 units	
30C J	292 0	3774	2924	19	52	167	160	2nd 2 3 3778

Via
GC

Eastbound into Belen/Albuquerque April 1947

April	2	4	2/4	8	2/8	18	20	24
1A	2928	2919	3776	158		167	165	18 BA 19
2B	2925	3773	3774	166		163	52	162
3C	3780	2918	3778	19		16	164	18 BA 20
4D	2920	2929	3778	19		17	159	160
5E	3784	2923	3775	51		162	168	161
6F	3776	2917	3777	158		167	20	165
7G	2924	3781	2919	163		51	160	164
8H	2927	2918	3773	165		16	166	3774 BA 161
9I	2925	3779	2920	19		18 to BA 164	159	2923 to BA 17
10J	3784	3778	2926	18		168	162	3774 to BA 20
11K	2906	3782	2917	3743 to BA 160		161	21	3755 to BA 141+9000
12L	2902	2924 Winstl 3781	3781 Wins 3740	166		17	51	3774 to BA 144+9003
13M	3777	3780	3774	158		163	20	2919 to BA 159
14N	2919	2925+ 2929	3773	19		165	167	3776 to BA 162
15O	2906	2924	3775	53		168	164	2922 to BA 18
16P	2922	2923	2917	162		21		3776 to BA 161
17Q	2918	3782	3779	17		51	166	3778 to BA 160
18R	3777	2929	3774	20		18	52	2920 to BA 163

19S	2919	3780	3730 Wins 3731	161	158	165	3776 to BA 167	Sec 24 3776 From Bar
20T	3775	3778	3773	16	160		19	Sec 24 3738 From Ash Fork
21U	2925 Failed Bar 3733	2917	2923	21	53	159	168	
22V	2928	2924	3782	167	162	166	163	Sec 24 2925 From Bar
23W	2920	3779	2929	20	19	52	17	Sec 24 3733 From Bar
24X	2919	3784	3777	160	158	165	18	
25Y	3778	3780	2922	159	168	163	161	
26Z	2923	3773	2926	21	16	53	17 to BA 164	
27BG	2917	3781	2928	167	18	17	166	3504 Bar to Belen
28BH	2920	2924	3774	164	52	19	162	
29BI	3777	2929	3779	161	165	164	20	
30CJ	2919	3785	3775	168	163	166	160	
Miscellaneous								
4-9	18	16	Derailment Otero, NM					

Westbound from Belen/Albuquerque May 1947

May 1 3 2-3 1-7 2 17 19 23

1A	378 2	3779	2929	164		165	158	53	2nd 2 3 2907
2B	377 5	2923	3785	163		166	161	21	
3C	292 6	3784	2919	162		159	168	52	
4D	378 1	2928	3780 Faile d Bar 2929	18		20	16	160	
5E	292 4	2918	3720 Wins l 3740	167		51	19	159	
6F	292 0	3774	2917	3782 Loco 17 held Chgo B O		158	165	163	
7G	377 8	3748 Wins Frt D st	3743 Faile d AQ 3740	166		161	53	162	
8H	292 3	3785	3779	17 3 units		168	16	20	
9I	291 9	3770	2926	18		21	52	159	
10J	292 4	3781	2929	167		164	19	158	
11K	292 5	2915	3774	3782 Loco 51 held Chgo B O		165 90%	160	168	
12L	378 4	3773	2918	161		53	163	52	
13M	377 9	2917	3785	16		20 - B unit s/o Las Vegas a ct flat wheels	166	18	
14N	291 9	3770	2928	159		21	17	168	

15O	292 9	3783	2929	158	19	164	53
16P	292 4	2926	2922	160	165	51	166
17Q	291 8	3780	3782	167	161	163	19
18R	378 5	3774	3781	16	18	20	53
19S	378 4	3778	3773	159 1 unit down Winsl	168	17 – 3 unit s	165
20T	377 9	2923	3734	158	21	164	161
21U	291 9	2917	3783	166	52	51	168
22V	292 9	2928	2926	167	163	160	17
23W	377 5	2918	3780	18	20	19	21
24X	378 5	2924	3782	164	165	53	51
25Y	377 8	3774	3773	161	158	159	160
26Z	291 7	3784	2919	52	166	162	20
27B G	292 9	2923	3783	17	167 – 3 units	163 – 2 ½ unit s	53 – 2 units/Help r 29 12 to WI/126 Hlpr to BA
28B H	377 6	2925	2918	21	19	16 90%	158
29BI	292 2	3785	3781	164 Faile d Wins 3734	165	18	166
30CJ	377 4	3773	3782	160	159	51	52
31C K	378 0	2917	2919	20	Annul	161	19

