

**ATCHISON, TOPEKA, AND SANTA FE RAILWAY
Passenger Locomotive Assignments**

April 24, 1955

Barstow Pools

B-1 300 CLASS 4500HP 3 Units 300LAB

| # | Location | Time | Days | Notes |
|----|-------------|--------|------|-------|
| 70 | Los Angeles | 1115pm | 1 | |
| 70 | San Diego | 345am | 2 | |
| 75 | San Diego | 100pm | 2 | |
| 75 | Los Angeles | 530pm | 2 | |

3 units required

B-2 16/37/42/300 CLASS 6000hp 4 Units 16LABC-47LABC, 48A, 306-314LAB

| # | Location | Time | Days | Notes |
|----|--------------|----------|------|-------|
| 7 | Barstow | 230pm | 1 | |
| 7 | Los Angeles | 630pm | 1 | |
| 78 | Los Angeles | 800pm | 1 | |
| 78 | San Diego | 1030pm | 1 | |
| 71 | San Diego | 800am | 2 | |
| 71 | Los Angeles | 1030am | 2 | |
| 74 | Los Angeles | 1130am | 2 | |
| 74 | San Diego | 200pm | 2 | |
| 77 | San Diego | 300pm | 2 | |
| 77 | Los Angeles | 530pm | 2 | |
| 18 | Los Angeles | 700pm | 2 | |
| 18 | En-route via | La Junta | 3 | |
| 18 | Chicago | 130pm | 4 | |
| 7 | Chicago | 1155pm | 4 | |
| 7 | En-route via | La Junta | 5 | |
| 7 | Barstow | 220pm | 6 | |

20 Units

B-4 52 CLASS 6000HP 3 Units 52-78
16/37/42/300 CLASS 6000hp 4 Units 16LABC-47LABC, 48A, 306-314LAB

| # | Location | Time | Days | Notes |
|-----|----------|-------|------|-------|
| 124 | Barstow | 453pm | 1 | |

| | | | | |
|---------|--------------|----------|----|--|
| 124 | En-route via | La Junta | 2 | |
| 124 | Chicago | 300pm | 3 | |
| 9 | Chicago | 1000pm | 3 | |
| 9 | Kansas City | 730am | 4 | |
| 5 | Kansas City | 845am | 4 | |
| 5 | Galveston | 920am | 5 | |
| 6 | Galveston | 730pm | 5 | |
| 6 | Kansas City | 930pm | 6 | |
| 10 | Kansas City | 1000pm | 6 | |
| 10 | Chicago | 730am | 7 | |
| 123 | Chicago | 1215pm | 7 | |
| 123 | La Junta | 635am | 8 | |
| 223-102 | La Junta | 1000am | 8 | |
| 223-102 | Denver | 220pm | 8 | |
| 101-224 | Denver | 645pm | 8 | |
| 101-224 | La Junta | 1045pm | 8 | |
| 224 | La Junta | 1110pm | 8 | |
| 224 | Newton | 800am | 9 | |
| 223 | Newton | 200am | 10 | |
| 223 | La Junta | 925am | 10 | |
| 13-130 | La Junta | 510pm | 10 | |
| 13-130 | Denver | 920pm | 10 | |
| 141-14 | Denver | 1100pm | 10 | |
| 141-14 | La Junta | 400am | 11 | |
| 123 | La Junta | 655am | 11 | |
| 123 | Barstow | 550am | 12 | |

33 Units required

B-4 16/37/42/300 CLASS 6000hp 4 Units 16LABC-47LABC, 48A, 306-314LAB

| # | Location | Time | Days | Notes |
|-----|-------------|--------|------|-------|
| 123 | Barstow | 600am | 1 | |
| 123 | Los Angeles | 1045am | 1 | |
| 22 | Los Angeles | 130pm | 1 | |

| | | | | |
|----|--------------|----------|---|--|
| 22 | En-route via | La Junta | 2 | |
| 22 | Chicago | 715am | 3 | |
| 1 | Chicago | 400pm | 3 | |
| 1 | En-route via | Clovis | 4 | |
| 1 | Barstow | 250am | 5 | |

20 units

B-5 16/37/42/300 CLASS 6000hp 4 Units 16LABC-47LABC, 48A, 306-314LAB

| # | Location | Time | Days | Notes |
|----|--------------|----------|------|-------|
| 8 | Barstow | 355am | 1 | |
| 8 | En-route via | La Junta | 2 | |
| 8 | Chicago | 500am | 3 | |
| 19 | Chicago | 900am | 3 | |
| 19 | Barstow | 641pm | 4 | |

16 units

B-6 16/37/42/300 CLASS 6000hp 4 Units 16LABC-47LABC, 48A, 306-314LAB

| # | Location | Time | Days | Notes |
|---|----------|--------|------|-------|
| 1 | Barstow | 300am | 1 | |
| 1 | Oakland | 130pm | 1 | |
| 2 | Oakland | 1100am | 2 | |
| 2 | Barstow | 910pm | 2 | |

8 Units

B-7 16/37/42/300 CLASS 6000hp 4 Units 16LABC-47LABC, 48A, 306-314LAB

| # | Location | Time | Days | Notes |
|----|--------------|----------|------|-------|
| 2 | Barstow | 920pm | 1 | |
| 2 | En-route via | Clovis | 2 | |
| 2 | Chicago | 1220pm | 3 | |
| 17 | Chicago | 700pm | 3 | |
| 17 | En-route via | La Junta | 4 | |
| 17 | Los Angeles | 830am | 5 | |
| 20 | Los Angeles | 300pm | 5 | |
| 20 | Barstow | 628pm | 5 | |

20 units

B-8 90 CLASS 6000HP 2 Units 90LAB
16/37/42/300 CLASS 6000hp 4 Units 16LABC-47LABC, 48A, 306-314LAB

| # | Location | Time | Days | Notes |
|----|-------------|--------|------|-------|
| 19 | Barstow | 651pm | 1 | |
| 19 | Los Angeles | 1030pm | 1 | |
| 72 | Los Angeles | 745am | 2 | |
| 72 | San Diego | 1015am | 2 | |
| 73 | San Diego | 1145am | 2 | |
| 73 | Los Angeles | 215pm | 2 | |
| 76 | Los Angeles | 315pm | 2 | |
| 76 | San Diego | 545pm | 2 | |
| 79 | San Diego | 700pm | 2 | |
| 79 | Los Angeles | 930pm | 2 | |
| 4 | Los Angeles | 1130pm | 2 | |
| 4 | Barstow | 345am | 3 | |

3 units 90 Class or 4 units 16/37/42/300 Class

B-9 51/52 CLASS 6000HP 3 Units 51LAC, 52-78

| # | Location | Time | Days | Notes |
|-------|--------------|--------|------|-------|
| 4 | Barstow | 355am | 1 | |
| 4 | En-route via | Clovis | 2 | |
| 4 | Kansas City | 300pm | 3 | |
| 23 | Kansas City | 915pm | 3 | |
| 23 | Clovis | 1100am | 4 | |
| 76/65 | Clovis | 425pm | 4 | |
| 76/65 | Houston | 815am | 5 | |
| 66/75 | Houston | 645pm | 5 | |
| 66/75 | Clovis | 930am | 6 | |
| 23 | Clovis | 1020am | 6 | |
| 23 | Albuquerque | 400pm | 6 | |
| 24 | Albuquerque | 940am | 7 | |
| 24 | Kansas City | 615am | 8 | |
| 3 | Kansas City | 1000am | 8 | |
| 3 | Los Angeles | 730pm | 9 | |
| 8 | Los Angeles | 1130pm | 9 | |
| 8 | Barstow | 400am | 10 | |

30 units

B-10 16/37/42/300 CLASS 6000hp 4 Units 16LABC-47LABC, 48A, 306-314LAB

| # | Location | Time | Days | Notes |
|---|----------|------|------|-------|
|---|----------|------|------|-------|

| | | | | |
|-----|--------------|----------|---|--|
| 20 | Barstow | 638pm | 1 | |
| 20 | En-route via | La Junta | 2 | |
| 20 | Chicago | 845am | 3 | |
| 15 | Chicago | 600pm | 3 | |
| 15 | Galveston | 815pm | 4 | |
| 16 | Galveston | 650am | 5 | |
| 16 | Chicago | 900am | 6 | |
| 21 | Chicago | 545pm | 6 | |
| 21 | En-route via | La Junta | 7 | |
| 21 | Los Angeles | 715am | 8 | |
| 124 | Los Angeles | 1201pm | 8 | |
| 124 | Barstow | 415pm | 8 | |

28 units

B-11 300 CLASS 4500HP 3 Units 303-305LAB

| # | Location | Time | Days | Notes |
|-----|-------------|--------|------|-------|
| N-7 | Barstow | 345pm | 1 | |
| N-7 | Oakland | 430am | 2 | |
| 60 | Oakland | 710am | 2 | |
| 60 | Bakersfield | 105pm | 2 | |
| 63 | Bakersfield | 300pm | 2 | |
| 63 | Oakland | 840pm | 2 | |
| N-6 | Oakland | 940pm | 2 | |
| N-6 | Bakersfield | 600am | 3 | |
| 61 | Bakersfield | 1100am | 3 | |
| 61 | Oakland | 450pm | 3 | |
| 62 | Oakland | 600pm | 3 | |
| 62 | Bakersfield | 1159pm | 3 | |
| N-8 | Bakersfield | 1220am | 4 | |
| N-8 | Barstow | 350am | 4 | |

9 Units

B-12 2650 CLASS 1500HP 1 Unit 2650-2654

| # | Location | Time | Days | Notes |
|----|----------|--------|------|-------|
| 47 | Ash Fork | 100am | 1 | |
| 47 | Phoenix | 800am | 1 | |
| 42 | Phoenix | 500pm | 1 | |
| 42 | Ash Fork | 1130pm | 1 | |

1 unit

B-12 2650 CLASS 1500HP 1 Unit 2650-2654

| # | Location | Time | Days | Notes |
|----|--------------|--------|------|---------------------|
| 14 | Williams | 415am | 1 | <i>Summers Only</i> |
| 14 | Grand Canyon | 700am | 1 | |
| 15 | Grand Canyon | 800pm | 1 | |
| 15 | Williams | 1020pm | 1 | |

1 unit

B-13 2650 CLASS 1500HP 1 Unit 2650-2654

| # | Location | Time | Days | Notes |
|----|----------------|-------|------|-------|
| 54 | Los Angeles | 530pm | 1 | |
| 54 | San Bernardino | 745pm | 1 | |
| 51 | San Bernardino | 710am | 1 | |
| 51 | Los Angeles | 920am | 1 | |

1 unit

Chicago Pools

C-1 11, 80 CLASS 6000hp 3 Units 11- 15, 80A, 81A, 82LA-83LA, 84A 85-87

| # | Location | Time | Days | Notes |
|-----|-----------|--------|------|------------------------|
| 11 | Chicago | 1000am | 1 | <i>6000HP, 3 units</i> |
| 11 | Okla City | 1245am | 2 | <i>6000HP, 3 units</i> |
| 111 | Okla City | 115am | 2 | <i>4000HP, 2 units</i> |
| 111 | Ft. Worth | 630am | 2 | <i>4000HP, 2 units</i> |
| 111 | Ft. Worth | 700am | 2 | <i>4000HP, 2 units</i> |
| 111 | Dallas | 745am | 2 | <i>4000HP, 2 units</i> |
| 67 | Dallas | 845am | 2 | <i>4000HP, 2 units</i> |
| 67 | Paris | 1215pm | 2 | <i>4000HP, 2 units</i> |
| 68 | Paris | 200pm | 2 | <i>4000HP, 2 units</i> |
| 68 | Dallas | 600pm | 2 | <i>4000HP, 2 units</i> |
| 112 | Dallas | 845pm | 2 | <i>4000HP, 2 units</i> |
| 112 | Okla City | 440am | 3 | <i>4000HP, 2 units</i> |
| 12 | Okla City | 500am | 3 | <i>6000HP, 3 units</i> |
| 12 | Chicago | 800pm | 3 | <i>6000HP, 3 units</i> |

8 units

C-2 11,80 CLASS 4000hp 2 Units

11- 15, 80A, 81A, 82LA-83LA, 84A 85-87

| # | Location | Time | Days | Notes |
|----|------------|-------|------|-------|
| 77 | Ft. Worth | 920p | 1 | |
| 77 | San Angelo | 610am | 2 | |
| 78 | San Angelo | 850pm | 2 | |
| 78 | Ft. Worth | 545am | 3 | |

4 units Relays at Ft Worth with trains 111

C-3 11,80 CLASS 4000hp 2 Units

11LA-13LA, 14L , 15LA, 80A- 84A, 83L, 85L-87L

| # | Location | Time | Days | Notes |
|----|-------------|--------|------|-------|
| 13 | Chicago | 1010pm | 1 | |
| 13 | Kansas City | 930am | 2 | |
| 14 | Kansas City | 1130pm | 2 | |
| 14 | Chicago | 1130am | 3 | |

4 units

Argentine Pools

K-1 50 CLASS 4000hp 2 Units

50LA Assigned

| # | Location | Time | Days | Notes |
|----|-------------|-------|------|-------|
| 47 | Kansas City | 200am | 1 | |
| 47 | Tulsa | 935am | 1 | |
| 48 | Tulsa | 200pm | 1 | |
| 48 | Kansas City | 840pm | 1 | |

2 units

K-2 80 Class 2000HP 1 unit 81L assigned

| # | Location | Time | Days | Notes |
|-----|-------------|--------|------|-------|
| 212 | Tulsa | 705am | 1 | |
| 212 | Kansas City | 1150am | 1 | |
| 211 | Kansas City | 525pm | 1 | |
| 211 | Tulsa | 1025pm | 1 | |

