

PASSENGER DIESEL ASSIGNMENTS AND LOCOMOTIVE RECORDS

1951

Barstow Pools

B-1 6000HP 16 CLASS 4 UNITS; 51 CLASS 3 UNITS, 90 CLASS 3 UNITS

#	Location	Time	Days	Notes
3	Barstow	325am	1	
3	Los Angeles	745am	1	
20	Los Angeles	1230pm	1	
20	En-route via	La Junta	2	
20	Chicago	1130am	3	
7	Chicago	1201am	3	
7	En-route via	La Junta	4	
7	Barstow	230pm	5	

24 units

B-2 6000HP 16 CLASS 4 UNITS

#	Location	Time	Days	Notes
23	Barstow	630am	1	
23	Los Angeles	1040am	1	
18	Los Angeles	800pm	1	
18	En-route via	La Junta	2	
18	Chicago	145pm	3	
21	Chicago	545pm	3	
21	En-route via	La Junta	4	
21	Los Angeles	730am	5	
24	Los Angeles	130pm	5	
24	Barstow	555pm	6	

24 units

B-3 6000HP 16 CLASS 4 UNITS

#	Location	Time	Days	Notes
17	Barstow	505am	1	
17	Los Angeles	845am	1	
22	Los Angeles	130pm	1	

22	En-route via	La Junta	2	
22	Chicago	715am	3	
15	Chicago	900pm	3	
15	Galveston	815pm	4	
16	Galveston	645am	4	
16	Chicago	900am	5	
2/23	Chicago	1205pm	5	
2/23	Kansas City	900pm	5	
123	Kansas City	930pm	5	
123	En route via	La Junta	6	
123	Barstow	610am	7	

24 units

Effective 7-25-51

#	Location	Time	Days	Notes
17	Barstow	505am	1	
17	Los Angeles	845am	1	
22	Los Angeles	130pm	1	
22	En-route via	La Junta	2	
22	Chicago	715am	3	
15	Chicago	900pm	3	
15	Galveston	815pm	4	
16	Galveston	645am	4	
16	Chicago	900am	5	
1/23	Chicago	1205pm	5	
1/23	Kansas City	900pm	5	
123	Kansas City	930pm	5	
123	En route via	La Junta	6	
123	Barstow	610am	7	

28 units

B-4 6000HP 16 CLASS 4 UNITS; 51 CLASS 3 UNITS

#	Location	Time	Days	Notes
7	Barstow	300pm	1	
7	Los Angeles	730pm	1	
8	Los Angeles	1230am	2	
8	En-route via	La Junta	3	
8	Chicago	330am	4	
19	Chicago	130pm	4	

19	Enroute via	La Junta	5	
19	Barstow	415am	6	

20 units

B-5 4500HP 300 CLASS 3 UNITS 300-305 assigned

#	Location	Time	Days	Notes
24	Barstow	625pm	1	
24	Clovis	230pm	2	
76	Clovis	400pm	2	
76/65	Houston	825am	3	
66/75	Houston	655pm	3	
75	Clovis	1130am	4	
24	Clovis	340pm	4	
24	Chicago	345pm	5	
17	Chicago	700pm	5	
17	Enroute via	La Junta	6	
17	Barstow	455am	7	

18 units

B-6 51 CLASS 6000HP 3 units 51-78 assigned

#	Location	Time	Days	Notes
19	Barstow	430am	1	
19	Los Angeles	1000am	1	
4	Los Angeles	700pm	1	
4	Enroute via	La Junta	2	
4	Enroute via	La Junta	3	
4	Chicago	730am	5	
23	Chicago	1201pm	4	
23	Newton	135am	5	
5	Newton	1245pm	5	2 units
5	Galveston	950am	6	
6	Galveston	730pm	6	
6	Newton	550pm	7	
23	Newton	135am	8	3 units
23	Barstow	600am	9	

25 units

Effective 6-1-51

#	Location	Time	Days	Notes
19	Barstow	430am	1	
19	Los Angeles	1000am	1	
4	Los Angeles	700pm	1	
4	Enroute via	La Junta	2	
4	Enroute via	La Junta	3	
4	Chicago	730am	5	
23	Chicago	1201pm	4	
23	Kansas City	900pm	5	
23	En-route via	Clovis	6	
23	Barstow	600am	7	

Effective 7-25-51

#	Location	Time	Days	Notes
19	Barstow	430am	1	
19	Los Angeles	1000am	1	
4	Los Angeles	700pm	1	
4	Enroute via	La Junta	2	
4	Kansas City	1010pm	3	3 units
5	Kansas City	850am	4	2 units
5	Galveston	950am	5	2 units
6	Galveston	730pm	5	2 units
6	Kansas City	1015pm	6	2 units
4	Kansas City	1100pm	6	3 units
4	Chicago	730am	7	
3	Chicago	1130pm	7	
3	En-route via	La Junta	8	
3	En-route via	La Junta	9	
3	Barstow	305am	10	

25 units

B-7 51 CLASS 6000HP 3 units

51-78 Assigned

#	Location	Time	Days	Notes
123	Barstow	620am	1	3 units
123	Los Angeles	1030am	1	
124	Los Angeles	130pm	1	
124	La Junta	615pm	2	
13	La Junta	640pm	2	
130	Denver	1040pm	2	

141	Denver	1140pm	2	
14	La Junta	500am	3	
1	La Junta	800am	3	
102	Denver	100pm	3	
101	Denver	210pm	3	
2	La Junta	620pm	3	
124	La Junta	640pm	3	
124	Kansas City	630am	4	
2/24	Kansas City	700am	4	
2/24	Chicago	350pm	4	
3	Chicago	1130pm	4	
3	En-route via	La Junta	5	
3	En-route via	La Junta	6	
3	Barstow	305am	7	