Eastbound into Belen/Albuquerque May 1947

May	2	4	2/4	8	2/8	18	20	24	
1A	2926	2925	3784	16		162	159	53	3725 Bar to Winsl 107 To Belen
2B	3781	3780	2928	19		18	20	21	3730 Bar to Belen
3C	2924	2918	3773	17 -3 units		167	51	52	
4D	3752	2920	3774	53		158	165	160	
5E	2907	3778	3777	162		166	161	159	
6F	2923	3779	3785	52		168	16	163	
7G	2919	2926	3775	19		160	18	162	
8H	2928	2929	3781	2924+ 3780		167	164	20	
9I	2920	3782	3774	163		51	165	159	
10J	3784	2917	2918	166		53	161	158	
11K	3779	3778	3785	17 -3 units		20	16	168	3rd 23 3734
12L	2919	2926	3770	164		159	21	52	
13M	3781	2924	3775	2929		158	19	18	
14N	2915	2922	2923	163		160	165	168	
15O	2925	3782	2918	20 c/o 1 unit Las Vegas		167	161	53	
16P	3785	2917	3774	17		16	18	166	
17Q	3770	3784	3773	164		21	158	19	
						Failed Bar 168			
18R	3779	3776 Winsl 2928	2928 Wins 154	160 to BA		158	21	53	
19S	2919	3783	2929	160		166	52	165	
20T	2922	2926	2924	19		167	163	161	
21U	3780	2918	3782	53		18	20	16 to BA- 168	

22V	3778	3785	3774	159		164	165	17	
23W	3779	3784	3773	16		161	158	21	
24X	2919	2917	2923	163		52	166	51	3737 (plums and main cars)
25Y	2929	3783	3781	162		17	167	160	3740
26Z	2928	2926	2918	18		21	19	20	
27BG	2924	3785	3775	51		164	165	53	
28BH	3774	3782	3773	161		160	159	158	
29BI	2919	3780	2917	53		20	162	166	
30CJ	3783	3784	2929	17		167	163	52	
31CK	2918	2923	3778	158		Annul	21	19	

Westbound from Belen/Albuquerque June 1947

June	1	3	2-3	1-7	2-7	17	19	23	2-23
1A	3783	3775	3784	167		163	162	16	144 to BA
2B	2918	2929	2923	53		21	17	166	3740 From Winstl
3C	2925	165 to BA- 2929	3778	90 New		18	158	160	
4D	2926	2922	3782	159		51	164	19 to BA- 2902	2902 Belen-Bar 3740
5E	3780	3774	2924	20		161	52	21 to BA 3784	
6F	3783	3776	3785	16		54 New	162	158 to BA Steam	
7G	2918	3781	2925	17	Stub 7 2912	166	167	163	
8H	2919	3765	3775	2900		165	53 to BA- 2917	18 to BA 3772	
			Stub 3 2917 2923						

9I	2929	3782	2928	19 to BA 2923	164	160	168	
10J	2926	3780	2921	20	159	90	51	
11K	3785	2917	2924	162	16	21	52	
12L	3776	Stub 3 as 1/3 3731	3778 3rd 3 2915	18	166	167	163	
13M	3781	3774	3766	17	160	158	161	3700 Spc GC to Belen
14N	2929	2908	2907	2921	164	168	53	
15O	3775	2905	2926	21	90	3782	159	
16P	2919	3777	3773	19	162	51	165	
17Q	3785	2917	2925	167	158	16	166	
18R	3778	2921	3776	160	18	52	163	
						- lost 2 units into ALB add 161		
19S	2908	2926	3781	159	53	17	168	
20T	2912	2928	3774	54	165	21	162	
21U	2929	167	3777	3782	16	90	19	3771 Failed Ndles 3776 Bar-LA 2922 2923 Failed Bar 3771 2902
		to BA- 3782		to BA- 165				
22V	3785	2924	2927	18	158	166	51	
23W	3775	164	3783	21	160	161	17	
	Failed Bar 2925							
24X	2926 Derailed Needles/ 3783 beyond	2917	2918	168	53	163	159	
25Y	2919	162	2921	55 new	54	52	90	3778
26Z	2929	2928	3781	19	16	165	166	3776
27BG	2927	3785	20	158	18	167	17	3777
28BH	3780	2907	2918	163	160	161	164	2924