1 unit

K-3 80 CLASS 2000HP

84L Assigned

| # | Location | Time | Days | Notes |
|----|-------------|--------|------|-------|
| 13 | Albuquerque | 535pm | 1 | |
| 13 | El Paso | 1110pm | 1 | |
| 14 | El Paso | 715am | 2 | |
| 14 | Albuquerque | 100pm | 2 | |

1 unit

K-4 80 CLASS 2000HP 80L Assigned

(Effective June 19, 1955)

| # | Location | Time | Days | Notes |
|----|----------|--------|------|-------|
| 93 | Amarillo | 935am | 1 | |
| 93 | Lubbock | 1159am | 1 | |
| 94 | Lubbock | 305pm | 1 | |
| 94 | Amarillo | 525pm | 1 | |

1 unit

K-5 80 CLASS 2000HP (Effective April) 82L Assigned

| # | Location | Time | Days | Notes |
|----|----------|-------|------|-------|
| 26 | Carlsbad | 830am | 1 | |
| 26 | Clovis | 100pm | 1 | |
| 25 | Clovis | 145pm | 1 | |
| 25 | Carlsbad | 615pm | 1 | |

Locomotive Maintenance Assignments

| | | | | |
|-------------------------|----------------|-----------|--|--------|
| 11LA | EMC E-3A/B | Chicago | | |
| 12LA, 13LA, 14L, 15L | EMC E-6A/B | Chicago | | |
| 16LABC- 21LABC | EMD F-3AB | Barstow | | |
| 22LABC- 36LABC | EMD F-3AB | Barstow | | |
| 37LABC- 41LABC | EMD F-7AB | Barstow | | |
| 42LABC- 47LABC | EMD F-7AB | Barstow | | |
| 48A | EMD F-7B | Barstow | | |
| 50LA | Alco DL109/110 | Argentina | | #47-48 |
| 51LAC | Alco PA1/PB1 | Barstow | | |

| | | | | |
|--|--------------|----------------------|---|---|
| 52LA-62LA 64L-69L, 70LA- 73LA, 74L-78L | Alco PA1/PB1 | Barstow | | |
| 80L | EMD E-8M AB | Argentine | To Amarillo 4/24 | 93-94 |
| 80A-81A, 82LA, 83LA, 84A, 85L- 87L | EMD E-8M B | Chicago | | |
| 81L | EMD E-8M A | Chicago Argentine | To 3/55 From 3/55 | 211-212 |
| 84L | EMD E-8M A | Argentine | Assigned Albuquerque | #13-14 |
| 90LAB | FM AB | Barstow | | |
| 415LA | EMD FTA/B | Barstow | LA Divn | Spare |
| 300LAB | EMD F7AB | Argentine Barstow | To 4/54 From 4/54 | LA Divn 70-75 |
| 301LAB | EMD F7AB | Barstow Argentine | To 1/55 From 1/55 To Clovis 4/55 | Spare |
| 302LAB | EMD F7AB | Barstow Argentine | To 1/55 From 1/55 To La Junta 4/55 | Spare |
| 303LAB- 314LAB | EMD F7AB | Barstow | | 303-305 <i>assigned Valley Div</i> |
| 325LAB- 336LAB | EMD F7AB | Argentine | | Duel Service |
| 337LAB | EMD F7AB | Barstow | LA Divn | Duel Service |
| 338LAB | EMD F7AB | Barstow | LA Divn | Duel Service |
| 339LAB | EMD F7AB | Argentine | Assigned Clovis 8-15-54 To Argentine 4/55 | Duel Service Duel Service |
| 340LAB | EMD F7AB | Argentine | Assigned La Junta 8-15-54 To Argentine 4/55 | Duel Service Duel Service |
| 341LA | EMD F7AB | Barstow | Valley Division | Duel Service |
| 342LA | EMD F7AB | Argentine | Gulf Lines | Duel Service |
| 343LA | EMD F7AB | Barstow | Valley Division | Duel Service |
| 344LA | EMD F7AB | Argentine | Gulf Lines | Duel Service |

LOCOMOTIVE TOTALS

| Barstow Assigned | Class | Total | Chicago Assigned | Class | Total |
|------------------|-------|---------------|--------------------|-------|--------------|
| 1-3 | 16 | 104 | 1-8 | 11 | 9 |
| 2-20 | 42 | 25 | 2-4 | 80 | 10 |
| 3-33 | 51 | 44 | 3-4 | | 19 available |
| 4-20 | 90 | 3 | | | |
| 5-16 | 300 | 39 | | | |
| 6-8 | 2650 | 5 | | | |
| 7-20 | | | 16 Assigned | | |
| 8-7 | | 220 | | | |
| 9-30 | | | | | |
| 10-28 | 325 | 10 Duel | Argentine Assigned | | |
| 11-9 | | | 1-2 | 50 | 2 |
| 12-1 | | | 2-1 | 80 | 3 |
| 13-1 | | | 3-1 | | |
| | | | 4-1 | | 5 available |
| | | | 5 assigned | | |
| | | | | 325 | 46 units |
| 196 assigned | | 220 available | | | |

Note:

Barstow uses San Bernardino for Annual Inspections and Major work

Argentine used Cleburne for Annual Inspections and Major work

**ATCHISON, TOPEKA, AND SANTA FE RAILWAY
Passenger Locomotive Assignments**

September 25, 1955

Barstow Pools

B-1 90CLASS 6000HP 3 Units 90LAB assigned

| # | Location | Time | Days | Notes |
|-----|-------------|--------|------|-------|
| 123 | Barstow | 730am | 1 | |
| 123 | Los Angeles | 1155am | 1 | |
| 76 | Los Angeles | 330pm | 1 | |
| 76 | San Diego | 600pm | 1 | |
| 79 | San Diego | 800pm | 1 | |
| 79 | Los Angeles | 1030pm | 1 | |
| 8 | Los Angeles | 1145pm | 1 | |
| 8 | Barstow | 400am | 2 | |

3 units

B-2 16/37/42/300 CLASS 6000hp 4 Units 16LABC-47LABC, 306-307, 309-314LAB

| # | Location | Time | Days | Notes |
|----|--------------|----------|------|-------|
| 8 | Barstow | 415am | 1 | |
| 8 | En-route via | La Junta | 2 | |
| 8 | Chicago | 430am | 3 | |
| 19 | Chicago | 900am | 3 | |
| 19 | Los Angeles | 1030pm | 4 | |
| 72 | Los Angeles | 745am | 5 | |
| 72 | San Diego | 1015am | 5 | |
| 73 | San Diego | 1145am | 5 | |
| 73 | Los Angeles | 215pm | 5 | |
| 20 | Los Angeles | 400pm | 5 | |
| 20 | Barstow | 728pm | 5 | |

20 units

B-3 16/37/42/300 CLASS 6000hp 4 Units 16LABC-47LABC, 306-307, 309-314LAB

| # | Location | Time | Days | Notes |
|----|--------------|----------|------|-------|
| 7 | Barstow | 225pm | 1 | |
| 7 | Los Angeles | 630pm | 1 | |
| 78 | Los Angeles | 800pm | 1 | |
| 78 | San Diego | 1030pm | 1 | |
| 71 | San Diego | 900am | 2 | |
| 71 | Los Angeles | 1130am | 2 | |
| 22 | Los Angeles | 130pm | 2 | |
| 22 | En-route via | La Junta | 3 | |
| 22 | Chicago | 715am | 4 | |
| 1 | Chicago | 400pm | 4 | |

| | | | | |
|---|--------------|--------|---|--|
| 1 | En-route via | Clovis | 5 | |
| 1 | Barstow | 250am | 6 | |

20 units

B-4 16/37/42/300 CLASS 6000hp 4 Units 16LABC-47LABC, 306-307, 309-314LAB

| # | Location | Time | Days | Notes |
|-----|--------------|----------|------|-------|
| 20 | Barstow | 733pm | 1 | |
| 20 | En-route via | La Junta | 2 | |
| 20 | Chicago | 945am | 3 | |
| 15 | Chicago | 600pm | 3 | |
| 15 | Galveston | 815pm | 4 | |
| 16 | Galveston | 650am | 5 | |
| 16 | Chicago | 900am | 6 | |
| 21 | Chicago | 545pm | 6 | |
| 21 | En-route via | La Junta | 7 | |
| 21 | Los Angeles | 715am | 8 | |
| 124 | Los Angeles | 115pm | 8 | |
| 124 | Barstow | 525pm | 8 | |

28 units

B-5 16/37/42/300 CLASS 6000hp 4 Units 16LABC-47LABC, 306-307, 309-314LAB

| # | Location | Time | Days | Notes |
|----|--------------|----------|------|-------|
| 1 | Barstow | 300am | 1 | |
| 1 | Oakland | 105pm | 1 | |
| 2 | Oakland | 1125am | 2 | |
| 2 | En-route via | Clovis | 3 | |
| 2 | Chicago | 1220pm | 4 | |
| 17 | Chicago | 700pm | 4 | |
| 17 | En-route via | La Junta | 5 | |
| 17 | Los Angeles | 830am | 6 | |
| 74 | Los Angeles | 1230am | 6 | |
| 74 | San Diego | 300pm | 6 | |
| 77 | San Diego | 400pm | 6 | |
| 77 | Los Angeles | 630pm | 6 | |
| 4 | Los Angeles | 1130pm | 6 | |
| 4 | Barstow | 345am | 7 | |

28 units

B-6 16/37/42/300 CLASS 6000hp 4 Units 16LABC-47LABC, 306-307, 309-314LAB

| # | Location | Time | Days | Notes |
|----|--------------|----------|------|-------|
| 3 | Barstow | 340pm | 1 | |
| 3 | Los Angeles | 730pm | 1 | |
| 70 | Los Angeles | 1115pm | 1 | |
| 70 | San Diego | 345am | 2 | |
| 75 | San Diego | 100pm | 2 | |
| 75 | Los Angeles | 530pm | 2 | |
| 18 | Los Angeles | 800pm | 2 | |
| 18 | En-route via | La Junta | 3 | |
| 18 | Chicago | 130pm | 4 | |
| 7 | Chicago | 1155pm | 4 | |
| 7 | En-route via | La Junta | 5 | |
| 7 | Barstow | 205pm | 6 | |

20 units

B-7 5750PH 51 CLASS 3 Units 51LAC
6000hp 52 CLASS 3 Units 52-78

| # | Location | Time | Days | Notes |
|-------|--------------|--------|------|-------|
| 4 | Barstow | 400am | 1 | |
| 4 | En-route via | Clovis | 2 | |
| 4 | Kansas City | 300pm | 3 | |
| 23 | Kansas City | 915pm | 3 | |
| 23 | Clovis | 1159am | 4 | |
| 76/65 | Clovis | 430pm | 4 | |
| 76/65 | Houston | 815am | 5 | |
| 66/75 | Houston | 645pm | 5 | |
| 66/75 | Clovis | 930am | 6 | |
| 23 | Clovis | 1120am | 6 | |
| 23 | Winslow | 900pm | 6 | |
| 24 | Winslow | 535am | 7 | |
| 24 | Kansas City | 900am | 8 | |
| 3 | Kansas City | 1000am | 8 | |
| 3 | Barstow | 325pm | 9 | |

27 units

B-8 6000hp 52 CLASS 3 Units 52-78
16/37/42/300 CLASS 6000hp 4 Units 16LABC-47LABC, 306-307, 309-314LAB

| # | Location | Time | Days | Notes |
|---|----------|------|------|-------|
|---|----------|------|------|-------|

| | | | | |
|-----|--------------|----------|----|------------------------------|
| 124 | Barstow | 535pm | 1 | First Call, 52 Class 3 units |
| 124 | En-route via | La Junta | 2 | |
| 124 | Chicago | 300pm | 3 | |
| 9 | Chicago | 1000pm | 3 | |
| 9 | Kansas City | 730am | 4 | |
| 10 | Kansas City | 1000pm | 4 | |
| 10 | Chicago | 730am | 5 | |
| 123 | Chicago | 1201pm | 5 | |
| 123 | La Junta | 635am | 6 | |
| 1 | La Junta | 810am | 6 | |
| 1 | Denver | 1230pm | 6 | |
| 2 | Denver | 200pm | 6 | |
| 2 | La Junta | 600pm | 6 | |
| 13 | La Junta | 510pm | 7 | |
| 13 | Denver | 915pm | 7 | |
| 14 | Denver | 645pm | 8 | |
| 14 | La Junta | 1115pm | 8 | |
| 123 | La Junta | 805am | 9 | |
| 123 | Barstow | 730am | 10 | |

27 units

B-9 300 CLASS 4500HP 3 Units 304-305, 308LAB

| # | Location | Time | Days | Notes |
|-----|-------------|--------|------|-------|
| N-7 | Barstow | 345pm | 1 | |
| N-7 | Oakland | 430am | 2 | |
| 60 | Oakland | 810am | 2 | |
| 60 | Bakersfield | 205pm | 2 | |
| 63 | Bakersfield | 400pm | 2 | |
| 63 | Oakland | 940pm | 2 | |
| N-6 | Oakland | 1040pm | 2 | |
| N-6 | Bakersfield | 700am | 3 | |
| 61 | Bakersfield | 1100am | 3 | |
| 61 | Oakland | 450pm | 3 | |
| 62 | Oakland | 600pm | 3 | |
| 62 | Bakersfield | 1159pm | 3 | |
| N-8 | Bakersfield | 1220am | 4 | |
| N-8 | Barstow | 350am | 4 | |

9 units

B-10 2650 CLASS 1500 1 Unit 2650-2654

| # | Location | Time | Days | Notes |
|----|----------|--------|------|-------|
| 47 | Ash Fork | 100am | 1 | |
| 47 | Phoenix | 800am | 1 | |
| 42 | Phoenix | 500pm | 1 | |
| 42 | Ash Fork | 1130pm | 1 | |