18 units

Effective 6-1-51

#	Location	Time	Days	Notes
123	Barstow	620am	1	3 units
123	Los Angeles	1030am	1	
124	Los Angeles	130pm	1	
124	La Junta	615pm	2	
13	La Junta	640pm	2	
130	Denver	1040pm	2	
141	Denver	1140pm	2	
14	La Junta	500am	3	
1	La Junta	800am	3	
102	Denver	100pm	3	
101	Denver	210pm	3	
2	La Junta	620pm	3	
124	La Junta	640pm	3	
124	Kansas City	630am	4	3 units
5	Kansas City	850am	4	2 units
5	Galveston	950am	5	2 units
6	Galveston	730pm	5	2 units
6	Kansas City	1015pm	6	2 units
2/24	Kansas City	700am	7	3 units
2/24	Chicago	350pm	7	
3	Chicago	1130pm	7	
3	En-route via	La Junta	8	
3	En-route via	La Junta	9	

3	Barstow	305am	10	
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25 units

Effective 7-25-51

#	Location	Time	Days	Notes
123	Barstow	620am	1	3 units
123	Los Angeles	1030am	1	
124	Los Angeles	130pm	1	
124	La Junta	615pm	2	
13	La Junta	640pm	2	
130	Denver	1040pm	2	
141	Denver	1140pm	2	
14	La Junta	500am	3	
1	La Junta	800am	3	
102	Denver	100pm	3	
101	Denver	210pm	3	
2	La Junta	620pm	3	
124	La Junta	640pm	3	
124	Kansas City	630am	4	
2/23	Kansas City	955pm	4	
2/23	En-route via	Clovis	5	
2/23	Barstow	605am	6	

24 units

B-8 306 CLASS 4500HP 3 units 313-316 assigned

Effective 7-1-51

#	Location	Time	Days	Notes
1/23	Barstow	630am	1	
1/23	Los Angeles	1030am	1	
2/24	Los Angeles	135pm	1	
2/24	En-route via	Clovis	2	
2/24	Chicago	350pm	3	
1/23	Chicago	1201pm	4	
1/23	En-route via	Clovis	5	
1/23	Barstow	600am	6	

15 units

**B-9 6000HP 16 CLASS 4 UNITS; 51 CLASS 3 UNITS
5400HP 158 CLASS 4 UNITS**

Effective 2/25/51

#	Location	Time	Days	Notes
N23	Barstow	620am	1	
N23	Bakersfield	1050am	1	
N24	Bakersfield	205pm	1	
N24	Barstow	610pm	1	

4 units

B-10 51/90 CLASS 6000HP 3 units 51-78, 90 assigned

Effective 2-25-51

#	Location	Time	Days	Notes
N-23	Barstow	620am	1	6000HP, 3 Units
N-23	Bakersfield	1050am	1	6000HP, 3 Units
N-23	Bakersfield	1125am	1	4000HP, 2 Units
N-23	Oakland	830pm	1	4000HP, 2 Units
N-6	Oakland	1000pm	1	4000HP, 2 Units
N-6	Bakersfield	730am	2	4000HP, 2 Units
N-24	Bakersfield	230pm	2	6000HP, 3 Units
N-24	Barstow	600pm	2	6000HP, 3 Units

5 units *Barstow can MU 51 class with 90 class in this pool*

B-11 51/90 CLASS 4000HP 2 units 51-78, 90 assigned

Effective 2-1-51

#	Location	Time	Days	Notes
N7	Barstow	315pm	1	
N7	Oakland	500am	2	
N4	Oakland	900am	2	
N4	Barstow	1010pm	3	

4 units *Barstow can MU 51 class with 90 class in this pool*

B-12 2 CLASS 3600HP 2 UNITS 2A, 3LA, 8L, 9L Assigned

#	Location	Time	Days	Notes
60	Oakland	825am	1	<i>First train 2 units</i>
60	Bakersfield	205pm	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	

4 units

B-13 2 CLASS 3600HP 2 UNIT 4LA, 5L, 7L Assigned

#	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

**B-14 158/415 CLASS 2700HP 2 units
(168LA, 415LA assigned)**

#	Location	Time	Days	Notes
70	Los Angeles	1230am	1	
70	San Diego	515am	1	
75	San Diego	145pm	1	
75	Los Angeles	600pm	1	

2 units

**B-15 158/415 CLASS 2700HP 2 units
(168LA, 415LA assigned)**

#	Location	Time	Days	Notes
47	Ash Fork	100am	1	

47	Phoenix	800am	1	
42	Phoenix	500pm	1	
42	Ash Fork	1130pm	1	

2 units

B-16 2099 Class 1 unit

#	Location	Time	Days	Notes
170	Phoenix	645pm	1	
170	Wickenburg	812pm	1	
117	Cadiz	1215am	2	
118	Cadiz	130am	2	
181	Wickenburg	740am	2	
181	Phoenix	910am	2	

1 unit

Chicago Pools

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

#	Location	Time	Days	Notes
11	Chicago	930am	1	3 units
11	Oklahoma Cy	1235am	2	3 units
111	Oklahoma Cy	1250am	2	2 units
111	Dallas	800am	2	2 units
112	Dallas	930pm	2	2 units
112	Oklahoma Cy	600am	3	2 units
12	Oklahoma Cy	645am	3	3 units
12	Chicago	915pm	3	3 units

8 units

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

#	Location	Time	Days	Notes
9	Chicago	1000pm	1	
9	Kansas City	745am	2	
10	Kansas City	1000pm	2	
10	Chicago	745am	3	

4 units

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

#	Location	Time	Days	Notes
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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 2000hp 1 unit IL, 10L, 2L, 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	

1 unit

C-5 158 CLASS 5450HP 3 units 162LAB/166LAB assigned

#	Location	Time	Days	Notes
77	Ft. Worth	920pm	1	
77	Brownwood	215-250am	2	
77	San Angelo	630am	2	
78	San Angelo	850pm	2	
78	Brownwood	1230-120am	3	
78	Ft. Worth	625am	3	

6 units

K-4 2650 CLASS 1500HP 2879-2893 Effective 11/51

#	Location	Time	Days	Notes
25	Clovis	300am	1	
25	Carlsbad	815am	1	
26	Carlsbad	730pm	1	
26	Clovis	1245am	2	

One unit required

K-5 2650 Class 1500HP 2879-2893 Effective 11-51

#	Location	Time	Days	Notes
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127	Newton	330am	1	
127	Dodge City	830am	1	
128	Dodge City	730pm	1	
128	Newton	12.25am	2	