29BI	2917		3768	51	159		168	21	54	5034
										Winstl
										133
										Bar
										2921
30CJ	2923		3778	3776	165		53	52	162	2914

Eastbound into Belen/Albuquerque June 1947

June	2	4	2/4	8		2/8	18		20	24	
1A	2925	3776	3785	164			18		165	16	3740
											(plums)
2B	3781	2922	3782	52			51		159	166	
3C	2919	3780	3774	162			20		161	160	
4D	2906	3783	3773	167			16		163	19	
5E	2917	2929	2918	53			17		166	21	
		Bar									
		18									
6F	2923	3784	3775	90			160		168	158	
		Bar									
		164									
7G	2902	2929	3782	159			51		19	165	
8H	2922	2926	2921	3780 SB			20		161	21	
				52							
				Acct 7							
				late							
9I	3785	2924	3780	163			162		54 – Hit	16 to	
									Truck	SB	
									c/o SB/	3784	
									16	Bar	
									beyond	167	
10J	2912	3776	3774	2917			18		166	3783	
										to BA	
										158	
11K	3781	3778	3773	165			17		160	2900	
										to BA	
										168	
12L	2929	2918	3765	159			19		164	165	
13M	2928	2926	3775	20 add			21		90	51	
				2923 to							
				Bar							
				54							
				20 hit							
				auto							

14N	2919	2921	3782	166	52	16	162		
15O	2924	3780	3785	163	167	158	161		
16P	3766	3778	3776	2915 to BA 17	160	18	168		
17Q	2908+ 2915	3781	3774	2923 to BA 21	159	53	2921		
18R	2907	3782	2926	164	90	165	162		
19S	2923	3777	2929	51	167	16	19		
20T	3785	3783	3773	161	18	158	166		
21U	3775	2917	2918	163	52 failed West Lns	160	17		
22V	2908	3766 to BA 21	2926	20	53	168	159	2921	
23W	2912	2919	3774	165	54	162	90	3778	
24X	3781	2929	2928	167	19	16	166	3766	
25Y	2924	3782	2927	161	18	158	17	3777	
26Z	2902	168	3785	21	163	160	164	3771	
27BG	3778	2917	3775	52 Bar 2918	159	51	54	2925	
28BH	2923	90	3741	55 failed Needles/ 2919 beyond	165	53	162	3783	
29BI	3777	2922	2929	167	19	166	16	3776	
30CJ	3785	20	2927	18	17	158	161	3781	

Westbound from Belen/Albuquerque July1947

July	1	3	2-3	1-7	2-7	17	19	23	2-23
1A	2929	20	3741+ 3705	166		19	90	16	3783 3rd 23 3429
2B	2927	54	2922 3rd 3 3720	17		158	167	161	3781
3C	164	3786	3782 Failed Wint 3rd 3 2924	56		165 (off 8 La Junta)	18	21	3780
4D	2907	53	2917 3rd 3	2923		168	160	55	2921 3rd 23

			3738						2906
5E	2919	167 to BA steam DH 163 BA-SB	3776	2928	52	163	90		3785 3rd 23 3746
6F	162 to BA 2919	18	3777	20	159	16	19		3783 3rd 23 3782
7G	2929	3781	2927	17	158	166	161		3778
8H	2918	3764	3780	56	164	54	165		3775
			3rd 3 3744						
9I	2922	20	3782	160	55	168	53		2924
10J	90	2907	166	51	19	21	52		2917
11K	3783	2921 To BA for Diesel	2909 3rd 3 3750	162	16	167	159		2914
12L	2923	168	3777	158	17	18	163		2923
13M	3781	21	2924	165	161	54	56		2927 3rd 23 2919
14N	3776	16	2928	55	53	160	20		2902
15O	3778	167 to Winslow	2918	90	52	164	166		2917
16P	3783	3785	161	162	51- 3780 51 85%	19	159		2912
17Q	2929	160	3780	17	158	18	168		2921
18R	2922	16	2919 3rd 3 3746	21	56	163	20		2927
19S	2917	2924	3777 3rd 3 3702	164	54	55	53		3782
20T	2918	51	2928	158	162	166	90		3776 3rd 23 2916
21U	2912	160	3778	161	52	159	168		2923
22V	2911	53	2921 3rd 3 3785	167	18	17	163		3729 3rd 23 2909