1 unit

B-11 2650 CLASS 1500HP 1 Unit 2650-2654

| # | Location | Time | Days | Notes |
|----|--------------|--------|------|---------------------|
| 14 | Williams | 415am | 1 | <i>Summers Only</i> |
| 14 | Grand Canyon | 700am | 1 | |
| 15 | Grand Canyon | 800pm | 1 | |
| 15 | Williams | 1020pm | 1 | |

1 unit

B-12 2650 CLASS 1500HP 1 Unit 2650-2654

| # | Location | Time | Days | Notes |
|----|----------------|-------|------|-------|
| 54 | Los Angeles | 530pm | 1 | |
| 54 | San Bernardino | 745pm | 1 | |
| 51 | San Bernardino | 710am | 1 | |
| 51 | Los Angeles | 920am | 1 | |

Chicago Pools

C-1 11,80 CLASS 6000hp 3 units 11- 15, 48A, 80A- 84A, 85L-87L

| # | Location | Time | Days | Notes |
|-----|-----------|--------|------|------------------------|
| 11 | Chicago | 1000am | 1 | <i>6000HP, 3 units</i> |
| 11 | Okla City | 1245am | 2 | <i>6000HP, 3 units</i> |
| 111 | Okla City | 115am | 2 | <i>4000HP, 2 units</i> |
| 111 | Ft. Worth | 630am | 2 | <i>4000HP, 2 units</i> |
| 111 | Ft. Worth | 700am | 2 | <i>4000HP, 2 units</i> |
| 111 | Dallas | 745am | 2 | <i>4000HP, 2 units</i> |
| 67 | Dallas | 845am | 2 | <i>4000HP, 2 units</i> |
| 67 | Paris | 1215pm | 2 | <i>4000HP, 2 units</i> |
| 68 | Paris | 200pm | 2 | <i>4000HP, 2 units</i> |
| 68 | Dallas | 600pm | 2 | <i>4000HP, 2 units</i> |

| | | | | |
|-----|-----------|-------|---|-----------------|
| 112 | Dallas | 845pm | 2 | 4000HP, 2 units |
| 112 | Okla City | 440am | 3 | 4000HP, 2 units |
| 12 | Okla City | 500am | 3 | 6000HP, 3 units |
| 12 | Chicago | 800pm | 3 | 6000HP, 3 units |

8 units

C-2 11,80 CLASS 4000hp 2 Units 11- 15, 48A, 80A- 84A, 85L-87L

| # | Location | Time | Days | Notes |
|----|------------|-------|------|-------|
| 77 | Ft. Worth | 920pm | 1 | |
| 77 | San Angelo | 610am | 2 | |
| 78 | San Angelo | 850pm | 2 | |
| 78 | Ft. Worth | 545am | 3 | |

4 units

C-3 11,80 CLASS 4000hp 2 Units 11- 15, 48A, 80A- 84A, 85L-87L

| # | Location | Time | Days | Notes |
|----|-------------|--------|------|-------|
| 13 | Chicago | 1010pm | 1 | |
| 13 | Kansas City | 930am | 2 | |
| 14 | Kansas City | 1130pm | 2 | |
| 14 | Chicago | 1130am | 3 | |

4 units

Argentine Pools

K-1 50 CLASS 4000hp 2 Units 50LA Assigned

| # | Location | Time | Days | Notes |
|----|-------------|-------|------|-------|
| 47 | Kansas City | 200am | 1 | |
| 47 | Tulsa | 935am | 1 | |
| 48 | Tulsa | 200pm | 1 | |
| 48 | Kansas City | 840pm | 1 | |

K-2 80 Class 2000HP 1 unit 81L assigned

| # | Location | Time | Days | Notes |
|-----|-------------|--------|------|-------|
| 212 | Tulsa | 705am | 1 | |
| 212 | Kansas City | 1150am | 1 | |
| 211 | Kansas City | 525pm | 1 | |
| 211 | Tulsa | 1025pm | 1 | |

1 unit

K-3 80 CLASS 2000HP 1 unit 84L Assigned

| # | Location | Time | Days | Notes |
|----|-------------|--------|------|-------|
| 13 | Albuquerque | 535pm | 1 | |
| 13 | El Paso | 1110pm | 1 | |
| 14 | El Paso | 715am | 2 | |
| 14 | Albuquerque | 100pm | 2 | |

1 unit

K-4 300 CLASS 4500hp 3 units 300LAB-303LAB

| # | Location | Time | Days | Notes |
|---|-------------|-------|------|-------|
| 5 | Kansas City | 845am | 1 | |
| 5 | Galveston | 920am | 2 | |
| 6 | Galveston | 730pm | 2 | |
| 6 | Kansas City | 930pm | 3 | |

9 units

K-5 80 CLASS 2000HP 1 unit 80L Assigned

| # | Location | Time | Days | Notes |
|----|----------|--------|------|-------|
| 93 | Amarillo | 935am | 1 | |
| 93 | Lubbock | 1159am | 1 | |
| 94 | Lubbock | 305pm | 1 | |
| 94 | Amarillo | 525pm | 1 | |

K-6 80 CLASS 2000HP 1 unit 82L Assigned

| # | Location | Time | Days | Notes |
|----|----------|-------|------|-------|
| 26 | Carlsbad | 830am | 1 | |
| 26 | Clovis | 100pm | 1 | |
| 25 | Clovis | 145pm | 1 | |
| 25 | Carlsbad | 615pm | 1 | |

K-7 80 CLASS 2000HP 1 unit 83L Assigned (9/55)

| # | Location | Time | Days | Notes |
|-----|------------|--------|------|-------|
| 311 | Newton | 905pm | 1 | |
| 311 | Dodge City | 1230am | 2 | |
| 312 | Dodge City | 445am | 2 | |
| 312 | Newton | 825am | 2 | |

1955 Locomotive Maintenance Assignments

| | | | | |
|--|-------------------|----------------------|----------------------------|----------|
| 11LA | EMC E-3A/B | Chicago | | |
| 12LA, 13LA, 14L, 15L | EMC E-6A/B | Chicago | | |
| 16LABC- 21LABC | EMD F-3AB | Barstow | | |
| 22LABC- 36LABC | EMD F-3AB | Barstow | | |
| 37LABC- 41LABC | EMD F-7AB | Barstow | | |
| 42LABC- 47LABC | EMD F-7AB | Barstow | | |
| 48A | EMD F-7B | Barstow Argentine | To 9/55 From 9/55 | |
| 50LA | Alco DL109/110 | Argentine | | #47-48 |
| 51LAC | Alco PA1/PB1 | Barstow | | |
| 52LA-62LA 63L-69L, 70LA-73LA, 74L-78L | Alco PA1/PB1 | Barstow | | |
| 80L | EMD E-8M A | Argentine | Assigned Amarillo | #93/94 |
| 81L | EMD E-8M A | Argentine | | #211-212 |
| 80A-81A, 82A, 83A, 85L-87L | EMD E-8M AB | Chicago | | |
| 82L | EMD E-8M A | Argentine | Assigned Clovis 4/55 | #25-26 |
| 83L | EMD E-8M A | Argentine | Assigned Newton 9/55 | #311-312 |
| 84L | EMD E-8M A | Argentine | Assigned Albuquerque | #13-14 |
| 90LAB | FM AB | Barstow | | |
| 300LAB- 302LAB | EMD F7AB | Argentine | | |
| 303LAB | EMD F7AB | Barstow Argentine | To 9/55 From 9/55 | |

| | | | | |
|---------------|----------|-------------------|-------------------------------|--|
| 304LAB-314LAB | EMD F7AB | Barstow | | 304, 305, 308 Assigned to Valley Div |
| 325LAB-337LAB | EMD F7AB | Argentine | | Duel Service |
| 338LAB | EMD F7AB | Barstow | Assigned Los Angeles Division | Los Angeles Duel Service |
| 339LAB | EMD F7AB | Argentine/Barstow | Assigned Barstow 11/55 | Los Angeles Divn Duel Service |
| 340LAB | EMD F7AB | Argentine | | Duel Service |
| 341LA | EMD F7AB | Barstow | Valley Division | Duel Service |
| 342LA | EMD F7AB | Argentine | Gulf Lines | Duel Service |
| 343LA | EMD F7AB | Barstow | Valley Division | Duel Service |
| 344LA | EMD F7AB | Argentine | Gulf Lines | Duel Service |

LOCOMOTIVE TOTALS

| Barstow Assigned | Class | Total | Chicago Assigned | Class | Total |
|------------------|-------|---------------|--------------------|-------|--------------|
| 1-3 | 16 | 104 | 1-8 | 11 | 9 |
| 2-20 | 42 | 24 | 2-4 | 80 | 8 |
| 3-20 | 51 | 44 | 3-4 | 48 | 1 |
| 4-28 | 90 | 3 | 16 Assigned | | 18 available |
| 5-28 | 300 | 33 | | | |
| 6-20 | 2650 | 5 | | | |
| 7-27 | | 213 | Argentine Assigned | | |
| 8-27 | | | 1-2 | 50 | 2 |
| 9-9 | | | 2-1 | 80 | 6 |
| 10-1 | 325 | 7 Duel | 3-1 | 300 | 12 |
| 11-1 | | | 4-9 | | 20 available |
| 12-1 | | | 5-1 | | |
| | | | 6-1 | | |
| | | | 7-1 | | |
| | | | | | |
| | | | 16 assigned | | |
| | | | | 325 | 49 units |
| 185 assigned | | 213 available | | | |

Note:

Barstow uses San Bernardino for Annual Inspections and Major work

Argentine used Cleburne for Annual Inspections and Major work

**ATCHISON, TOPEKA, AND SANTA FE RAILWAY
Passenger Locomotive Assignments**

October 30, 1955

Barstow Pools

B-1 16/37/42/300 CLASS 6000hp 4 Units 16LABC-47LABC, 306-307, 309-314LAB

| # | Location | Time | Days | Notes |
|----|--------------|----------|------|-------|
| 3 | Barstow | 340pm | 1 | |
| 3 | Los Angeles | 730pm | 1 | |
| 70 | Los Angeles | 1115pm | 1 | |
| 70 | San Diego | 345am | 2 | |
| 73 | San Diego | 1145am | 2 | |
| 73 | Los Angeles | 215pm | 2 | |
| 18 | Los Angeles | 800pm | 2 | |
| 18 | En-route via | La Junta | 3 | |
| 18 | Chicago | 130pm | 4 | |
| 17 | Chicago | 700pm | 4 | |
| 17 | En-route via | La Junta | 5 | |
| 17 | Los Angeles | 830am | 6 | |
| 74 | Los Angeles | 1230pm | 6 | |
| 74 | San Diego | 300pm | 6 | |
| 77 | San Diego | 400p | 6 | |
| 77 | Los Angeles | 630pm | 6 | |
| 4 | Los Angeles | 1130pm | 6 | |
| 4 | Barstow | 345am | 7 | |

24 units

B-2 16/37/42/300 CLASS 6000hp 4 Units 16LABC-47LABC, 306-307, 309-314LAB

| # | Location | Time | Days | Notes |
|---|----------|-------|------|-------|
| 8 | Barstow | 415am | 1 | |

| | | | | |
|----|--------------|----------|---|--|
| 8 | En-route via | La Junta | 2 | |
| 8 | Chicago | 430am | 3 | |
| 19 | Chicago | 900am | 3 | |
| 19 | Los Angeles | 1030pm | 4 | |
| 72 | Los Angeles | 745am | 5 | |
| 72 | San Diego | 1015am | 5 | |
| 73 | San Diego | 1145am | 5 | |
| 73 | Los Angeles | 215pm | 5 | |
| 20 | Los Angeles | 400pm | 5 | |
| 20 | Barstow | 728pm | 5 | |

20 units

B-3 16/37/42/300 CLASS 6000hp 4 Units 16LABC-47LABC, 306-307, 309-314LAB

| # | Location | Time | Days | Notes |
|----|--------------|----------|------|-------|
| 7 | Barstow | 225pm | 1 | |
| 7 | Los Angeles | 630pm | 1 | |
| 78 | Los Angeles | 800pm | 1 | |
| 78 | San Diego | 1030pm | 1 | |
| 71 | San Diego | 900am | 2 | |
| 71 | Los Angeles | 1130am | 2 | |
| 22 | Los Angeles | 130pm | 2 | |
| 22 | En-route via | La Junta | 3 | |
| 22 | Chicago | 715am | 4 | |
| 1 | Chicago | 400pm | 4 | |
| 1 | En-route via | Clovis | 5 | |
| 1 | Barstow | 250am | 6 | |

24 units

**B-4 6000hp 52 CLASS 3 Units 52-78
16/37/42/300 CLASS 6000hp 4 Units 16LABC-47LABC, 306-307, 309-314LAB**

| # | Location | Time | Days | Notes |
|-----|--------------|----------|------|------------------------------|
| 124 | Barstow | 535pm | 1 | First Call, 52 Class 3 units |
| 124 | En-route via | La Junta | 2 | |
| 124 | Chicago | 300pm | 3 | |
| 9 | Chicago | 1000pm | 3 | |
| 9 | Kansas City | 730am | 4 | |
| 10 | Kansas City | 1000pm | 4 | |
| 10 | Chicago | 730am | 5 | |
| 123 | Chicago | 1201pm | 5 | |

| | | | | |
|---------|----------|--------|----|--|
| 123 | La Junta | 745am | 6 | |
| 223-102 | La Junta | 810am | 6 | |
| 223-102 | Denver | 1230pm | 6 | |
| 101-224 | Denver | 600pm | 6 | |
| 101-224 | La Junta | 1005pm | 6 | |
| 13-130 | La Junta | 630pm | 7 | |
| 13-130 | Denver | 1030p | 7 | |
| 141-14 | Denver | 1130pm | 8 | |
| 141-14 | La Junta | 430am | 9 | |
| 123 | La Junta | 805am | 9 | |
| 123 | Barstow | 730am | 10 | |