1 unit

1951 Locomotive Maintenance Assignments

#	Type	Assigned	Notes	
1L	EMC Box Cab	Chicago		
2L, 6L	EMC E-1 AB	Chicago		
2A, 3LA, 4LA, 5L, 7-9L	EMC E-1 AB	Barstow		Valley/San Diego
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		
50LA	Alco DL109/110	Chicago		
51LA-62LA 63L-69L, 70LA- 73LA, 74L-78L	Alco PA1/PB1	Barstow		
90LAB	FM AB	Barstow	Assigned Valley Div 2-8-51	Valley
162, 166LABC,	EMD FTA/B	Argentine	Assigned Ft. Worth	#77-78
168LA	EMD FTA/B	Barstow		#70-75/ #42-47
415LA	EMD FTA/B	Barstow	See above	#70-75/ #42-47
300LAB- 305LAB	EMD F7AB	Barstow		
306LAB	EMD F7AB	Barstow	Duel Service	19-20
307LAB- 311LAB	EMD F7AB	Argentine Barstow	Duel Service	

312LAB				
313LAB- 316LAB	EMD F7AB	Barstow	Duel Service	New 6/51

Barstow Assigned	CL	#	Chicago Assigned	CL	#
1-24	2	9	1-8	1	1
2-24	16	104	2-4	2	3
3-28	51	44	3-1	11	9
4-20	300	18	4-1	50	2
5-18	168	4	5-6	162	6
6-25	2099	1			21 Available
7-24	90	3	20 Assigned		
8-15	306	3			
9-4	312- 316	15 (6/51)			
10-5		201			
11-4					
12-4					
13-4					
14-2		200 available			
15-2					
16-1					
205 assigned					

THE ATCHISON TOPEKA AND SANTA FE RAILWAY

Locomotive Records
Coast Lines

1951

Westbound from Belen/Albuquerque Jan 1951

Jan	3	Fir 7	17	19	21	1/23	2/23	123
1A	34	41	301	39	23	2925	58 55a	32

						Failed Winslow	53	
2B	70LA54L	38	29	26	36	62-59a67	2921	40
3C	311	27	303	17	37 A unit c/o Ndles	2927	71-73a64	55-60a51
4D	30285%	78-56a73	19	306	33	313 units	61LA67L	3090%
5E	300	24	23	69-62a*76*	25	2908	72-58a68	22
6F	305	41	26	32	21	2922	60-59a75	16
7G	304	40	36	38	28	2925	57-71a77	90
8H	70LA74	27	301	20	18	2927	51-53a54 3/23 2918	34
9I	71-73a64 2/3 2910	37	33	311	39LAC3 units	2909	67-54a62 3/23 5021 to Wi	17
10J	303LAB39B90%	66.54a53	24	306	29	2912	5560a56 3/23 2915	2290% 2/123 5021 to Wi
11K	60-59a75 2/3 3729	25	302	5560a71	19	2921	68-61AL 3/23 2928	2390%
12L	300	90 2/7 3738 toWi	18	76-55a73	30	2925	7851a53a* *Down 3/23	41

							2911	
13M	305	16	28	40	26	2908	75-58a 59	21
14N	69-71a- 52	31	33	311	38	2927	54-73a 51	20
15O	306	32 90%	301	77- 62A L	27	2921	71 70AL	17
16P	53-54a 67	19	304	76- 56a 64* *85 %	34	2925	3782 3/23 5015 to Gallup/292 6	29
17Q	78-51a- 66	28	303	74- 58a 59	24	25 90%	56-61a 55 3/23 2911	39
18R	73-61a- 68	21 2/7 2922	302 85%, 2 3 Dbhd fm Wi	40	36 85%	2927	51-55a-73 3/23 2905 failed Wi	23 to Wi/ frt dsl west
19S	300	31 2/7 2926	33	311 85%	18	2908	62-57a-61	26
20T	312	32 2/7 3734 to Wi	305 85% 2/17 20 90%	57- 59a- 60	30	2925	76-73a-54	35
21U	301	17	29	306	16	2921	67-72a-77	90
22V	56-60a 55	25	304 85%	22	38	2927	75-56a 64	19
23W	24	28	33	78- 51a- 66	23	2908 To LA For work	70-54a-53 3/23 2924	39
24X	75-61a 68	36 2/7 3700 to Gallu p	302	311	27	2925	61-70a 72	41

25Y	74 53a 51	20 2/7 3742 toWi	303 L unit down 2904 Dbhd To BA	35	34	2910	60 71a 59 3/23 2904 to Wi	31
26Z	305	29 2/7 3700	17	306	40	2927	73-57a-62 3/23 3457 toWi/3729	26
27B G	312 2/3 300	90	25	38 3 unit s	30	2924	66-59a-57	16
28B H	304	54 72a 58	39	23	18	2925	67 56a 71	37
29BI	301	70- 58a 63	24 90%	41	32	2901	68-51a 78	22
30CJ	55-73a- 77* *down 2/3 2913 to Wi/374 1	27	34	17	19 L&C units down/Db hd 3517 AQ- Ga/2910 to Barstow	5034 to Wi 231	61-62a-76	36 C unit dow n to Ash Fork
31C K	303	38	29	306	28	2903	51-61a-75	33

Eastbound into Belen/Albuquerque Jan 1951

Jan	4	8	18	20	22	1/24	2/24	124
1A	73- 56a 78	306	27	21	30	304	3760 to Wi 3751	71- 58a- 68
2B	76- 62a 69	18	19	28	22 2/22 31	305	312	61- 59a- 75
3C	39	90	24	23	16	300	2918	72- 71a- 77