23W	2919	3775	90 3rd 3 2929	56 new	16	21	20	3783
24X	3780	168	3777 3rd 3 3734	54	55	164	19	2927
25Y	2918	2917	17 3rd 3 3747	166	162	165	159	3776
26Z	2926	2916	21 3rd 3 3778	161	57 new	158	163	2923
27BG	3782	51	3745	167	18	160	53	2901 3rd 23 3432
28BH	3781	2929 to SB 123 2929 failed	159	56	16	20	19	2909
29BI	2927	3783	161	55	54	164	90	3785
30CJ	2924	3780	21	162	163	168	57	2913
31CK	3775	2902	56	166	Annul	158	165	2918

Eastbound into Belen/Albuquerque July 1947

July	2	4	2/4	8	2/ 8	18	20	24	
1A	2924	2918 to BA 54	3782	16 0		164	163	21	378 0
2B	2914	2907	3768	16 5		168	159 faile d West Ln s	55	292 1
3C	3776	2918 to BA 53	2923	16	51	52	90		291 7
4D	3775	167	2928	19	166	162	20		378 3
5E	3781	18	2929	54	17	158	161		377 8
6F	3780	2924	2918+ 3720	16 8	56	164	165		292 7

7G	3768	2921 to BA 90	2922	21	55	160	53	292 3
8H	2907	2919 to BA	3785	16 7	90	19	52	291 7
9I	2928				16	162	159	291 7
10J	3746 Wi 3776	3782	3776 Wi 2929	56	158	165	163	377 7
11K	3775 + 2906	3778 t o BA 168 los t one unit	3781	16 0	165	161	56	292 7
12L	3780	21	2924+ 3764	16 4	55	53	20	291 8
13M	3785	16	3778	19	52	90	166	291 7
14N	3783	167	2922	18	51	162	159	291 4
15O	2909	161	2929	16 3	17	158	168	290 7
16P	2902	160	2924	55	56	21	20	292 7
17Q	2917	16	2919	16 6	54	164	53	378 2
18R	2918	2923	2928	15 9	162	167	90	377 6 3/24 374 8 Fro m Will s
19S	2912	51	3781	17	52	161	168	377 8
20T	3785	160	2926	21	18	158	160	292 1
21U	2929	53	2919	16 4	56	16	20	378 3
22V	2917	90	3780	16 5	55	54	19	292 7

4D	2927	56	2929	162	90	54	168	3781
			3rd 3					3782
			3742					
5E	2924	20	3776	163 3	21	165	158	2902
			3rd 3	units				
			3701					
6F	2919	161	3785	17	160	57	53	3765
7G		54			16	51	291	167
Trains							7	
Detou								
r								
8H					55	164	19	
Trains								
Detou								
r								
9I	3781	20	2929					
Trains			3rd 3					
Detou			2928					
r								
10J		11	2926					
Trains			3rd 3					
Detou			3431					
r								
11K	3776	2924	2921	19	90	57	51	3731
12L	2917	166	2923	54	16	17	161	3778
			3rd 3					
			3742					
13M	3782	18	3781	167	55	53	160	2901
14N	2915	3777	2904	56	162	164	158	2919
			3rd 3					
			3749					
15O	165	54	3785	57	21	20	168	2929
16P	2928	2920	167	163	17	19	90	3766
			3rd/3					
			2926					
17Q					16	51		
18R		3768	3782	2912				
				To Wi				
19S	3778	55	2903	158	56		168	
			3rd/3					
			3741					
20T	2929	163	2920	21	57	20	19	3777
21U	2919	2917	2928	17	54	165	51	2927

		Failed Ndl s	3rd/3 3762 Winst 3739						
22V	2923	53	3783	167	90	161	166	2926	
			2nd/3 3775 Faile d Winst						
23W	3781	3782	158	52	164	162	160	2921	
			3rd/3 2916						
24X	3780	51 2 units	3761	18	56	168	55	3785	
			AQ 112						
25Y	3776	166	2912	57	20	21	163	2913	
			3rd/3 3753						
26Z	2919	2920	2904	161	17	18	54	2927	
			3rd/3 3778						
27BG	2926	2923	3774	167	90	16	165	2928	
			3rd/3 3709	1 tractio n motor down					
28BH	3777	51+3776 51 2 units	3785	160	55	58	164	2918	
			3rd/3 3749						
29BI	3780 Failed Barstow	90	2929	168	167	56	162	2921	
			3rd/3 2902		Hutchinson c ut pinion gear off 1 tract.mtr		2 unit s		
30CJ	297	3776	2912	3779	21 90%	52	159	3781	
			3rd/3 3770 Faile d Winst			2 unit s			