27 units

B-5 16/37/42/300 CLASS 6000hp 4 Units 16LABC-47LABC, 306-307, 309-314LAB

| # | Location | Time | Days | Notes |
|-----|--------------|----------|------|-------|
| 1 | Barstow | 300am | 1 | |
| 1 | Oakland | 105pm | 1 | |
| 2 | Oakland | 1125am | 2 | |
| 2 | En-route via | Clovis | 3 | |
| 2 | Chicago | 1220pm | 4 | |
| 15 | Chicago | 600pm | 4 | |
| 15 | Galveston | 815pm | 5 | |
| 16 | Galveston | 650am | 6 | |
| 16 | Chicago | 900am | 7 | |
| 21 | Chicago | 545pm | 7 | |
| 21 | En-route via | La Junta | 8 | |
| 21 | Los Angeles | 715am | 9 | |
| 124 | Los Angeles | 115pm | 9 | |
| 124 | Barstow | 525pm | 9 | |

36 units

B-6 5750PH 51 CLASS 3 Units 51LAC
6000hp 52 CLASS 3 Units 52-78

| # | Location | Time | Days | Notes |
|-------|--------------|--------|------|-------|
| 4 | Barstow | 400am | 1 | |
| 4 | En-route via | Clovis | 2 | |
| 4 | Kansas City | 300pm | 3 | |
| 23 | Kansas City | 915pm | 3 | |
| 23 | Clovis | 1150am | 4 | |
| 76/65 | Clovis | 425pm | 4 | |
| 76/65 | Houston | 815am | 5 | |
| 66/75 | Houston | 645pm | 5 | |
| 66/75 | Clovis | 1030am | 6 | |
| 23 | Clovis | 1115am | 6 | |
| 23 | Winslow | 900pm | 6 | |
| 24 | Winslow | 535am | 7 | |
| 24 | Kansas City | 900am | 8 | |
| 3 | Kansas City | 1000am | 8 | |
| 3 | Barstow | 325pm | 9 | |

27 units

B-7 90CLASS 6000HP 3 Units 90LAB

| # | Location | Time | Days | Notes |
|-----|-------------|--------|------|-------|
| 123 | Barstow | 730am | 1 | |
| 123 | Los Angeles | 1155am | 1 | |
| 76 | Los Angeles | 330pm | 1 | |
| 76 | San Diego | 600pm | 1 | |
| 79 | San Diego | 800pm | 1 | |
| 79 | Los Angeles | 1030pm | 1 | |
| 8 | Los Angeles | 1145pm | 1 | |
| 8 | Barstow | 400am | 2 | |

3 units

B-8 16/37/42/300 CLASS 6000hp 4 Units 16LABC-47LABC, 306-307, 309-314LAB

| # | Location | Time | Days | Notes |
|----|--------------|----------|------|-------|
| 20 | Barstow | 733pm | 1 | |
| 20 | En-route via | La Junta | 2 | |
| 20 | Chicago | 945am | 3 | |
| 7 | Chicago | 1155pm | 3 | |
| 7 | Enroute via | La Junta | 4 | |
| 7 | Barstow | 205pm | 5 | |

16 units

B-9 300 CLASS 4500HP 3 Units 304LAB-305LAB, 308LAB

| # | Location | Time | Days | Notes |
|-----|-------------|--------|------|-------|
| N-7 | Barstow | 345pm | 1 | |
| N-7 | Oakland | 430am | 2 | |
| 60 | Oakland | 810am | 2 | |
| 60 | Bakersfield | 205pm | 2 | |
| 63 | Bakersfield | 400pm | 2 | |
| 63 | Oakland | 940pm | 2 | |
| N-6 | Oakland | 1040pm | 2 | |
| N-6 | Bakersfield | 700am | 3 | |
| 61 | Bakersfield | 1100am | 3 | |
| 61 | Oakland | 450pm | 3 | |
| 62 | Oakland | 600pm | 3 | |
| 62 | Bakersfield | 1159pm | 3 | |
| N-8 | Bakersfield | 1220am | 4 | |
| N-8 | Barstow | 350am | 4 | |

9 units

B-10 2650 CLASS 1500 1 Unit 2650-2654

| # | Location | Time | Days | Notes |
|----|----------|--------|------|-------|
| 47 | Ash Fork | 100am | 1 | |
| 47 | Phoenix | 800am | 1 | |
| 42 | Phoenix | 500pm | 1 | |
| 42 | Ash Fork | 1130pm | 1 | |

1 Unit

B-11 2650 CLASS 1500HP 1 Unit 2650-2654

| # | Location | Time | Days | Notes |
|----|--------------|--------|------|---------------------|
| 14 | Williams | 415am | 1 | <i>Summers Only</i> |
| 14 | Grand Canyon | 700am | 1 | |
| 15 | Grand Canyon | 800pm | 1 | |
| 15 | Williams | 1020pm | 1 | |

B-12 2650 CLASS 1500HP 1 Unit 2650-2654

| # | Location | Time | Days | Notes |
|---|----------|------|------|-------|
|---|----------|------|------|-------|

| | | | | |
|----|----------------|-------|---|--|
| 54 | Los Angeles | 530pm | 1 | |
| 54 | San Bernardino | 745pm | 1 | |
| 51 | San Bernardino | 710am | 1 | |
| 51 | Los Angeles | 920am | 1 | |

Chicago Pools October 30, 1955

C-1 11,80 CLASS 6000hp 3 units 11- 15, 48A,80A- 84A, 85L-87L

| # | Location | Time | Days | Notes |
|-----|-----------|--------|------|-----------------|
| 11 | Chicago | 945am | 1 | 6000HP, 3 units |
| 11 | Okla City | 1245am | 2 | 6000HP, 3 units |
| 111 | OKla City | 110am | 2 | 4000HP, 2 units |
| 111 | Ft. Worth | 630am | 2 | 4000HP, 2 units |
| 111 | Ft. Worth | 700am | 2 | 4000HP, 2 units |
| 111 | Dallas | 745am | 2 | 4000HP, 2 units |
| 67 | Dallas | 845am | 2 | 4000HP, 2 units |
| 67 | Paris | 1215pm | 2 | 4000HP, 2 units |
| 68 | Paris | 220pm | 2 | 4000HP, 2 units |
| 68 | Dallas | 600pm | 2 | 4000HP, 2 units |
| 112 | Dallas | 815pm | 2 | 4000HP, 2 units |
| 112 | Okla City | 430am | 3 | 4000HP, 2 units |
| 12 | Okla City | 500am | 3 | 6000HP, 3 units |
| 12 | Chicago | 800pm | 3 | 6000HP, 3 units |

8 units

C-2 11, 80 CLASS 4000hp 2 Units 11- 15, 48A,80A- 84A, 85L-87L

| # | Location | Time | Days | Notes |
|----|------------|-------|------|-------|
| 77 | Ft. Worth | 920pm | 1 | |
| 77 | San Angelo | 610am | 2 | |
| 78 | San Angelo | 850pm | 2 | |
| 78 | Ft. Worth | 545am | 3 | |

4 units

C-3 11, 80 CLASS 4000hp 2 Units 11- 15, 48A,80A- 84A, 85L-87L

| # | Location | Time | Days | Notes |
|----|----------|--------|------|-------|
| 13 | Chicago | 1010pm | 1 | |

| | | | | |
|----|-------------|--------|---|--|
| 13 | Kansas City | 930am | 2 | |
| 14 | Kansas City | 1130pm | 2 | |
| 14 | Chicago | 1130am | 3 | |

4 units

Argentine Pools October 30, 1955

K-1 50 CLASS 4000hp 2 Units 50LA Assigned

| # | Location | Time | Days | Notes |
|----|-------------|-------|------|-------|
| 47 | Kansas City | 200am | 1 | |
| 47 | Tulsa | 935am | 1 | |
| 48 | Tulsa | 200pm | 1 | |
| 48 | Kansas City | 840pm | 1 | |

2 units

K-2 80 Class 2000HP 1 unit 81L assigned

| # | Location | Time | Days | Notes |
|-----|-------------|--------|------|-------|
| 212 | Tulsa | 705am | 1 | |
| 212 | Kansas City | 1150am | 1 | |
| 211 | Kansas City | 525pm | 1 | |
| 211 | Tulsa | 1025pm | 1 | |

1 unit

K-3 80 CLASS 2000HP 1 unit 84L Assigned

| # | Location | Time | Days | Notes |
|----|-------------|--------|------|-------|
| 13 | Albuquerque | 535pm | 1 | |
| 13 | El Paso | 1110pm | 1 | |
| 14 | El Paso | 715am | 2 | |
| 14 | Albuquerque | 100pm | 2 | |

1 unit

K-4 300 CLASS 4500hp 3 units 300LAB-303LAB

| # | Location | Time | Days | Notes |
|---|-------------|-------|------|-------|
| 5 | Kansas City | 845am | 1 | |
| 5 | Galveston | 920am | 2 | |
| 6 | Galveston | 730pm | 2 | |
| 6 | Kansas City | 930pm | 3 | |

9 units

K-5 80 CLASS 2000HP 80L Assigned

| # | Location | Time | Days | Notes |
|----|----------|--------|------|-------|
| 93 | Amarillo | 935am | 1 | |
| 93 | Lubbock | 1159am | 1 | |
| 94 | Lubbock | 305pm | 1 | |
| 94 | Amarillo | 525pm | 1 | |

1 unit

K-6 80 CLASS 2000HP 82L Assigned

| # | Location | Time | Days | Notes |
|----|----------|-------|------|-------|
| 26 | Carlsbad | 830am | 1 | |
| 26 | Clovis | 100pm | 1 | |
| 25 | Clovis | 145pm | 1 | |
| 25 | Carlsbad | 615pm | 1 | |

K-7 80 CLASS 2000HP 83L Assigned

| # | Location | Time | Days | Notes |
|-----|------------|--------|------|-------|
| 311 | Newton | 905pm | 1 | |
| 311 | Dodge City | 1230am | 2 | |
| 312 | Dodge City | 445am | 2 | |
| 312 | Newton | 825am | 2 | |

October 30, 1955

Locomotive Maintenance Assignments

| | | | | |
|-------------------------|------------|-----------|--|--|
| 11LA | EMC E-3A/B | Chicago | | |
| 12LA, 13LA, 14L, 15L | EMC E-6A/B | Chicago | | |
| 16LABC- 21LABC | EMD F-3AB | Barstow | | |
| 22LABC- 36LABC | EMD F-3AB | Barstow | | |
| 37LABC- 41LABC | EMD F-7AB | Barstow | | |
| 42LABC- 47LABC | EMD F-7AB | Barstow | | |
| 48A | EMD F-7B | Argentine | | |

| | | | | |
|--|----------------|-----------|----------------------------------|---|
| 50LA | Alco DL109/110 | Argentine | | #47-48 |
| 51LAC | Alco PA1/PB1 | Barstow | | |
| 52LA-62LA 63L-69L, 70LA- 73LA, 74L-78L | Alco PA1/PB1 | Barstow | | |
| 80L | EMD E-8M A | Argentine | Assigned Amarillo | #93/94 |
| 81L | EMD E-8M A | Argentine | | #211-212 |
| 80A-81A, 82A, 83A, 85L-87L | EMD E-8M AB | Chicago | | |
| 82L | EMD E-8M A | Argentine | Assigned Clovis 4/55 | #25-26 |
| 83L | EMD E-8M A | Argentine | Assigned Newton 9/55 | #311-312 |
| 84L | EMD E-8M A | Argentine | Assigned Albuquerque | #13-14 |
| 90LAB | FM AB | Barstow | | |
| 300LAB- 303LAB | EMD F7AB | Argentine | | |
| 304LAB- 314LAB | EMD F7AB | Barstow | | 304, 305, 308 assigned Valley Div |
| 325LAB- 337LAB | EMD F7AB | Argentine | | Duel Service |
| 338LAB | EMD F7AB | Barstow | Assigned Los Angeles Division | Los Angeles Duel Service |
| 339LAB | EMD F7AB | Argentine | | Duel Service |
| 340LAB | EMD F7AB | Argentine | | Duel Service |
| 341LA | EMD F7AB | Barstow | Valley Division | Duel Service |
| 342LA | EMD F7AB | Argentine | Gulf Lines | Duel Service |
| 343LA | EMD F7AB | Barstow | Valley Division | Duel Service |
| 344LA | EMD F7AB | Argentine | Gulf Lines | Duel Service |

LOCOMOTIVE TOTALS

| Barstow Assigned | Class | Total | Chicago Assigned | Class | Total |
|---------------------|-------|-------|---------------------|-------|--------------|
| 1-24 | 16 | 104 | 1-8 | 11 | 9 |
| 2-20 | 42 | 24 | 2-4 | 80 | 8 |
| 3-24 | 51 | 44 | 3-4 | 48 | 1 |
| 4-27 | 90 | 3 | 16 Assigned | | 18 available |

| | | | | | |
|--------------|------|---------------|--------------------|-----|--------------|
| 5-36 | 300 | 33 | | | |
| 6-27 | 2650 | 5 | | | |
| 7-3 | | 213 | Argentine Assigned | | |
| 8-16 | | | 1-2 | 50 | 2 |
| 9-9 | | | 2-1 | 80 | 6 |
| 10-1 | 325 | 7 Duel | 3-1 | 300 | 12 |
| 11-1 | | | 4-9 | | 20 available |
| 12-1 | | | 5-1 | | |
| | | | 6-1 | | |
| | | | 7-1 | | |
| | | | 16 assigned | | |
| | | | | 325 | 49 units |
| 189 assigned | | 213 available | | | |