4D	29	34	41	26	32	301	2921	60-53a 54
5E	74-70AL	17	40	36 2/20 309	38	37	2927	57-54a 62
6F	64-73a 71	311	27	19	20	303	2920	51-60a 75
7G	66-57a-53	306	33	30	22	302	2908	67-61AL
8H	75-59a-60	32	34	26	23	300	2922	78-51a-56
9I	77-71a-57	21	25	38	41	305	2925	68-58a-59
10J	40	28	36	90	18	304	2927	54-53a-51
11K	52-56a 69	311	16	34	20	301	2909	74-70AL
12L	77-62AL	306	33	24	17	31	2912	64-73a 55
13M	67-54a-53	39	27	32	29	303	2921	71-60a 56a
14N	66-51a 78	23	22	18	25	302	2925	73-55a 76
15O	57-53a-72	40	30	28	59-58a-74	300	2908	56-71a-61
16P	35	311	16	31	26	305	2927	51-73a-54
17Q	60-59a-57	90	31	33	38	301	2921	62LA-77

18R	27	306	20	41	32	304	2925	64-56a-76
19S	55-60a-76	39	17	29	19	303	2911	67-54a-53
20T	66-51a-78	24	34	25	22	302	2927	71-70a-72
21U	68-61a-75	311	23	40	28	33	2908	70-71a-59
22V	51-55a-74	26	36	30	31	305	2925	61-57a-62
23W	32	306	18	20	35	300	2921	60-59a-57
24X	90	37	29	17	16	304	2927	73-56a-71
25Y	58-72a-54	22	19	38	25	301	2924	66-51a-78
26Z	70-58a-63	36	28	39	23	302	2925	67-62a-76
27BG	77-73a-56	33	24	31	41	303	2908	68-61a-75
28BH	56-60a-72	306	34	17	20	27	2927	61-70a-59
29BI	57-59a-66	26	29	38	40	305	2924	51-55a-74
30CJ	90	35	25	37	30	300	2925	73-57a-60
31CK	16	39	23	41	18	304	2901	71-56a-67

Special Trains

DHQ into Belen pm 1/1
 DHQ into Belen pm 1/1
 DHQ into Belen pm 1/3
 DHQ into Belen pm ¼
 Midra Band Special into Belen pm ¼
 Midra Band Special into Belen pm ¼
 M8241 into Belen pm 1/12
 M97 into Belen pm 1/13
 Q5B1 into Belen pm 1/13
 2915+2928 Q into Belen pm 1/14 2928 to AQ lite
 QLA 9 into Belen pm 1/15
 Q LA8 into Belen pm 1/15
 Q LA7 into Belen pm 1/14
 Q into Belen pm 1/19
 Q into AQ pm 1/19
 Q into Belen pm 1/20
 Q into Belen pm 1/21
 Q into Belen pm 1/22
 Q into Belen pm 1/22
 Q into Belen pm 1/22
 Q into Belen pm 1/23
 Q into Belen pm 1/23 Doublehead 312
 Released from passenger pool/DHQ into Belen PM 1/27
 Q LA 17 into Belen pm 1/28
 Q LA 17 into AQ pm 1/28
 Q O-13 into Belen am 1/29
 3457 Q O-13 into Belen lite am 1/28

Westbound from Belen/Albuquerque Feb1951

Feb	3	7	17	19	21	1/23	2/23	123
1A	302	31	25	37	66-59a-57	2925	73-70a-59 85% 3/23 5020 to Wi/ 2913	40 B unit down
2B	304	90 B unit down	23 2/17 20	310	35	2922	71-55a-74	30

		2/7 3731 to Wi						
3C	56- 60a 72	32	301	58- 71a- 62	39	3782	78- 57a-60	18 B unit down
4D	34	26	24	61- 62a- 76	21	2903	77- 56a-67	22
5E	19	69-58a	300	306	41	2912	57-51a 68	17
6F	23	31 2/7 3700 to Wi	305	40	16	2911	53- 73a-55	51- 60a- 75
7G	18 2/3 3720 to Wi	35	303	30	27	2908	38	25
8H	90	33	302	58- 71a- 61	39	2933	72- 53a-65	28
9I	20 90%	21	304	78- 57a- 60	24	2927	66- 59a-76	32
10J	73- 55a 71	34	301	306	37	2925	74- 60a-56	29
11K	57- 51a- 65	40	300 85%	38	22	2908	61-62a 77	17
12L	70- 73a- 55	31	305	27	26	2922	68- 58a-69 OF23 2907	19
13M	58 71a 62	18 2/7 2903	302	35	28	2927	308	16
14N	308 85%	66-59a- 76	39	21	30	56-53a- 72	2925	59- 56a- 60
15O	304	20 2/7	90	306	25	2908	71- 57a-78	33

		3720 to Wi 3729						
16P	301	36 90% 2/7 2924	40	67- 70a- 51	29	2922	65- 60a-74	34
17Q	300 85%	68-58a- 69 2/7 2923	27	26	32	2927	73- 55a-75	22
18R	18 90%	16 2/7 2900	39	35	41	2903	62- 51a-57	17
19S	56- 53a- 52	33 2/7 3518 to Winslow	302	30	37	2908	76-62a 77 2/23 2910	31
20T	60- 73a- 70	305 2/7 2907	25	306	38	2921	61-71a 58	21
21U	26	22 2/7 3725 to Winslow	305	63- 72a- 64	28 L unit down	2927	74- 59a-66	40
22V	20	32 2/7 3778	304 85%	67- 70a- 51	23	2925	57- 61a-55	90
23W	301	27	29	68- 59a- 69	16	2908	76- 55a-73	36
24X	18	31 2/7 2910 to Winslow/ 2911	33	37	34	2911 to Winslow/ 3735	72-51a 62	35
25Y	61- 71a- 58	25	302	306	39	2927	64- 62a-77	41
26Z	26	28	300	78- 57a- 71	17	2921	51- 53a-56	30

27BG	66-56a-65	40	305	60-73a-70	19	2908	63-60a-52	24
28BH	68-58a-69	33 2/7 3765	303	27	21	2907	72-70a-67	20