31CK	53+139 1 ½ units, added 139	3775	3772 To Wi 3rd/3 2919	166		20	57 2 unit s	2910
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Eastbound into Belen/Albuquerque August 1947

August	2	4	2/4	8	2/8	18	20	24	
1A	2913	2927 to Ba 161	2928	54		55	159	168	3785 3rd 24 2929
2B	2918	3780 to BA 166	2927+ 3754	163- 3 units		162	90	165	3782
3C	2924	3783 to BA-56	3775	57		21	18	158	2902
4D	2921	167	2919	51		17	160	53	3776
5E	3783	161	3785	164		52	16	167	2917
6F	2900	54	2920	166		55	159	19	3778
7G	2928	3782 to BA-158	3781	56		168	162	165	2927 3rd 24 2902
8H	3765	53	2926	90		21	163	2929 3rd 23	
9I Trains Detour		52 frm Ash Fork				17		51	3780
10J Trains Detour									
11K Trains Detour									
12L	2915	18	3781			168	162		
13M	2903	3783	3773+ 3785	2926		90	21	57	2929
14N	2928	54	2908+ 3761	161		163	17	51	2920
15O	2917	167	2901	160		52	16	166	2926
16P	3782	2918	2923	155		53	164	18	2921
17Q	2904	2927	3778	20		56	158	168	3781

18R									
19S									
20T	2912	2923	3774	162	167	90	166	2926	
21U	3781	53	3782	168	164	52	160	2921+	
			2/4					3767	
			3761						
22V	3768	158	3780	21	18	56	55	3785	
23W	3778	51	3776	19	57	20	163	2903	
24X	2928	166	2919	54	17	165	161	2927	
25Y	2923	2926	2920	160	90	167	164	3783	
26Z	2916	2917	3777	56	52	55	162	2918	
27BG	3780	51	3785	159	53	18	168	2921	
28BH	2912	54	2929	57	163	21	20	2913	
								Wins	
								3716	
29BI	2904	2919	3775	18	19	166	17	2927	
30CJ	2920	2924	3774	16	165	161	164	2928	
31CK	2913	55	3777	56		158	162	2923	
Miscellaneous									
8-2	74	8-5							

Westbound from Belen/Albuquerque September 1947

Sep	1	3	2-3	1-7	2-7	17	19	23	2-23
1A	165	55	2927	162		19	17	18	2928
			3rd/3						
			2924						
2B	2913	90	3777	16		58	16	164	2923
3C	2926	167	2900	168		160	56	162	3785
4D	2912	163	2918	51		159	54	57	2929
			3rd/3						
			3720						
5E	3776	2920	3779	166		20	18	21	3778
			3rd/3			Lost 1			
			3781			unit			
						down			
6F	2927	55	2928	19		53	17	16	2921
			3rd/3						
			3783						
7G	3777	2901	2924	161		58	165	56	3775
			3rd/3						
			3785						
8H	3765	20	3782	160		162	90	54	2919

Eastbound into Belen/Albuquerque September 1947

Sept	2	4	2/4	8	2/8	18	20	24	2-24
1A	2902	90	3778	52 failed Alb-3772 beyond		16 8	160	54	378 5
2B	2912	167	3779	21		15 9	51	57	292 9
3C	3776	163	2918	17		20	166	18	378 1
4D	2927	2919	2928	165		19	53	16	378 2
5E	3777	55	3785	90		16 1	58	56	377 5
6F	2923	54	2924	167		16 8	162	160	291 3
7G	2926	20	2926	163		15 9	57	18	290 0
8H	2921	2918	3779	164		21	166	17	378 0
9I	3783+ 2917	56LB-52A	2929	52- 32 combin e		16	19	55	377 6
10J	2901	2928	3775	54		16 1	58	90	377 8
11K	2900. + 2910	18	3781			16 5	162	160	292 4
12L	2916	167	2927 + 3783	160		57	159	158	378 5
13M	3777	17	3765	163	378 3	21	166	56	378 0
14N	2917	3776	2918	164	292 0	55	19	16	292 1
15O	2919	52- 53 combin e	2928	54	290 1	58	161	18	292 6
16P	2902	168	3779	90	292 7	16 5	162	20	292 4
17Q	2904	56	3780	166	373 2	15 9	158	167	378 3