Note:

Barstow uses San Bernardino for Annual Inspections and Major work

Argentine used Cleburne for Annual Inspections and Major work

THE ATCHISON TOPEKA AND SANTA FE RAILWAY

Locomotive Records Coast Lines

1955-1971

Westbound from Belen/Albuquerque Jan 1955

| Jan | 1 | Fir 7 | Sec 7 | 17 | 19 | 21 | 23 | 123 |
|-----|----------|----------------------|--------------|------------|-----------|-----------|-----------|-------------|
| 1A | 18 | 29 | 328 | 20 | 38 | 71-56a-72 | 67-55a-68 | 306LAB-310B |
| 2B | 40 | 21 | | 42 | 26 | 28 | 60-59AL | 33 |
| 3C | 24 | 312LAB-311B to Winsl | | 309LAB-48a | 19 | 66-71a-70 | 47 | 51LA-63 |

| | | | | | | | | |
|-----|---------------------------------|---|--------------------------|--------------------------------|-------------|-------------|--|-------------|
| | | 69-54a-53a | | | | | | |
| 4D | 23 | 46 | | 41 | 45 | 17 | 43 | 22 |
| 5E | 27 | 16 | 340 | 306LAB-310B | 32 90% | 307LAB-310A | 57-73AL | 58-57a-55 |
| 6F | 313LAB-311a | 38+ 40 | | 25 | 39 | 18 | 34 | 30 |
| 7G | 21 90% | 19 | 300 | 44 | 28 | 308LAB-310L | 75-60a-78 | 26 |
| 8H | 314LAB-311B | 46 | 301 | 47 | 42 | 31 | 312LAB-311B | 67-55a-68 |
| 9I | 309LAB-48a | 27 | | 35 | 45 | 306LAB-310B | 69-54a-53a | 76-61AL |
| 10J | 33 | 313LAB-311a | | 17 | 307LAB-310a | 20 | 77-62AL | 74-70a-56 |
| 11K | 63-51AL | 21+ 306 | | 26 | 25 | 22 | 53-52a-54 | 41 |
| 12L | 18 | 28 B unit Down | 29 A unit Down | 38 | 308LAB-310L | 24 | 23 | 71-56a-72 |
| 13M | 47 90% | 19 | 325 | 34 | 46 | 43 | 55-57a-78 | 73LA-66 |
| 14N | 32 | 307LAB-310a | 77-62A*L *62a Down | 33+ 30 Winsl to Barst | 301LAB-310B | 39 | 30 to Winsl- 265 To Barstow | 66-73AL |
| 15O | 20 | 41 | 331 | 42 90% | 44 | 40 | 75-60a-75a | 31 |
| 16P | 25 | 308LAB-310L** 38 Winsl- Barstow *Dead | | 21 | 27 | 313LAB-311a | 312LAB-311B | 57-55a-70 |
| 17Q | 309 Belen to Winsl+ 44 | 17 | | 22 | 24 | 45 | 67-54a-68*+ 309 Winsl- Barstow *down | 314LAB-311L |
| 18R | 300 | 35 | | 32*+ 27 Win- Bar | 43 | 47 | 56-53a-74 | 26 |

| | | | | | | | | |
|------|--------------------|----------------------|----------------------|--------------|-------------|-------------|---------------------------------|--------------------|
| | | | | *32A down | | | | |
| 19S | 306LAB-310B | 19 | 301 | 42 | 34 | 28 | 59-61AL | 53-70a-76 |
| 20T | 51LA-63 | 25 | 300 | 41 | 31 | 18 | 38 | 37 |
| 21U | 46 | 16 | 21 B unit Down | 30 | 308LAB-310L | 307LAB-310a | 52-58a-55 | 75-60a-78 |
| 22V | 60-57a-69 85% | 45 | 330 | 39 | 40 | 33 | 73LA-66 | 44 |
| 23W | 309LAB-48a | 306LAB-310B | 340 | 17 | 35 | 20 | 64-72a-58 | 72-56a-71 |
| 24X | 311L 314BAL | 22 | | 28 | 19 | 62-59a-77 | 31LAB | 32 |
| 25Y | 313LAB-311a 90% | 42 | 300 | 47 | 26 | 27 | 67-52a-54a | 18 |
| 26Z | 51LA-63 | 21 | 328 | 34 | 16 | 36 | 57-55a-70 | 41 |
| 27BG | 43 | 309LAB-48a | 301 | 30 | 25 | 32 90% | 76-70a-53 2/23 300 | 61LA-59 |
| 28BH | 39 | 306LAB-310B | 333 | 45 | 308LAB-310L | 37 | 38 | 33 90% |
| 29BI | 75-60a-78 | 20 L unit down | 65-54a-67* *Dead | 18 | 22 | 44 | 72-56a-71 | 312LAB-311B 70% |
| 30CJ | 28 | 26 | 340 | 40 | 27 | 46 | 66-73AL | 60-57a-69 |
| 31CK | 35 90% | 29 | | 25 | 16 | 314LAB-311L | 31 | 74-53a-56 |

Note:

302LAB relieved from Valley Pool account N23 and N24 discontinued

Eastbound into Belen/Albuquerque Jan 1955

| | | | | | | | |
|-----|------------|-----------|-------------|-----------|-----------|-----------|------------|
| Jan | 2 | 8 | 18 | 20 | 22 | 24 | 124 |
| 1A | 309LAB-48a | ?+ 339 | 312LAB-311B | 25 | 19 | 75-60a-78 | 53-52a-54 |

| | | | | | | | |
|-----|-----------------|-------------------------|-----------------|-----------------|-----------------|---|-----------------|
| 2B | 35 | 30+ 332 | 46 | 41 | 44 | 62LA-77 | 61LA-76 |
| 3C | 308LAB- 310L | 39+ 328 | 38 | 306LAB- 310B | 27 | 68-55a- 67 | 56-70a- 74 |
| 4D | 314LAB- 311L | 21 | 20 | 18 | 26 | 52-58a- 60 failed Winsl- 312LAB- 311B | 40 |
| 5E | 309LAB- 48a | 69-54a- 53a | 19 | 33 | 28 | 72-56a- 71 | 63-51AL |
| 6F | 46 | 32 | 47 | 22 | 42 | 23 | 52-58a- 60 |
| 7G | 29 | 307LAB- 310a+ 340 | 43 | 306LAB- 310B | 24 | 55-57a- 58 | 27 |
| 8H | 17 | | 32 | 34 | 41 | 30 | 313LAB- 311a |
| 9I | 16 | | 21 | 26 | 39 | 78-60a- 75 | 66-73AL |
| 10J | 38 | 46+ 301 | 42 | 40 | 18 | 312LAB- 311B | 28 |
| 11K | 19 | 306LAB- 310B | 309LAB- 48a | 314LAB- 311L | 47 | 61LA-59 | 57-55a- 70 |
| 12L | 33 | 44+ 300 | 307LAB- 310L | 45 | 31 | 56-53a- 74 | 62LA-77 |
| 13M | 41 | 27 | 37 | 35 | 20 | 68-54a- 67 | 51LA-63 |
| 14N | 313LAB- 311a | 24 | 28 | 25 | 310L- 308BAL | 53-70a- 56 | 21 |
| 15O | 22 | 325 | 46 | 18 | 26 | 52-58a- 55 | 17 |
| 16P | 307LAB- 310a | 71-56a- 72+ 301 | 32 | 47 | 43 | 73LA-66 | 60-57a- 69 |
| 17Q | 42 | 44+ 75-60a- 78 | 19 | 33 | 34 | 64-72a- 58+ 38 c/o Winsl | 62-59a- 77 |
| 18R | 312LAB- 311B | 27+ 44 | 41 | 20 | 31 | 38+ 70-55a- 57 | 25 |

| | | | | | | | |
|------|------------|--------------------|-------------|-------------|-------------|-----------------|------------------------------|
| 19S | 30 | 72-56a-71 | 313LAB-311a | 314LAB-311L | 310L-308BAL | 67-52a-54+331 | 16 |
| 20T | 39 | 32+35 | 36 | 27 | 40 | 74-53a-56+21 | 45+300 |
| 21U | 17 | 19+301 | 306LAB-310B | 34 | 309LAB-48a | 76-70a-53 | 61LA-59 |
| 22V | 63-51AL | 26+300 | 22 | 28 | 43 | 3890% | 31 C unit c/o Winsl |
| 23W | 47 | 307LAB-310L | 42 | 37 | 18 | 78-60a-75 | 55-58a-52 |
| 24X | 44 | 25+330 | 21 | 46 | 41 | 66-73AL | 69-57a-60 |
| 25Y | 309LAB-48a | 39+340 | 30 | 40 | 33 | 71-56a-72 | 58-72a-64 |
| 26Z | 45 | | 17 | 35 | 39 | 77-59a-62+302 | 306LAB-310B |
| 27BG | 18 | ?+300 c/o Williams | 20 | 313LAB-311a | 22 | 31 | 65-54a-67 |
| 28BH | 19 | 16+328 | 26 | 41 | 28 | 70-55a-57 | 63-51AL |
| 29BI | 25 | ?+300 | 29 | 311L-314BAL | 36 | 59-62a-61 | 53-70a-76 |
| 30CJ | 21 | ?+333 | 32 | 47 | 309LAB-48a | 310L-308BAL+301 | 34 |
| 31CK | 43 | 37+65-71a-67 | 39 | 30 | 306LAB-310B | 71-56a-72 | 78-60a-75 |

Special Trains

| | | | |
|-------------|-------------|-------------|------|
| 34 | TAS 712 | To AQ am | 1/3 |
| 45 | TAS 710 | To AQ am | 1/3 |
| 58-57a-55 | TAS 709 | To AQ am | 1/3 |
| 301 | TAS 711 | To AQ am | 1-4 |
| 307LAB-310a | BXC Special | To Belen pm | 1/24 |

Westbound from Belen/Albuquerque Feb1955

| Feb | 1 | 7 | 2-7 | 17 | 19 | 21 | 23 | 123 |
|-----|-------------------------------|-------------|-------------------------------|-------------|-------------|-------------|-------------|------------------|
| 1A | 17 | 47 | 339 | 32 | 42 | 313LAB-311a | 77-59a-62 | 64-72a-68 |
| 2B | 306LAB-310B | 39 | 301 | 43 | 38 | 41 | 307LAB-310a | 309LAB-48a |
| 3C | 51LA-63L | 44 | 300 | 36 | 37 | 19 90% | 70-55a-57 | 55-58a-52 |
| 4D | 18 | 27 | 329 | 26 | 46 | 35 | 59-62a-61 | 45 |
| 5E | 40 | 42 | 331 | 30 90% | 312LAB-311B | 34 | 310L-308BAL | 67-71a-65 |
| 6F | 313LAB-311a | 43 | 328 | 29 | 23 | 66-73AL | 21 | 77-59a-61a |
| 7G | 17 | 309LAB-48a | | 19 | 38 | 31 | 69-57a-60 | 28 90% |
| 8H | 44 | 32 | 340 | 20 | 47 | 307LAB-310a | 56-54a-74 | 58-62a-64 85% |
| 9I | 63-51AL | 36 | 304 | 24 | 27 | 16 | 57-53a-70 | 76-70a-53 |
| 10J | 23 | 34 | 302 | 33 | 42 | 306LAB-310B | 18 | 39 |
| 11K | 46 B unit s/o Grants | 28 | 55-58a*-52 8 run 4 only | 45 | 43 | 40 | 65-71a-55a | 72-56a-71 |
| 12L | 309LAB-48a | 47 | 333 | 44 | 30 | 37 | 26 | 312LAB-311B |
| 13M | 27 | 31 | 300 | 19 | 307LAB-310a | 313LAB-311a | 54-57a-69 | 75-60a-78 |
| 14N | 39 | 20 | | 32 | 24 | 35 | 21 | 314LAB-311L |
| 15O | 306LAB-310B | 43 | 301 | 310L-308BAL | 34 | 41 | 64-72a-58 | 62-59a-77 |
| 16P | 30LAB | 309LAB-48a | 312LAB-311B | 17 | 42 | 46 | 51LAC | 61-62a-59 |
| 17Q | 47 | 307LAB-310a | 300 | 28 90% | 45 | 29 | 65-55a-71 | 23 |
| 18R | 27 | 32 | 328 | 16 | 313LAB-311a | 37 | 55-58a-52 | 74-54a-56 |

| | | | | | | | | |
|------|-----------------|------------------------|-----|-----------|----------------------|------------------|-----------------|---------------|
| 19S | 34 | 311L- 314BAL 90% | 334 | 33 | 20 | 36 | 69-57a- 54 | 39 |
| 20T | 46 | 21 | 340 | 35 | 43 | 26 | 71-56a- 72 | 66-73AL |
| 21U | 309LAB- 48a | 45 | | 30 90% | 312LAB- 311B | 24 | 60-61a- 62 | 70-53a- 57 |
| 22V | 44 | 42 | | 22 | 23C- 28B- 23AL | 306LAB- 310B | 64-72a- 58 | 76-70a- 53 |
| 23W | 18 | 20 | 300 | 17 | 307LAB- 310a | 29 | 47 | 78-60a- 75 |
| 24X | 43 | 46 | 327 | 41 | 25 | 28LA- 23B-28C | 52-58a- 54 | 19 |
| 25Y | 312LAB- 311B | 36 to Winsl- 29 | 301 | 31 | 16 | 32 | 54-57a- 69 | 40 |
| 26Z | 313LAB- 311a | 35 | 335 | 37 | 30 | 33 | 77-59a- 68 | 27 |
| 27BG | 307LAB- 310a | 18 80% | 327 | 34 | 28 | 308LAB- 310L | 72-56a- 71 | 61-62a- 59 |
| 28BH | 20 | 36 | | 21 | 25 | 45 | 308LAB- 310L | 51LAC 85% |