Special Trains

2923	Consolidate Special	Belen to Winslow	2/3
2900	Consolidate Special	Out Belen	2/3
3757	M831	Out Belen CL	2/5
2920	M434	Out Belen to Winslow	2/5
2906	M264	Out Belen (OS on annual)	2/5
3784	TAS919	Out Belen	2/10
3778	M2079	Out Belen	2/16
2928	M2078	Out Belen	2/17
63-62a-64	TA-22B	Out Belen	2/17
2907	M 2480	Out Belen	2/17
3777	M 2254	Out Belen	2/21
3776	M 2072	Out Belen	2/23
2900	M 2627	Out from Winslow	2/24

Eastbound into Belen/Albuquerque Feb 1951

Feb	4	8	18	20	22	1/24	2/24	124
1A	76-62a-61	21	32	62-71a-58	22	301	2910	78-51a-68
2B	75-61a-51	306	24	27	17	34	2903	77-73a-55
3C	29	25	33	19	38	303	3757	57-59a-66
4D	37	28	31	23	40	302	2922	53LA-65
5E	62-71a-58	32	35	18	30	304	2925	52-58a-69
6F	60-57a-78	24	22	90	39	301	2903-Winslow-2923	72-60a-56

7G	71- 55a- 73	306	26	21	20	300	2912	76-62a 61
8H	68- 51a- 57	19	34	41	17	305	2911	74- 58a-69
9I	55- 73a- 70	16	40	30	38	303	2908	77- 56a-59
10J	62- 71a- 58	35	31	25 90% From La Junta	27	302	2922	65- 53a72
11K	76- 59a- 66	33	18	36	28	304	2927	60- 57a-78
12L	64- 72a- 63	306	39	32	21	301	2925	56- 60a-74
13M	51- 70a- 67	29	20	90	34	300	2908	71- 55a-73
14N	69- 58a- 68	17	40	37	22	305	2922	65- 51a-57
15O	28	31	27	38	26	302	2927	77-62a 75
16P	72- 53a 56	21	18	39	35	16	2903	62- 71a-58
17Q	76- 73a 60	306	33	23	30	303	2908	76-59a 66
18R	64- 72a- 63	90	25	29	40	304	2922	61LA 55
19S	51- 70a- 67	36	22	26	34	301	2927	74- 55a-73
20T	69- 58a- 68	35	32	20	39	300	2903	62-51a 57

21U	19	41	27	16	17	302	2908	77- 62a-76
22V	58- 71a 61	306	33	18	37	31	2921	72- 53a-56
23W	71- 57a 78	24	25	21	30	305	2927	64- 60a-52
24X	70- 73a- 60	40	28	26	38	303	2925	51- 70a-67
25Y	69- 58a- 68	32	23	65- 56a- 66	20	304	2908	63- 54a-57
26Z	74- 72a- 55	36	33	16	27	301	3778- Winslow- 2910	62- 51a-72
27BG	34	306	35	37	31	302	2927	64- 62a-77
28BH	71- 57a- 78	25	29	18	39	300	2921	58- 71a*- 61 *s/o JN Act Failed bearing

Special Trains

312	TAS919	Into Belen pm	2/1
310	Q-LA-20	Into Belen pm	2/5
2913	Q-LA 21	Into Belen pm	2/5
2900	Q-LA 21	Into AQ pm	2/5
2906 Failed Ndles Dist.3782	Q O 14	Into Belen am	2/8
2903	XA	Into AQ am	2/8
3784	DHQ	Into Belen pm	2/12
2906+2925	DHQ	Into Belen	2/17
2907	QLA	Into Belen	2/16
2908	QO16	Into Belen am	2/19
2907	QOVR1	Into Belen am	2/19

2924+308	QLA25	Into Belen pm	2/20
3778	Lite	Into AQ 2/22	2/22
2923	Lite	Into AQ	2/23
2910	Lite	Into AQ	2/23
3777	QLA	Into Belen	2/23
3776+2907	QO17	Into Belen	2/25
2900	QO19	Into Belen	2/27
2911	QLA27	Into Belen pm	2/27
3778	TA300B	Into AQ am	2/28

Westbound from Belen/Albuquerque March 1951

March	3	First 7	17	19	21	1/23	2/23	123
1A	74-72a-55	35 2/7 2929	304	31	38	2927	77-54a 57	32
2B	301	29 2/7 3778	18	306	23	2903	62-51a	36
3C	41	28 2/7 2926	302	78-57a-71	16	2908	55-62a 64	39
4D	300	17	40	51-53a-56	37	2907 c/o Barstow	58-70a-61	30
5E	68-58a-69 OVF-3 2923	27	305 85%	63-60a-52	34	2927	60-73a 54 85%	26
6F	32 OVF-3 2923	31	25	74-55a-53	33 90%	2921	72-56a-65	19
7G	23	33 2/7 3401 to Winslow	304	306	24	2901	55-72a-77	35
8H	29 2/3 3901 to Winslow/ 2901	21	303	55-62a-64	28 90%	2904	56-51a 54 AF23 3455	36

9I	301	20 90% 2/7 3738 to Winslow	17	58- 70a- 61	39	2925	52-72a- 78	16
10J	305	26CB- 33AL 2/7 2923	26LA 33BC	60- 73a- 51	18	2927	69-53a- 71	41
11K	22	31	300	72- 56a- 65	40	2918	53-60a- 63	34
12L	59LA 75	38	303	306	30	2922	64-58a 68	19 90%
13M	17	29	37	70- 61a- 77	36	2926	64-55a- 74 3/23 2914	24
14N	27	16 2/7 3451 to Winslow -2921	303	54- 51a- 71	35	2927	51-62a- 55 3/23 3743	23
15O	32	41 2/7 2906	304	52- 57a- 56	18	2908	65-70a- 58 3/23 5022 to Winslow- 2-14	21
16P	69-53a- 71	33 2/7 3433 to Winslow- 3710	301	306	28	3776	78-54a- 57 3/23 2922	39
17Q	20	30	305	76- 72a- 73	22	2926	74-56a- 72	34 C unit down
18R	36	26 2/7 3720 to Winslow- 3743	300	63- 60a- 53	40	2927 Held Barstow for work	70-58a- 64	59LA- 75