18R	2916	3777	3781	163	375	21	17	160	292
					6				0
19S	3776	164	3785	52	292	57	55	53	292
					8				1
20T	2926	54	2929		373	16	19	18	377
					9	1			8
21U	2914	159	2919	160	374	16	165	56	378
					1	2			2
22V	2912	90	3781	167	373	20	158	166	378
					4				0
23W	3779	163	3783	164	375	16	17	21	291
					6	0			7
24X	3778	3777	3785	161	292	55	53	54	292
					8				9
25Y	2918	165	2925	58	292	19	57	159	378
			Failed		1				2
			Wins						
			3749						
26Z	2927	56	3776	90	375	18	162	168	291
					0		90		5
							%		
27B	2924	160	3781	17	373	15	166	20	133
G					9	8			Wins
									375
									0
28B	2912	2926	3783	54	375	16	167	164	290
H					5	3			1
29BI	3782	55	2917	165	375	53	21	161 lost	292
					6			one	9
								unit Chet	
								o	
30CJ	3785	168	3778	56	373	15	19	57	291
					9	9			9

Westbound from Belen/Albuquerque October 1947

Oct	1	3	2-3	1-7	2-7	17	19	23	2-23
1A		58		161-3		53	54	165	
				units					
2B		378		159		19	164	21	
		2							
3C		163		158		168	57	56	

4D		292 9		17		166-B unit s/o Glorietta.378 3 DBH fm WI	160	90	
5E		20		55		20	18	162	
6F		58		165		54	161	164	
7G		377 5		19		159	53	167	
8H	292 0	378 2	3784	163	375 5	56	158	57	3448
9I	378 3	52	3785	16	376 8	55	168	160	2923
10J	292 9	19	2917	20	378 1	90	18	21	3779
11K	377 7	161	2921	166	375 7	54	162	165	3772
12L	291 8	160	2924	159	373 1	57	164	58	2925
13M	377 8	291 5	3784 Faile d AQ	163	375 5	56	158	53	2928 Failed Wins l
14N	292 6	52	2917	168LA -167C	378 2	16	167LB -168C	90	2920
15O	378 5	159	2929	21	377 9	20	18	55	2927
16P	292 1	53- 90%	3774	162	375 7	166	165	58	2906
17Q	378 4	292 8	2920	164	376 7	51	54	19	2925
18R	291 8	164	3777	56	375 5	158	161	90	3780
19S	292 6	58	2924	167	373 4	57	160	168	2927
20T	378 1	53	3778	21	350 4	20	52	57	
21U	290 8	378 4	3782	166	109 + 900 4	54	59 New	162	2908
22V	292 8	292 1	3780	51	292 5	90	19	163	3779
23W	291 8	57	2920	164	375 7	16	161	165	2915

24X	291 2	166	2924	160	378 5	20		26	168	3771
25Y	292 9	377 9	3776	158	378 1	21-80% DH167		58	126 + 900 0	2926
26Z	292 9	292 1	2925	90	378 3	162		159	52	2927
27B G	378 2	20	2917	19	377 7	51		53	55	3778
28B H	378 0	167	2918	165	292 0	16		163	161	3773
29BI	292 4	166	3785	57	292 8	56		168	17	2926
30CJ	291 4	164	3781	54	377 9	21		160	52	2905
31C K	378 3	377 5	3777	90	375 4			158	58	3778

Eastbound into Belen/Albuquerque October 1947

Oct	2	4	2/4	8	2/8	18	20	24	2-24
1A	3784	2928	3775	160	3741	58	168	90	2905
				R19D		R3F	R17C	R23D	
2B	2924	163 R3C	3781	162	3750	18	166	17	129
				R23E	Wi	R19E	R7K	R7D	
					3774				
3C	2911	3780	2927	161	3754	167	20	55	2929
				R19F	Wins	R23G	R3E	R7E	
					3739				
4D	2925	21 R23J	2921	164	3783	165	54	53-	153
				R23F	Wins	R23F	R17F	90%	Wins
					3754			R19G	3779
5E	3778	58	2918	158	2926	19	159	57	2907
6F	3785	3784	2920	16	3775	163	56	168	3782
7G	2928	3781	3783	90	3768	55	18	16	2903
8H	2917	52	2929	165	3731	20	162	21	3779
9I	2924	19	3777	58	3754	164	54	166	2904
10J	3774	161	2918	158	2921	159	53	57	2925
11K	3784	160	3778	168	3755	56	167	163	2928
12L	3768	3779	2926+ 2912*	52	3782	16	55	18	2920