Eastbound into Belen/Albuquerque Feb 1955

| Feb | 2 | 8 | 18 | 20 | 22 | 24 | 124 |
|-----|-----------------|-----------------|-----------------|----------------|-----------------|----------------|---------------|
| 1A | 33 | 46+ 340 | 44 | 28 | 45 | 60-57a- 69 | 73LA-66 |
| 2B | 31 | 312LAB- 311B | 26 | 35 | 18 | 56-54a- 74 | 27 |
| 3C | 17 | 23+ 339 | 314LAB- 311L | 20 | 40 | 77-61a- 59a | 42 |
| 4D | 29 | 38+ 301 | 306LAB- 310B | 16 | 313LAB- 311a | 58-72a- 64 | 43 |
| 5E | 19 | 47+ 300 | 41 | 309LAB- 48a | 39 | 57-53a- 70 | 63-51AL |
| 6F | 307LAB- 310a | ?+ 329 | 32 | 46 | 44 | 18 | 52-58a- 55 |

| | | | | | | | |
|-----|-----------------|---|-----------------|----------------------|-----------------|------------------------------------|-----------------|
| 7G | 24 | 42+ 331 | 36 | 37 | 312LAB- 311B | 26 | 61-62a- 59 |
| 8H | 29 | 45+ 328 | 34 | 313LAB- 311a | 23 | 62-59a- 77 | 26 |
| 9I | 40 | 30 | 28 | 35 | 43 | 54-57a- 69 | 66-73AL |
| 10J | 44 | 32+ 340 | 47 | 308LAB- 310L | 309LAB- 48a | 74-54a- 56 | 21 |
| 11K | 19 | ?+ 301 | 31 | 17 | 27 | 70-53a- 57 | 64-72a- 58 |
| 12L | 32 | ?+ 302 | 20 | 39 | 23 | 53-70a- 76 | 51LAC |
| 13M | 36 | 42+ 40 | 43 | 16 | 306LAB- 310B | 71-56a- 72 | 65-71a- 55a |
| 14N | 18 | 45+ 333 | 309LAB- 48a | 33 | 30 | 312LAB- 311B | 52-58a- 55 |
| 15O | 28 | 313LAB- 311L+ 300 | 307LAB- 310a | 26 | 47 | 78-60a- 75 | 69-57a- 54 |
| 16P | 37 | 43 | 24 | 27 | 44 | 32 | 39 |
| 17Q | 308LAB- 310L | ?+ 301 | 311L- 314BAL | 306LAB- 310B | 34 | 58-72a- 64 | 60-61a- 62 |
| 18R | 35 | | 21 | 19 | 42 | 68-59a- 77 Failed Alamana | 51CAL |
| 19S | 30 | ?+ 300 | 45 | 28C- 23B- 28AL | 309LAB- 48a | 59-62a- 61 | 47 |
| 20T | 22 | 307LAB- 310a+ 328 | 29 | 31 | 40 | 56-54a- 65 | 52-58a- 74 |
| 21U | 37 | 25+ 334 off Winsl to 4 Winsl- Bagdad for 24V | 32 | 17 | 27 | 20+ 54-57a- 69 | 313LAB- 311a |
| 22V | 41 | 16+ 340 | 46 | 34 | 43 | 66-73a- 71a | 77-59a- 68 |
| 23W | 311L- 314BAL | 57-53a- 70 | 36 | 45 | 312LAB- 311B | 62-61a- 60 | 72-56a- 71 |

| | | | | | | | |
|------|-------------|------------|--------------------|----|-------------|-----------|------------|
| 24X | 26 | | 35 | 33 | 24 | 58-72a-63 | 57-53a-70 |
| 25Y | 42 | ?+ 300 | 18 | 44 | 307LAB-310a | 75-60a-78 | 64-55a-52a |
| 26Z | 21 | ?+ 327 | 29 to Winstl-36 | 42 | 20 | 74-58a-52 | 25 |
| 27BG | 17 | ?+ 301 | 46 | 38 | 19 | 69-57a-54 | 41 |
| 28BH | 313LAB-311a | 43+ 335 | 30 | 16 | 32 | 68-59a-77 | 23 |

Special Trains

| | | | |
|----|--------|----------|------|
| 46 | TAS744 | To AQ pm | 2/17 |
|----|--------|----------|------|

Westbound from Belen/Albuquerque March 1955

| March | 1 | First 7 | Sec 7 | 17 | 19 | 21 | 23 | 123 |
|-------|-------------|---------|------------------------------|-------------|-------|-------------|------------|-----------|
| 1A | 19 | 46 | 340 | 24 | 22 | 311L-314BAL | 64-55a-52a | 65-54a-56 |
| 2B | 26 | 23 | 66-73a-71 | 44 | 29 | 16 | 25 | 62-71a-60 |
| 3C | 47 | 28 | 301 s/o B unit down | 306LAB-310B | 43 | 42 | 41 | 58-72a-55 |
| 4D | 308LAB-310L | 37 | 331 | 309LAB-48a | 40 | 38 | 30 | 75-60a-78 |
| 5E | 32 | 20 | 330 | 19 | 27 | 17 | 59-70a | 56-54a-65 |
| 6F | 314LAB-311L | 29 | 300 | 33 | 22 | 313LAB-311a | 18 | 69-57a-54 |
| 7G | 35 | 36 | | 24 | 39CBA | 45 | 51LAC | 69-59a-77 |
| 8H | 306LAB-310B | 44 | 340 | 26 90% | 46 | 21 | 67-52a-57 | 71-56a-72 |
| 9I | 307LAB-310a | 23 | 59-73a-76 | 28 | 37 | 34 | 58-72a-53 | 52-58a-74 |
| 10J | 40 | 22 | 326 | 41 | 40 | 25 | 78-60a-57 | 31 |

| | | | | | | | | |
|------|-------------|-------------|--------------------|-------------------|-----------|-------------|----------------------------|-----------------|
| 11K | 43 | 30 | 332 | 47 | 29 | 16 | 73-70a-54* *s/o Ndls | 61-53a-62 |
| 12L | 45 | 306LAB-310B | 301 | 19 | 26 90% | 32 | 17 | 64-71a*-70*Dead |
| 13M | 37 | 307LAB-310a | 65-54a-56 | 36 | 26 | 42 | 309LAB-48a | 310L-308BAL |
| 14N | 18 | 23 | | 312LAB-311B | 39 | 311L-314BAL | 57-52a-67 | 311LAB-311a |
| 15O | 313LAB-311a | 28 | 302 | 40 | 22 | 35 | 53-72a-58 85% | 75-60a-78 |
| 16P | 51LAC | 41 | 301 | 45 | 29 | 46 | 21 | 16 |
| 17Q | 306LAB-310B | 37 | 71-56a-72 85% | 309LAB-48a 90% | 25 | 24 | 52-58a-74 | 54LA-65 |
| 18R | 37 | 30 | 331 | 18 | 43 | 31 | 77-59a-68 | 62-61A-60 |
| 19S | 23 | 36 | 302 | 307LAB-310a | 17 | 34 | 47 | 19 |
| 20T | 38 | 29 | 301 | 16 | 35 | 307LAB-310a | 33 | 76-73a-59 |
| 21U | 51LAC | 306LAB-310B | | 29 | 46 | 32 | 58-72a-53 | 69-57a-55 |
| 22V | 67-62a-57 | 43 | 339 Due Shop | 40 90% | 44 | 39 | 26 | 64-71a-70 |
| 23W | 45 | 23 | 336 | 309LAB-48a | 31 | 22 | 74-58a-52 | 61-53a-73 |
| 24X | 302 | 17 | 326 | 30 | 24 | 21 | 42 | 28 90% |
| 25Y | 312LAB-311B | 18 | 330 85% | 41 90% | 20 | 29 | 47 | 25 90% |
| 26Z | 19 | 40 | 301 | 32 90% | 36 | 360LAB-310B | 307LAB-301a | 75-60a-78 |
| 27BG | 46 | 31 | 325 | 310L-308BAL | 44 | 43 | 51LAC | 69-57a-55 |

| | | | | | | | | |
|------|-------------|-----------|------------------|-----------|----|----|-------------|-----------|
| 28BH | 309LAB-48a | 35 90% | | 39 | 16 | 45 | 38 | 64-71a-70 |
| 29BI | 27 | 41 | 62-61a-60 | 25 | 24 | 33 | 37 | 72-56a-71 |
| 30CJ | 18 | 20 | 301 | 34 90% | 17 | 26 | 59-52a-76 | 57-62a-67 |
| 31CK | 306LAB-310B | 46 | 52-58a-74 85% | 21 | 36 | 22 | 312LAB-311B | 73-53a-61 |

Special Trains

| | | | |
|-----|-------|--------------|-----|
| 339 | M1076 | Out Belen pm | 3/7 |
|-----|-------|--------------|-----|

Miscellaneous

3-5 2/23 301LA

Eastbound into Belen/Albuquerque March 1954

| March | 2 | 8 | 18 | 20 | 22 | 24 | 124 |
|-------|-------------|------------------|------------|-------------|-------------|-----------------|-----------|
| 1A | 306LAB-310B | 40+ 327 | 31 | 28 | 33 | 37 | 73-70a-59 |
| 2B | 309LAB-48a | 27 | 37 | 35 | 310L-308BAL | 61-62a-53 | 18 |
| 3C | 307LAB-310a | 22 | 19 | 20 | 21 | 67-52a-57 | 51LAC |
| 4D | 26 | 36+ 70-71a-76 | 25 | 34 | 314LAB-311L | 29 | 56-54a-65 |
| 5E | 41 | | 24 | 45 | 16 | 53-72a-58 | 43 |
| 6F | 310L-308BAL | | 44 | 47 | 306LAB-310B | 60-61a-62 | 78-60a-75 |
| 7G | 28 | 40+ 330 | 309LAB-48a | 32 | 37 | 65-56AL+ 331 | 76-73a-59 |
| 8H | 18 | 29+ 301 | 22 | 42 | 38 | 54-70a+ 339 | 17 |
| 9I | 39 | 20+ 300 | 30 | 311L-314BAL | 313LAB-311a | 77-59a-68 | 51CAL |
| 10J | 19 | ?+ 340 | 33 | 35 | 45 | 306LAB-310B | 72-56a-71 |

| | | | | | | | |
|------|-------------|------------|-------------|-------------|----------------------|---|-------------------------|
| 11K | 36 | | 307LAB-310a | 46 | 37 | 69-57a-55 | 57-52a-67 |
| 12L | 312LAB-311B | ?+ 326 | 23 | 24 | 21 | 76-53a-59 | 74-58a-52 |
| 13M | 40 | ?+ 332 | 28 | 31 | 38 | 61-53a-73 | 75-60a-78 |
| 14N | 45 | 25+ 301 | 41 | 34 | 30 | 70-71a-64 | 16 |
| 15O | 309LAB-48a | 26+ 43 | 32 | 20 | 306LAB-310B | 37 | 47 |
| 16P | 18 | 17 | 19 | 310L-308BAL | 42 | 67-62a-57 | 54LA-65 |
| 17Q | 307LAB-310a | | 36 | 39 | 23 | 78-60a-75 OF24 302 to Winsl | 58-72a-53 |
| 18R | 313LAB-311a | | 314LAB-311L | 22 | 38 | 29 | 51LAC+302 from Winsl |
| 19S | 312LAB-311B | ?+ 37 | 306LAB-310B | 21 | 25 | 54LA-65 | 74-58a-52 |
| 20T | 41 | ?+ 331 | 43 | 40 | 44 | 68-59a-77 | 42 |
| 21U | 309LAB-48a | 24+ 302 | 23 | 19 | 31 | 60-51a-62 | 47 |
| 22V | 30 | 20+ 301 | 17 | 46 | 18 | 59-73a-76 | 307LAB-310a |
| 23W | 34 | 36 | 35 | 38 | 29 | 55-57a-69 | 51 |
| 24X | 33 | 44 | 40 | 306LAB-310B | 32 | 57-62a-67 | 72-56a-71 |
| 25Y | 310L-308BAL | | 31 | 26 | 43 L unit down | 52-58a-54 Psgr Section 2/24 336 HR Section | 70-71a-64 |
| 26Z | 39 | ?+ 326 | 21 | 45 | 309LAB-48a | 53-72a-55a+ 302 | 73-53a-61 |
| 27BG | 23 | 17+ 330 | 22 | 25 | 27 | 41 | 312LAB-311B |

| | | | | | | | |
|------|-----------------|------------|----|----|-----------------|---------------|-----------------|
| 28BH | 42 | 36+ 301 | 20 | 47 | 18 | 28 | 306LAB- 310B |
| 29BI | 31 | 40+ 325 | 46 | 32 | 306LAB- 310B | 55-57a- 69 | 51CAL |
| 30CJ | 307LAB- 310a | 43 | 16 | 30 | 308LAB- 310L | 70-71a- 64 | 309LAB- 48a |
| 31CK | 29 | 24 | 39 | 38 | 45 | 41 | 27 |

Note:

3-18-55

Unit 80L is transferred From Argentine to Amarillo for use on trains 93-94, Amarillo to Lubbock. 302LAB is to be used on Los Angeles Division for trains 78-75 replacing 337LAB released to freight service Los Angeles Division. 300LAB to Clovis and 301LAB to La Junta to replace 339LAB and 340LAB which are to be sent to Argentine for duel service.