19S	35	16	302	51-62a-55	31	56-55a-61	5024 to Winslow	19
20T	37 ADV3 2914	21	303	306	41	3776	57-51a-54	29
21U	17	33	304	69-53a-71	27	2911	77-57a-52	32
22V	28	22 2/7 2916	301	76-52a-66	23	2928	75-54a-78 3/23 2*13	65-70a-58
23W	64-58a-72	26 2/7 3451 to Winslow-3710	305	40	18 C unit Down	2927	55-61a-60 3/23 3448 to Winslow	67-71a-73
24X	62-60a-73a	31 2/7 3720 to Winslow-3710	300	306	39	2926	70*-59AL *Dead	20
25Y	19	302	37	35 3 uits	25	2908	52-62a-51	24
26Z	21	32	303	61-55a-76	36	3776	22 90%	41
27BG	66 72a 74	16	305	17	34	2927	55-57a-77 3/23 2928	29
28BH	57-56a-58	30 2/7 2901 to Winslow-3743	301	306	18	2926	67-52a-76	78-54a-75
29BI	40	37	31	72-73a-53a	33	2905	75-51a-60	28
30CJ	19	35	300	54-51a-71	27	3776	56-58a-64	39

31CK	65-62a-69	22	305	32	23	2922	77-60a-62	25
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Special Trains

2922	M2863	Out Belen	3/3
2901	M3782	Out AQ	3/16
2925	M3703	Out Belen am	3/23
2916	MI 7E Special	Out Belen am	3/24

Eastbound into Belen/Albuquerque March 1951

March	4	8	18	20	22	1/24	2/24	124
1A	56-53a-51	26	41	28	30	305	2908	55-73a-60
2B	52-60a-63	19	17	40	24	303	2907	65-56a-70a (2 B units as requested by East Lines)
3C	20	33	27	69-58a-68	21	304	2927	57-54a-77
4D	38	306	32	53-55a-74	35	31	2903	72-51a-64
5E	64-72a-55	16	18	23	36	301	2908 Failed Winslow/3710 to Belen	71-57a-78
6F	58-70a-61	41	29	40	28	302	2907	56-53a-72
7G	51-73a-60	34	30	39	17	300	2919	52-60a-63
8H	65-56a-72	19	26	33	37	305	2927	69-58a-68
9I	75-59AL	306	31	22	27	304	2921	53-55a-74
10J	77-61a-70	23	38	32	24	303	2904	64-62a-55

11K	54-51a-71a	21	17	28	36	29	2925	61-70a-58
12L	56-57a-52	39	16	20	35	301	2927	51-54a-57
13M	71-53a-69+2918	34	34	33	41	305	2918 to Winslow/ 2908 to Belen	65-56a-72
14N	76-72a-73	22	33	306	31	300	2922	78-58a-64
15O	53-60a-63	75-59AL	30	37	19	302	2926	74-55a-61
16P	55-62a-51	29	26	36	17	303	2927	70-51a-54
17Q	58-70a-66	24	16	35	23	304	2908	56-57a-52
18R	27	32	21	306	18	301	3776	57-54a-78
19S	66-52a-76	25	33	39	71-53a-69	305	2926	77-61a-60
20T	64-58a-70	20	28	22	30	300	2906	75-59AL
21U	73-60a-62	16	26	36	40	302	2927	55-62a-71
22V	67-71a-73	35 1 unit s/o AQ	31	306	34	303	3776	74 72AL
23W	56-55a-61	29	19	37	41	304	2911	52-57a-77
24X	78-54a-75	27	32	21	33	301	2913	66-52a-76
25Y	58-70a-57	28	16	17	22 90%	305	2927	55-61a-60
26Z	67-73a-53a	26	23	306	18	300	2926	72-58a-64
27BG	71-51a-54	20	40	31	39	62-60a-73	2908	73-60a-62
28BH	69-62a-65	24	35	19	25	302	3776	56-55a-61

29BI	36	41	22	21	32	2927	303 Diesel on Act late held for connectn North 24	77-57a- 55
30CJ	16	29	34	18	17	304	2928	74-72a- 66
31CK	75-54a 78	31	30	306	28	301	2926	76-52a- 67

Special Trains

3765	QO20	Into Belen am	3/5
2922	QO21	Into Belen pm	3/5
3778	QO22	Into Belen pm	3/6
2926	QO23	Into Belen pm	3/7
2923	QO25	Into Belen am	3/10
2901	QO28	Into Belen pm	3/12
2923	QLA29	Stripped on LA Divn	3/13
2914	DHQ LA 30	c/o Winslow for 2/7	3/16
2922	QO30	Into Belen pm	3/23
2928	Q31	Into AQ pm	3/26
2925	Q31	Into Belen pm	3/26
2914	TAS115	Into AQ am	3/27
2916	QO32	Into Belen am	3/30
2901	Ddhd BTX-BI	Winslow to Belen	3/21

Westbound from Belen/Albuquerque April 1951

April	3	7	17	19	21	1/23	1/23	123
1A	34	18	302	17	26	2928	74-55a- 61	24
2B	306	30	303	29	20	2926	76-57a- 55	41
3C	21	37	304	75- 54a- 78	33	3776	66- 72AL* *72L dead	55- 53a- 61
4D	57- 70a- 58	19 2/7 2916	301	35	36	2922	64-52a- 67 3/23 2918	31

5E	22	23 2/7 3433 to Winslow- 3779	300	51- 59a- 61a	16	2928	74-73a- 56	59- 56a- 52
6F	60- 51a- 73	17 2/7 3744 to Winslow- 3743	305	18	27	63*-58a- 53a *Down	2926	38
7G	54- 60a- 71	40	302	306	26	3776	70-62a- 65	25
8H	41	37	303	33	32	2922	24	20
9I	23	55-72a- 61	21	69- 55a- 53	19	2920	52-57a- 76	30
10J	18	31	301	78- 54a- 75	34	2926	56-52a- 64	28
11K	304	25 2/7 3753	16	306	29	2828	77-61a- 51	36
12L	33	40	300	60- 51a- 73	35	3776	59-73a- 74	58- 59a- 57
13M	305	24 90% 2/7 3758	30	54- 60a- 71	38	2922	65-56a- 67	17
14N	23	19 2/7 2904	302	70- 62a 63	22	2926	61-53a- 72	26
15O	53- 52a- 76	39	32CBA	306	20 90%	2928	51-55a- 69	41
16P	16	18	39	25	32	3776	73-72a- 66	75- 54a- 52
17Q	54- 60a 68	29	303	59- 73a- 74	21	2922	55-61a- 77	36LAC