7G	3780	160	3774	161	3757	163	58	55	2927
8H	2918	3783	3776	165	3775	57	16	52	2915
9I	3785	2917	2920	21	2928	54	168	164	2909
10J	2924	55	2922	159	3737	17	158	56	2925
							3 units		
11K	2901	162	3781	58	3775	18	90	166	2927
12L	3778	52	3775	161	3759	163	167	51	2915
							1 unit down		
13M	2918	3783	2929	160	3777	16	53	168	
14N	3776	166	2926	21	3785	54	57	165	
15O	2917	3779	2909	159	3755	56	164	158	
16P	3780	90	2927	58	3736	18	55	17	
17Q	2916	2929	2925	52	3754	163	167	51	2921
18R	3777	168	3778	159	3757	53	16	161	2924
		90%							
19S	3785	3783	2920	158	3755	57	21	165	2922
20T	3776	52	2926	166	3743	17	19	54	3781
21U	2918	3779	2908	58	3754	55	56	164	3775
22V	2927	165	2929	163	2917	16	18	167	2907
		90%							
23W	2923	3774	3780	161	2921	53	90	51	3777
						1 unit down		80% To Wi To Dbhd 17w	
24X	2925	17	3785	158	3757	57	168	159	2922
25Y	3782	3775	2920	54	3784	20	18	166	2926
26Z	3781	3783	2918	164	2908	56	162	52	3779
27BG	2924	168	2929	163	3774	16	167	55	2917
28BH	2923	3776	5031	161	3749	51	90	18	2922
			Wi 108						
29BI	3785	3784	3780	158	3754	17	53	58	2927
30CJ	3782	2925	3755	159	3746	19	166	57	3777
31CK									

Eastbound into Belen/Albuquerque November 1947

Nov	2	4	2/4	8	2/8	18	20	24	
1A	2928	52	2918	168	2924	57	165	56	2905
2B	3785	164	2914	21	3731	54	166	160	3778+ 3773

3C	3772	3779	3781	162	3777	158	90	159	2906
							90%	90%	
4D	3783	53	2917	55	2929	51	58	167	2925
5E	3780	16	2921	52	3754	163	161	17	2910
6F	3776	160	2918	164	3775	57	165	168	2928
7G	2920	2922	3785	158	3755	54	56	21	3783
8H	3781	2924	2917	162	3783	90	159	166	2925
9I	3754	55	2929	51	3737	18	167	58	2927
10J	3774	3777	3778	160	3757	163	161	52	2915
11K	3783	2909	2918	168	3775	16	165	57	2921
12L	2920	2926	3776	164	3785	21	54	158	2925
13M	2909	166	2917	55	3749	56	159	17	2922
14N	2901	2924	3780	167	3755	58	18	51	2915
15O	3781	90	2927	16	3757	163	52	161	2921
16P	3783	3778	3777	21	2929	53	168	165	2925
17Q	3776	56	3785	19	3775	57	158	54	2922
18R	2909	2926	3779	56	3755	164	166	17	2920
19S	2917	51	2918	18	3743	58	55	167	2921
20T	2916	3780	2927	51	3754	163	90	16	2924
21U	3784	165	2923	159	2929	52	161	168	3777
22V	3783	2925	3755	20	3757	19	158	57	2922
23W	3782	17	2920	52	3785	54	20	162	2926
				80%					
24X	3781	3775	2918	55	3754	56	164	167	3779
							90%		
25Y	2907	3777	2929	18	2908	16	163	90	2917
		Failed	Wi						
		Wi/2929	3749						
26Z	2923	168	2921	58	3774	53	161	51	2922
27BG	3785	2926 c/o	3776	57	3757	17	158	166	2927
		Wi/5031							
28BH	3782	3784	2925	162- Wi- 3780	3780 Wi 3244	19	159	20	138 Wi 3777
29BI	2908	2920	3781	56	3746	54	164	167	
30CJ	2922	161	3774	163	3775	18	52	16	
				90%					
31CK	2924	2929	2923	158	3737	90	58	168	
					Wi 3746				