Westbound from Belen/Albuquerque April 1955

| April | 1 | 7 | 2-7 | 17 | 19 | 21 | 23 | 123 |
|-------|-----------------|-----------------|----------------------------------|---------------|-----------------|-----------------|----------------|---------------|
| 1A | 40 | 16 | 327 | 23 | 310L- 308BAL | 311L- 314BAL | 19 | 77-59a- 68 |
| 2B | 47 | 41 | 53*- 72a- 55a *dow n | 39 | 43 | 38 | 65- 54AL | 27 85% |
| 3C | 42 | 34 | 325 | 44 | 24 | 31 | 72-56a- 71 | 55-57a- 69 |
| 4D | 36 | 313LAB -311a | | 30 | 17 | 32 | 51LAC | 78-60a- 75 |
| 5E | 307LAB -310a | 22 | 326 | 40 | 37 | 29 | 309LAB -48a | 45 |
| 6F | 18 | 43 | 333 | 46 | 35 | 20 | 61-71a- 70 | 25 90% |
| 7G | 38 | 23 | 301 | 60-61a- 59 | 306LAB -310B | 33 | 74-58a- 52 | 58-73a- 66 |
| 8H | 24 | 17 | 302 | 21 | 41 | 312LAB- 311B | 68-59a- 77 | 73-53a- 61 |
| 9I | 32 | 37 | 300 | 19 | 31 | 310L- 308BAL | 71-57a- 69 | 26 |
| 10J | 313LAB -311a | 30 | | 27 | 44 | 22 | 51 | 62LA- 76 |
| 11K | 20 90% | 306LAB -310B | | 42 | 29 | 16 | 60-61a- 59 | 34 |

| | | | | Detourin g SP Deming | | Detourin g SP Deming | 85% | |
|-----|-----------------|----------------------|-----|-------------------------------|----------------|----------------------------|----------------|---------------------------|
| 12L | 46 | 47 | | 36 | 309LAB -48a | 53-72a- 55 | 35 | 75-60a- 55 |
| 13M | 312LAB -311B | 31 | 301 | 45 | 25 | 307LAB- 310a | 67-70a- 57 | 41 |
| 14N | 43 | 33 | 302 | 313LAB- 311a | 77-59a- 68 | 26 | 65-62a- 54 | 66-73a- 58 |
| 15O | 37 | 29 | 329 | 38 | 17 | 40 | 54-53a- 73 | 39 |
| 16P | 39 | 306LAB -310B | 328 | 24 | 18 | 21 | 51LAC | 52-58a- 74 |
| 17Q | 309LAB -48a | 16 | 333 | 32+ 33 AQ to Barstow | 42 | 23 | 19 | 64-71a- 70 |
| 18R | 47 | 27 | | 44 90% | 21 | 46 | 59-61a- 60 | 61-52a- 62 |
| 19S | 22 | 17 B unit Down | 302 | 31 | 36 | 34 | 68-54a- 55 | 53-55a- 72 |
| 20T | 35 | 18 | 329 | 43 | 26 | 312LAB- 311B | 57-70a- 67 | 308LAB -310L |
| 21U | 42 | 28 | 326 | 32 90% | 38 | 41 | 45 | 55-60a- 75 |
| 22V | 19 | 307LAB -310a | 327 | 21 | 39 | 25 | 30 | 313LAB -311a |
| 23W | 46 | 27 | | 22 | 23 | 40 | Cons 123 AQ | 71-57a- 69 |
| 24X | 26 | 26? | | 17 | ? | 20 | Cons 123 AQ | 37 #3 74-58a- 52 |
| 25Y | 312LAB -311B | 16 | | 306LAB- 310B 90% | 33 | 32 | Cons 123 AQ | 51 #3 70-71a- 64 |
| 26Z | 306LAB -310B | 43 | | 42 | 34 | 44 | Cons 123 AQ | 78-59a- 77 #3 28 |

| | | | | | | | | |
|----------|-----------------|----------------------|--|----|-----------------|-----------------|-----------------|--------------------------------------|
| 27B G | 313LAB -311a | 309LAB 48a | | 39 | 46 | 41 | 310L- 308BAL | 65-54a- 68 |
| 28B H | 35 | 24 B unit down | | 21 | 30 | 307LAB- 310a | 47 | 56-73a- 76 |
| 29BI | 38 | 60-61a- 52 | | 26 | 25 | 40 | 18 | 53-72a- 55 2/123 277 |
| 30CJ | 29 | 17 | | 37 | 312LAB -311B | 314LAB- 311L | #3 27 | 23 2/123 274 |

Special Trains

| | | | |
|-----|--------|--|-----|
| 300 | TAF293 | | B52 |
|-----|--------|--|-----|

Eastbound into Belen/Albuquerque April 1955

| April | 2 | 8 | 18 | 20 | 22 | 24 | 124 |
|-------|-----------------|---------------------|-----------------|----|----|-------------------|--------------------|
| 1A | 44 | 310LAB+ 301 | 34 | 20 | 25 | 76-52a-62 | 71- 56a- 72 |
| 2B | 312LAB- 311B | 37 | 313LAB- 311a | 26 | 36 | 77-53a-73 | 60- 61a- 59 |
| 3C | 40 | 35 | 310L 308BAL | 21 | 33 | 22 | 74- 58a- 52 |
| 4D | 46 | 306LAB- 310B+327 | 43 | 19 | 18 | 65-59a-54 | 68- 59a- 77 |
| 5E | 16 | 41+ 325 | 23 | 27 | 38 | 24+ 69-57a-71 | 53- 55a- 72a |
| 6F | 47 | 31 | 17 | 42 | 34 | 75-60a-55 | 51 |
| 7G | 39 | 44 | 307LAB- 310A | 36 | 32 | 37 | 67- 70a- 57 |
| 8H | 313LAB- 311a | 29 | 31 | 45 | 22 | 70-71a-64+ 326 | 35 |
| 9I | 40 | | 306LAB- 310B | 43 | 20 | 52-58a-74+ 333 | 59- 61a- 60 |

| | | | | | | | |
|-----|-----------------|--|-----------------|-----------------|-----------------|---|-------------------|
| 10J | 21 | | 41 | 38 | 46 | 77-59a-68+ 301 | 66- 73a- 58 |
| 11K | 23 | 33 | 31 | 24 | 312LAB- 311B | 69-57a-71+ 302 | 54- 53a- 73 |
| 12L | 310L- 308BAL | 17+ 300 Winsl-AQ | 313LAB- 311a | 32 | 26 | 61-52a-62+ 300 to Winsl | 51 |
| 13M | 30 | | 22 | 44 | 37 | 29 | 19 |
| 14N | 35 | | 306LAB- 310B | 34 | 20 | 55-60a-75 | 59- 61a- 60 |
| 15O | 41 | ?+ 301 | 16 | 312LAB- 311B | 309LAB- 48a | 57-70a-67 | 53- 72a- 55 |
| 16P | 46 | ?+ 302 | 27 | 28 | 47 | 68-54a-65 | 78- 59a- 77 |
| 17Q | 31 | 33 off Valley to Dbhd 17Q+329 | 17 | 25 | 313LAB- 311a | 73-53a-54 | 45 |
| 18R | 43 | 38+ 42 | 18 | 40 | 26 | 74-58a-52+ 328 | 51 |
| 19S | 32 90% | 39+ 333 | 309LAB- 48a | 20 | 37 | 70-71a-64 | 56- 73a- 76 |
| 20T | 306LAB- 310B | 90? | 307LAB- 310a | 21 | 19 | 62LA-61 | 47 |
| 21U | 22 | | 27 | 44 | 46 | 65-54a-68 | 60- 61a- 52 |
| 22V | 308LAB- 310L | | 17 | 36 | 26 | 67-70a-57 | 53- 54a- 72 |
| 23W | 32 | ? 329 | 16 | 35 | 312LAB- 311B | 76-60a-55 Discontinue #4 Mail 314LAB- 311L | 38 |
| 24X | 18 | 25+ 327 | 42 | 19 | 31 | #4 41 | 43 |

| | | | | | | | |
|------|-------------|-------------|----|-------------|-------------|----------|-----------|
| 25Y | 46 | 307LAB-310a | 39 | 314LAB-311L | 313LAB-311a | #4 45 | 66-57a-58 |
| 26Z | 30 | 40 | 21 | 24 | 22 | #4 23 | 52-58a-74 |
| 27BG | 25 | 312LAB-311B | 26 | 20 | 27 | #4 ? | 51 |
| 28BH | 37 | 28 | 17 | 34 | 16 | #4 33 | 77-59a-78 |
| 29BI | 42 | 309LAB-48a | 36 | 44 | 32 | #4 90 | 69-56a-71 |
| 30CJ | 307LAB-310a | 308LAB-310L | 43 | 46 | 306LAB-310B | #4 41 | 56-73a-59 |

Note: 302LAB assigned to 70-75, 337 sent back to Argentine

Westbound from Belen/Albuquerque May 1955

| May | 1 | 3 | 7 | 17 | 19 | 21 | 123 | 2-123 |
|-----|-------------|-----------|-----------|-------------|-------------|-------------|------------|----------------------|
| 1A | 75-60a-55 | 36 | 42 | 44 | 28 | 22 | 57-70a-67 | 70-71a-64 |
| 2B | 306LAB-310B | 45 | 43 | 307LAB-310a | 309LAB-48a | 20 | 66-57a-58 | |
| 3C | 34 | 65-54a-68 | 39 | 19 | 308LAB-310L | 313LAB-311a | 74-58a-52 | |
| 4D | 35 | 62LA-61 | 27 | 24 | 47+ 300 | 32 | 51CAL | |
| 5E | 25 | 31LAB | 16 | 30 | 312LAB-311B | 46 | 78-59a-77 | |
| 6F | 325 | 33 | 26 | 45 | 36 | 38 | 28 | 17 B unit down |
| 7G | 21 | 54-53a-73 | 22 | 23 | 311L-314BAL | 18 | 59-73a-56 | 340 |
| 8H | 313LAB-311a | 51 | 43 | 44 | 20 | 37 90% | 69-56a-71 | |
| 9I | 29 | 40 | 32 90% | 55-60a-75 | 31 | 309LAB-48a | 53-58a-72a | |

| | | | | | | | | |
|-----|-------------------------|-----------------------------|----------------------------------|-----------|-----------------|-----------------|----------------------|----------------------------|
| 10J | 42 | 68-54a*- 65 65% *down | 25 | 35 | 312LAB- 311B | 307LAB- 310a | 70-71a- 64 | 340 to Winsl Only |
| 11K | 26 | 60-52a- 61 | 30 | 46 | 45 | 19 | 37 | 325 to Winsl Only |
| 12L | 57*-70a- 67 *Down | 306LAB- 310L | 41 | 28 | 21 | 39 | 66-57a- 58 | |
| 13M | 37 | 24 | 18 | 22 | 313LAB- 311a | 36 | 74-58a- 52 | |
| 14N | 312LAB- 311B | 33 | 40 | 42 | 44 | 38 | 62LA-61 | 280 to Winsl- 340 |
| 15O | 307LAB- 310a | 16 C unit Down | 47 | 29 | 17 | 20 | 73-53a- 54 | 340 |
| 16P | 45 | 51CAL | 19+ 57L* *Dead in train | 43 90% | 308LAB- 310L | 25 | 69-73a- 56a | 267CA Williams To LA |
| 17Q | 46 | 58-57a | 311L- 314BAL | 30 | 41 | 309LAB- 48a | 59-56a- 72 85% | |
| 18R | 39 | 64-54a- 68 | 33 C unit down | 28 | 313LAB- 311a | 27 | 75-72a- 55 | |
| 19S | 32 | 35 | 29 | 22 | 312LAB- 311B | 306LAB- 310B | 42 | |
| 20T | 24 | 77-59a- 78 | 17 | 16 | 34 | 38 | 21 | |
| 21U | 47 | 51 | 44 | 20 | 45 | 36 | 37 65%+ 325 | |
| 22V | 314LAB- 311L | 53-55a- 60 | 42 | 19 | 30 | 307LAB- 310a | 309LAB- 48a | 267 to Winsl Only |
| 23W | 52-58a- 74 | 312LAB- 311B | 40 | 46 | 39 | 310L- 308BAL | 61LA-62 | 267 Will to LA |
| 24X | 21 | 23 | 38 | 35 90% | 313LAB- 311a | 25 | 29 | |
| 25Y | 24 | 51 | 16 | 22 | 306LAB- 310B | 43 | 73-53a- 64 | |

| | | | | | | | | |
|------|----|-------------|-------------|--------------------|-------------|-------------|------------|-----|
| 26Z | 36 | 66-70a-67 | 18 | 44 | 34 | 42 90% | 72-56a-59 | |
| 27BG | 41 | 33 90% | 69-71a-54 | 307LAB-310a 90% | 19 | 17 | 309LAB-48a | 340 |
| 28BH | 32 | 60-61a-52 | 312LAB-311B | 23 | 39 | 27 | 47 | 325 |
| 29BI | 21 | 55-72a-75 | 46 | 40 | 313LAB-311a | 31 | 45+ 28 | |
| 30CJ | 24 | 311L-314BAL | 43 | 38 | 22 | 37 | 20 | 340 |
| 31CK | 42 | 77-59a-78 | 34 | 309LAB-48a | 26 | 308LAB-310L | 53-55a-60 | |