18R	38 2/3 2929	35 90%	304	58- 59a- 57	34	2926	69-61a- 60	31
19S	17	30 L unit down 2/7 3725 to Winslow- 3735	300	61- 53a- 72	28	2908	71-70a- 56 3/23 2911	24
20T	32	20 2/7 2905	305	39	33	70-62a to Winslow- 171+Htr	2928 3/23 3446 to Wi- 70-62a	22
21U	25	37	302	65- 58a 67	40	3776	74-53a- 51	26
22V	75- 54a- 52	35 A unit down	29	21	23	3778	76-56a- 53	18
23W	69- 57a- 62	34	303	28	19	2919	60-73a- 59	16
24X	307	36	30 90%	66- 61a- 77	41	2928 Failed Winslow/ 239+9004	56-59a- 57	68- 60a- 54
25Y	20	22	304	61- 52a- 72	31	3776	67-51a- 63	38
26Z	26	40	300	73- 55a- 51	24	2908	53-70a- 71	27
27BG	35	21CBA L unit s/o LJ	305	23	39	52-58a- 65	2922 o/s Barstow 4 days	33
28BH	29	30 2/7 3731 to Winslow/ 3729	18 A unit down	60- 73a- 59	17	2926	65-56a- 76	25

29BI	64-62a-78	36	303	307	32	3777	70-54a-75	19
30CJ	31	22	302	57-59a-56	37	2929	51-57a-69	58-53a-74

Special Trains

2905	M50008	Out Belen am	4/7
2903	M5198	Out Belen pm	4/8
2918	QO 34	Out Belen pm	4/8
3768	M3866	Out Belen am	4/8
2910	M4341	Out Belen am	4/12
3777	M4417	Out Belen am	4/15
2906	Cons Special	Out Belen am Failed Needles sent to AQ shop lite	4/23
2917	M5180	Out Belen am	4/25
3761	M5895	Out Belen pm Returned to Belen pm 4/25	4/23
2928	Main	Cut into Main Train Winslow for Barstow	4/28
3778	M5701	Out Belen pm	4/29
2914	M5771	Out Belen pm	4/29

Eastbound into Belen/Albuquerque April 1951

April	4	8	18	20	22	1/24	2/24	124
1A	58-70A-57	59-56A-52	37	27	33	300	3776	72-73A-56
2B	51-59a-61a	38	40	19	35	305	2922	64-58a-63
3C	73-51a-60	25	23	22	32	302	2928	74-62a-65
4D	71-60a-54	34	17	24	18	303	2926	55-53a-61

5E	29	30	26	306	20	304	3776	70-57a-76
6F	53-55a-69	28	41	37	33	301	2922	64-52a-72a
7G	78-54a-75	36	21	35	19	23	2928	62-61a-51
8H	58-59a-57	22	31	18	38	300	2926	56-73a-74
9I	73-51a-60	17	16	306	25	305	3776	77-56a-67
10J	71-60a-54	26	40	33	20	302	2922	59-53a-72
11K	70-62a-63	41	24	30	37	303	2920	65-55a-54
12L	53-52a-76	75-54a-52	19	23	21	301	2926	61-72a-68
13M	28	36	39	306	34	32CBA	2928	51-60a-77
14N	74-73a-59	31	18	16	25	304	3776	76-51a-60
15O	57-59a-58	40	29	68-60a-54	33	300	2922	55-70a-56
16P	72-53a-61	17	35	38	24	305	2926	63-62a-70
17Q	19	26	30	23	22	302	2928	71-55a-51
18R	67-58a-65	41	20	32	39	301	2916	76-52a*-53 *s/o

								Ndles Flt Whls
19S	52- 54a- 75	16	37	25	18	303	3776	74- 73a- 59
20T	62- 57a- 69	68- 60a- 54	29	31	21	35	2926	57- 59a- 56a
21U	77- 61a- 66	38	34	24	28	304	2908	61- 51a- 63
22V	72- 52a- 61	17	36	39	30	300	2928	56- 70a- 71
23W	26	33	22	20	27	305	3776	67- 58a- 65
24X	37	35	40	26	32	302	3778	53- 56a- 76
25Y	59- 73a- 60	18	21	35	23	303	2919	52- 54a- 75
26Z	58- 53a- 74	16	34	29	19	30	2929	62- 57a- 69
27BG	57- 59a- 56	72- 52a- 61	36	307	78- 62a- 64	304	3776	70- 72a- 77
28BH	68- 60a- 63	20	22	31	38	300	2908	51- 61a- 73
29BI	27	306	40	26	34	305	2928	65- 58a 52
30CJ	33	27	41	306	23	25	2926	59- 73a- 60

Special Trains

2905	M5008	Into Belen am	4/7
2918			
2916			

3411+3768	Q 32	Into Belen am	4/22
3753	Q 33	Off Dalies to AQ Shops into AQpm	4/14
2910	Q 34	Into Belen pm	4/16
2904+3777	Q 35	Into Belen pm	4/17
2922	Q O 36	Into Belen pm	4/21
3777	Q 036	Into Belen am	4/22
2911	QLA 1	Into Belen pm	4/22
2917	DHQ-LA-2	Into Belen am	4/28
2905	Out of Service	Winslow to AQ Shops	

Westbound from Belen/Albuquerque May 1951

May	3	7	17	19	21	1/23	1/23	123
1A	304	40	26	63-60a-68	34	2928	65-72a-77	72-52a-61
2B	41	25 2/7 3799	27	306	16	2924	59-61a-73	20
3C	38	35 2/7 3744 to Winslow	305	301	17 A unit Down Flg- Askf	2926	75-58a-52	39
4D	36	30 2/7 3720 to Winslow	300	67-55a-66	24	2929	56-73a-60	21
5E	19	31 2/7 3777	18	58-70a-53	23	3778	68-54a*-70 85%	29
6F	69-53a-74	302 2/7 3779 From Belen	26	306	33	2924	76-59a-57	22
7G	303	16	25	65-72a-77	32	2923	61-60a-63	78-56a-64