Westbound from Belen/Albuquerque December1947

Dec	1	3	2-3	1-7	2-7	17	19	23	2-23
1A	3781	3775	3774	164	3757	54	20	167	2917
		Failed Needles							
2B	2918	2921	2923	52	3737	18	56	16	2907
							90%		
3C	2922	2920	2929	168	2916	58	163	161	2927
4D	3784	3783	2924	53	157	17	51	90	2926
			c/o Wi	1 unit down+1355					
5E	2925	3777	3782	159	3774	19	158	57	3779
6F	3776	160	2909	167	3785	54LA56L	20	164	3780
		Wi							
		2902							
7G	2923	2918	3774	55BA-52L	3757	18	16	54B- 3	2927
								56AB	
								units	
8H	2900	2920	3781	163	3779	58	161	162	2922
		Coach	Pull	1 Boiler down			80% 1 unit down		
9I	3784	165	2926	168	3754	17	52BA- 55L	158	2929
				90%					
10J	3783	3776	5006	159	2909	19	51	57	3780
			Wi			90%			
			2924						
11K	3782	162	3757	160	3749	20	164	53	2927
12L	2921	163	2920	56	3785	18	54	90	2922
13M	2929	21	2918	58	3774	55	16	161	2917
								3	
								units	
14N	2923	159	2926	168	2*25	17	158	52	3780
15O	2909	167	3784	19	3755	51	165	57	3782
16P	2919	3781	2921	160	3754	20	166	164	2922
		2nd 1 1306			Failed L Vegas 3855				
17Q	3777	3779	3776	18	2920	54	53	162	3783
		2nd 1 3529							
18R	3767	3782	2908	55	2925	16	56	163	3780
				85%					
19S	2923	19	3784	158	3888	58	52	21	2911

						2/17			
						17			
20T	2909	2919	2903	165	2921	57	159	161	2922
							2/19		
							168		
21U	2917	16	2929	164	3776	20	167	166	2926
					3/7				
					2912				
22V	163	3777	3781	51	3755	18	162	160	2920
					3/7				
					2917				
23W	21	165	3785	56	2925	55	53	54	3778
24X	2918	2903	3782	17	3779	58	52	158	2911
25Y	2922	3784	2919	168	3762	57	19	169	2926
					Wins				
					3737				
26Z	3783	51	3780	161	3754	20	166	167	2900
27BG	2921	55	3781	162	54	90	16	18	2923
						2/17	2/19		
						164	160		
28BH	3777	3776	3785	21	3755	56	163	53	2911
29BI	2927	161	2922	159	2920	17	165	158	2917
30CJ	3782	51	2929	168	2918	19	58	52	3778
		7 hrs	3 hrs						
		late	late						
31CK	2919	53	3784	20	3775	Annul	166	167	2923

Eastbound into Belen/Albuquerque December 1947

Nov	2	4	2/4	8	2/8	18	20	24
1A		2929		158		90	58	168
2B		2924		158				
3C		3782-		167				
		Wi-						
		1373						
4D		3777		16				
				3				
				units				
5E		160		161				
6F		3781		162				
7G		2926		57				
8H		165		53				
9I		2917		56				

10J		162		90					
11K		163		158					
12L		21		165					
13M		159		166					
14N		167		162					
15O		90		56					
		90%							
		To Chg							
		protect							
		special							
16P		58		21					
		To Chg							
		protect							
		special							
17Q		168		159					
		To Chg							
		protect							
		special							
18R		19		167					
19S		2927							
20T	3777	16	3754			54	18	163	2920
21U	3767	3779	3781	158	3755	56	55	52	2908
						2/18			3/24
						21			3778
22V	2918	165	2925	19	3785	17	58	159	2911
23W	2909	2921	2922	166	2903	57	168	167	2926
								90%	
24X	2912	164	162	18	3784	20	161	16	161
		To Chg	To Chg						To Chg
		protect	protect						protect
		special	special						special
25Y	2917	51	3780	163	3777	54	90	53	2923
26Z	2920	55	3781	165	3776+	21	56	158	2911
					3762				
					From Winstl				
27BG	2903	3785	2918	58	3755	52	17	159	2927
28BH	3782	161	2929	166	2922	19	168	167	2900
29BI	3784	51	2919	16	3775	57	20	160	2923
30CJ	2926	53	2925	164	3754	18	54	163	2911
31CK	3783	55	3780	56	3755	Annul	90	158	2917