Special Trains

| | | | |
|-----|--------|--|-----|
| 300 | TAF293 | | B52 |
|-----|--------|--|-----|

Eastbound into Belen/Albuquerque May 1955

| May | 2 | 4 | 8 | 18 | 20 | 22 | 124 |
|-----|-------------|------------------------|--------------------------|----|-------------|-------------|-------------------|
| 1A | 313LAB-311a | | 47 | 39 | 38 | 19 | 60-61a-52 |
| 24 | 24 | 40 | 312LAB-311B | 27 | 18 | 35 | 53-72a-55 |
| 3C | 28 | 42+ 300 to Winsl | 36+ 300 Will to AQ | 16 | 37 | 25 | 55-60a-75 |
| 4D | 26 | 314LAB-311L | 65-54a-68 | 45 | 309LAB-48a | 17 | 64-71a-70 |
| 5E | 23 | 68-54a-65 | 20 | 22 | 307LAB-310a | 306LAB-301B | 58-57a-66 |
| 6F | 44 | 51CAL | 31 | 43 | 19 | 313LAB-311a | 52-58a-74+ 300 |
| 7G | 39 | 16 | 312LAB-311B | 24 | 32 | 29 | 61-62AL |
| 8H | 35 | 25+ 325 | 45 | 33 | 36 | 27 | 77-59a-78 |
| 9I | 46 | 18 | 21 | 30 | 38 | 26 | 77-53a-54+ 340 |
| 10J | 28 | 59-56a-72 | 313LAB-311a | 23 | 20 | 314LAB-311L | 69-73a-56 |

| | | | | | | | |
|------|-------------|------------|-------------|-------------|-------------|-------------|------------------------------------|
| 11K | 22 | | 44 | 18 | 43 | 37 | 72-72a-55 |
| 12L | 42 | 47CBA-310L | 60-52a-61 | 40 | 309LAB-48a | 312LAB-311B | 53-55a-60a |
| 13M | ?9 | | 308LAB-310L | 32 | 27 | 307LAB-310a | 47 |
| 14N | ?5 | 67-70a-66 | 26 | 19 | 306LAB-311B | 45 | 21 |
| 15O | | | 313LAB-311a | 37 | 24 | 46 | 58-57AL |
| 16P | 28 | 44 | 312LAB-311B | 18 | 36 | 39 | 33 |
| 17Q | 22 | 54-53a-73 | 17 | 29 | 307LAB-310a | 42 | 61-62AL+340 |
| 18R | 38 | 44 | 45 | 16 | 310L-308BAL | 34 | 51 |
| 19S | 20 | | 30 | 44 | 25 | 47 | 57LA-56 |
| 20T | 43 | 41 | 28 | 19 | 314LAB-311L | 309LAB-48a | 68-54a-65 |
| 21U | 46 | | 313LAB-311a | 41 | 33 | 39 | 312LAB-311B |
| 22V | 17 | 34 | 306LAB-310B | 35 | 21 | 29 | 78-59a-77 |
| 23W | 22 | 51LAC+325 | 34 | 16 | 27 | 24 | 36 |
| 24X | 31 | 42 | 19 | 44 | 36 | 45 | 307LAB-310a |
| 25Y | 37 | | 39 | 311L-314BAL | 307LAB-310a | 309LAB-48a | 74-58a-52 |
| 26Z | 312LAB-311B | 46 | 313LAB-311a | 23 | 308LAB-310L | 47 | 29 |
| 27BG | 40 | | 22 | 46 | 25 | 21 | 306LAB-310B 2-124 325 |
| 28BH | 38 | 34 | 26 | 43 | 44 | 24 | 67-70a-66 |
| 29BI | 309LAB-48a | | 41 | 33 | 307LAB-310a | 42 | 24+340 |
| 30CJ | 18 | 39 | 23 | 36 | 47 | 19 | 60-52a-54+ |

| | | | | | | | |
|------|----|----|----|----|----|-------------|-----------|
| | | | | | | | 325 |
| 31CK | 17 | 31 | 45 | 32 | 39 | 313LAB-311a | 75-72a-55 |

Special Trains

| | | | |
|----|--------|-------------|------|
| 21 | TAP906 | To Aq | 5/3 |
| 32 | TAS958 | To Belen am | 5/23 |

Westbound from Belen/Albuquerque June1955

| June | 1 | 3 | 7 | 17 | 19 | 21 | 123 | 2/123 |
|------|--------------------|-----------|-------------|---|-------------|-------------|-----------------------------|--------------------------------|
| 1A | 29 | 57LA-56 | 36 | 18 90% | 41 | 25 | 52-58a-74 | |
| 2B | 306LAB-310L 90% | 61-53a73 | 32 | 17 | 23 | 44 | 19 | 325 |
| 3C | 307LAB-310a | 68-54a-65 | 311L-314BAL | 21 C unit failed to Winsl 313LAB-311a | 45 | 312LAB-311B | 313LAB-311a to Winsl 262 | 259 to Winsl-21 C unit down |
| 4D | 76-62AL | 59-56a-72 | 24 | 46 90% | 20 | 47 | 66-70a-67 | 330 |
| 5E | 309LAB-48a | 51 | 18 | 43 | 42 | 39 | 33 | 264 To Wins-325 |
| 6F | 35 | 64-71a-69 | 25 | 17 | 29 | 28 | 75-72a-55 | 330 |
| 7G | 306LAB-310a | 27 | 31 | 36 | 41 | 37 | 54-52a-60 | 325 |
| 8H | 19 | 53-55a-58 | 38 | 32 | 307LAB-310a | 40 | 78-59a-77 | 340 |
| 9I | 26 | 59-56a-72 | 47 | 313LAB-311a 905 | 46 | 23 | 308LAB 310L | 330 |
| 10J | 18 | 22 | 61-57AL | 30 | 309LAB-48a | 20 | 45 | 325 |
| 11K | 34 | 21 | 27 | 312LAB-311A 90% | 35 | 25 | 52-58a-74 | 337 Via GC |
| 12L | 24 | 56-53a-60 | 62LA-76 | 314LAB-311L | 306LAB-310B | 32 | 33 | 340 |

| | | | | | | | | |
|----------|----------------------|---|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------------------|
| 13M | 19 | 43 | 41 | 36 | 38 | 39 | 28 | 301 |
| 14N | 23 | 53- 55a-56 85% | 18 | 46 | 22 | 29 | 52-58a- 74 | 271LA |
| 15O | 37 B unit down | 40CBL | 308LAB -310L | 313LAB -311A | 309LAB -48a | 17 | 64-71a- 61 | 325 |
| 16P | 27 | 55- 72a-75 | 21 | 45 | 312LAB -311B | 307LAB -310a | 60-52a- 54 | 340 |
| 17Q | 44 C unit down | 51CAL | 306LAB -310B | 47 | 32 | 26 | 20 | 260 to Selig- 325 |
| 18R | 30 | 67- 70a-62 | 22 | 38 | 31 | 34 | 25 | 340 3/123 326 |
| 19S | 18 | 59- 60a-61 | 19 | 28 | 16 | 24 | 57-54a- 70 | 325 3/123 329 |
| 20T | 23 | 78- 59a-77 | 29 | 313LAB -311a | 37 | 43 | 51CAL | 340 |
| 21U | 21 | 75- 56a-71 56a c/o Ludlo w | 20 | 310L 308BAL | 312LAB -311B | 41 | 56-53a- 68 | 326 |
| 22V | 35 | 67- 71a-66 | 311L- 314BAL | 309LAB -48a | 302LAB -311L | 45 | 62LA-76 | 325 85%Seli g West |
| 23W | 25 | 58- 53AL | 31 | 44 | 38 | 46 | 306LAB -310B | 340 |
| 24X | | 33 | | | | | | |
| 25Y | | | | | | | | |
| 26Z | | | | | | | | |
| 27B G | | | | | | | | |
| 28B H | | | | | | | | |
| 29BI | | | | | | | | |
| 30CJ | | | | | | | | |

Special Trains

| | | | |
|----|--------|---------------|------|
| 36 | M 3094 | From Belen am | 6/20 |
|----|--------|---------------|------|

Miscellaneous

Eastbound into Belen/Albuquerque June 1955

| June | 2 | 4 | 8 | 18 | 20 | 22 | 124 |
|------|-------------|-----------|-------------|------------------------------|-------------|------------|------------------------|
| 1A | 312LAB-311B | 22 | 20 | 21 | 28 | 40 | 314LAB-311L |
| 2B | 46 | | 42 | 24 | 22 | 37 | 78-59a-77 |
| 3C | 43 | 41 | 29 | 26 | 310L-308BAL | 309LAB-48a | 18 |
| 4D | 17 | | 306LAB-310B | 25 | 23 | 35 | 74-58a-52 |
| 5E | 36 | 45 | 307LAB-310a | 34 | 30 | 41 | 56-53a-60a |
| 6F | 32 | 62LA-76 | 46 | 311L-314BAL | 312LAB-311B | 19 | 72-56a-71+330 |
| 7G | 313LAB-311a | 51 | 309Lab-48A | 47 | 24 | 45 | 39 |
| 8H | 20 | | 27 | 43 | 39 | 18 | 64-71A-61 |
| 9I | 33 | 41 | 306LAB-310B | 17 | 25 | 35 | 27 |
| 10J | 32 | | 307LAB-310a | 31 | 37 | 28 | 60-52a-54 |
| 11K | 36 | 46 | 72-56a-71 | 41 | 307LAB-310a | 19 | 26 |
| 12L | 46 | 30 | 309LAB-48a | 40 A unit c/o Winsl | 47 | 23 | 18 |
| 13M | 313LAB-311a | 59-60a-61 | 312LAB-311B | 310L-308BAL | 34 | 20 | 57-54a-70 |
| 14N | 45 | 33 | 32 | 21 | 24 | 27 | 68-53a-56+337 to Winsl |

| | | | | | | | |
|------|-------------|-----------|-------------------------------|----|-------------|----------------------------------|---|
| 15O | 44 | | 311L-314BAL | 25 | 43 | 306LAB-310B | 76-62AL |
| 16P | 38 | | 36 | 35 | 41 | 28 | 22 |
| 17Q | 19 | 23 | 37 | 39 | 309LAB-48a | 18 | 74-58a-52 |
| 18R | 46 | | 312LAB-311B | 29 | 313LAB-311A | 23 | 75-72a-55 2/124 340 |
| 19S | 308LAB-310L | 32 | 307LAB-310a | 17 | 39 | 21 | 20 2/124 325 |
| 20T | 27 | 34 | 18 | 40 | 47 | 45 2/22 306LAB-310B | 66-71a-67 2/124 340 |
| 21U | 44 | 61-60a-59 | 28+325 Winstl- frt East | 31 | 36 | 38 | 70-54a-70a 2/124 28 |
| 22V | 22 | | | 18 | 23 | 24 | 77-59a-78 2/124 340 |
| 23W | 19 | 68-53a-56 | 16 | 29 | 313LAB-311a | 37 | 72-73a-71 85% 2/124 326 |
| 24X | 35 | | | 20 | 309LAB-48a | 307LAB-310a | 66-71a-67 2/124 325 |
| 25Y | | | | | | | |
| 26Z | | | | | | | |
| 27BG | | | | | | | |
| 28BH | | | | | | | |
| 29BI | | | | | | | |
| 30CJ | | | | | | | |

Miscellaneous

6-6 Exp-E 338
6/12 EX-E Spcl 338

| | | | |
|------|--------|--------|--------------------|
| 6/16 | DHQ | 338 | |
| 6/17 | 2/123 | 338 | |
| 6-17 | Helper | 2678 | Help 124 to Summit |
| 6/17 | 4 | 23 | |
| 6/18 | 7 | 17 | |
| 6/25 | 8 | 25 | |
| 6/26 | 3 | 24 | |
| 6/27 | 8 | 29 | |
| 6/28 | 3 | 29CBAL | |
| 6/30 | 4 | 31 | |

Westbound from Belen/Albuquerque July 1955

Miscellaneous

| | | | |
|------|----|-----------|--|
| 7/1 | 7 | 38 | |
| 7/2 | 70 | 28 | |
| 7/3 | 75 | 302 | |
| 7/9 | 8 | 41 | |
| 7/10 | 3 | 69-72a-55 | |

Eastbound into Belen/Albuquerque July 1955

Miscellaneous

| | | | |
|------|-------|------|---------------------|
| 7 | 93-94 | 80 | |
| 7-9 | Hlpr | 41 | #8 SBNO to Barstow |
| 7-28 | Hlpr | 2656 | 2-20 SbnO to Summit |

Westbound from Belen/Albuquerque August 1955

Eastbound to Belen/Albuquerque August 1955

Westbound from Belen/Albuquerque September 1955

Eastbound into Belen/Albuquerque September 1955

Miscellaneous

| | | | |
|------|------|-----|--------------|
| 9-2 | CTX | 337 | LA-SBNO |
| 9-9 | Lite | 332 | SBNO-LA |
| 9-19 | CTX | 337 | SBNO-Barstow |
| 9-29 | FrT | 337 | SBNO-LA |
| 9-29 | NCX | 329 | LA-SBNO |

Westbound from Belen/Albuquerque October 1955

Eastbound into Belen/Albuquerque October 1955

Miscellaneous

| | | | |
|-------|----|-----|------------|
| 10-10 | 43 | 338 | SBNO-LA |
| 10 | | 12 | 87-E8B-E8A |

Westbound from Belen/Albuquerque November 1955

Eastbound into Belen/Albuquerque November 1955

Miscellaneous

| | | | |
|-------|-----|-----|---------|
| 11-14 | SWG | 338 | LA-SBNO |
|-------|-----|-----|---------|

Westbound from Belen/Albuquerque December 1955

Eastbound into Belen/Albuquerque December 1955

Miscellaneous

| | | | |
|-------|------------|-------|-----------|
| 12/5 | PH-E | 340 | |
| 12/7 | NCX-E | 340 | |
| 12/12 | Help Sec 4 | 339 | |
| 12/12 | Sec 3 | 339 | |
| 12/55 | 83? | 77-74 | San Diego |

Rev 10/12