8H	39	41	304	54-51a-71	37	3776	66-71a-62	34
9I	24	38	301	56-73a-60	40	3778	53-52a-72	27
10J	19	36	28	23	20	2926	57-62a-73	30
11K	61-72a-77	33	300	25	17	2928 Failed Winslow 230+ 9003	59-70a-58	70-54a-68
12L	65-60a-63	26 2/7 3742 to Winslow -2929	305	306	35	3779	71-59a-73	31
13M	40	32	302 85%	64-61a-75	21	3778	60-58a-62 to Winslow 112+ 9003	55-53a-74
14N	24	41	303+ 60-58a-52 Dbhd from Winsl	78-56a-62	187	2926	53-51a-54	35
15O	23	25	16	20	27	68-73a-51	2908	28
16P	66-71a-69	36	301	306	34	3776	71-52a-72	19
17Q	17 L unit down	37	38	311	77-62a-61	70-54a	2928	64-61a+75
18R	54-51a-53	18 2/7 39	33	31	35	3779	52-59a-76	65-60a-63
19S	304	40	24	32	22	2926	302	30

20T	78-58a-60	25	28	20	16	2929	74-57a-58	67-70a-54
21U	36	303	301	26	29	3778	68-53a-66	21
22V	64-61a-75	35	38	37	41	3779	76-73a-51	19
23W	71-54a-70	306	32	31	27	2924	69-71a*-72 *dead	34
24X	65-60a-63	30	305	17	23	3776	58-59a-52	39
25Y	26	25	302	28	33	2926	78-55a-59	22
26Z	37	29 2/7 3415 to Winsl 3749	304	67-70a-57	24	3778	62-57a-74	18
27BG	38	31	40	55-53a-68	41	3779	75-58a-60	16
28BH	76-73a-51	20	303	27	17	2924	77-72a-61	21
29BI	58-59a-52	30	300	306	36	3776	63-61a-64	32
30CJ	22	25	305	33	35	2926	72-62a-69 85%	34
31CK	67*-70a-57 *Dead	26	37	18	19	3778	68-60a-65	28

Special Trains

2904	TA601F	Out Belen pm	5/1
2912	M5980	Out Belen pm	5/18
2910	M6147-48	Out Belen pm	5/18
3777	Main 7228-7205	From Belen pm	5/31

2928	DHQ	Out Belen pm	6/1
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Eastbound into Belen/Albuquerque May 1951

May	4	8	18	20	22	1/24	2/24	124
1A	66-55a-67	29	35	307	17	303	221+9003	75-54a-70
2B	53-70a-76	78-56a-64	30	36	32	302	2929	56-59a-57
3C	74-53a-69	22	19	18	37	31	2928	68-60a-63
4D	77-72a-65	34	26	306	40	304	2924	76-71a-62
5E	71-51a-54	27	16	20	25	301	2926	61-57a-72
6F	60-73a-56	35	41	39	17	305	2904	66-62a-73
7G	70-54a-68	21	38	24	30	300	3778	53-70a-58
8H	18	31	28	32	23	306	3779	57-59a-76
9I	63-60a-65	74-53a-69	33	77-72a-61	25	2923	302	59-58a-52
10J	75-61a-64	37	26	306	16	303	3776	71-51a-54
11K	78-56a-62	39	32	40	34	304	3778	60-73a-51
12L	27	28	41	24	38	301	2926	53-52a-72

13M	66-71a-73	22	23	30	20	25	2929 to Winsl 2928	68-54a-70
14N	17	77-62a-61	36	306	19	305	3779	31
15O	26	63-60a-65	33	31	35	52-58a-60 Failed Ludlow/3778	3778 to Ludlow/67-70-57	75-61a-64
16P	54-51a-53	40	39	18	32	302	2926	52-57a-58
17Q	60-58a-78	29	21	24	41	303	2908	74-53a-55
18R	23		29	27	16	25	2929	68-73a-51
19S	75-61a-64	+311	36	301	29	306	3776	66-61a-69
20T	70-54a-71		38	33	37	35	3779	76-59a-72
21U	63-60a-65	17	32	24	39	302	2926	72-55a-59
22V	26	18	30	40	22	304	2912	58-57a-74
23W	57-70a-67	16	25	26	28	3778	300	60-58a-78
24X	68-53a-55	21	29	36	37	303	3779	62-72a-61
25Y	51-73a-76	32	38	35	41	31	2924	75-61a-64

26Z	52-59a-58	34	19	17	27	305	3776	77-62a-69
27BG	39	28	30	306	23	302	2926	63-60a-65
28BH	57-70a-67	29	25	22	33	304	3778	72-71AL
29BI	59-55a-54	74-57a-62	26	29	18	37	3779	68-53a-55
30CJ	61-72a-56	38	16	27	40	303	2924	60-58a-75
31CK	64-61a-63	21	41	306	17	300	3757	51-73a-76

Special Trains

3778	TAP219	Into AQ am	5/1
2914+2905	QLA5	Into Belen am	5/3
3777	Lite	To AQ am	5/9
2924+2922	DHQ	Into Belen pm	5/9
2910	TP348	Barstow to Winslow Double-head frt to Belen pm	5/22
2928	Double-head	To Belen pm	5/25
3758	Plum Special	Into Belen pm	5/31
3759	Plum Special	Into Belen pm	6/2

Westbound from Belen/Albuquerque June1951

June	3	7	17	19	21	1/23	123	2/23
1A	54-55a-59	16 2/7 241+ 9003	304 85%	309	23 2/21 40	3779	60-71AL 3/23 3782	24
2B	306	302	17	38	39	2924	51-53a-55	74-57a-62
3C	20	32	29	63-61a-64	36	2926	52-58a-75	61-72a-56 2/123

								3700 to Winst 2905 to Williams DHQ
4D	37	25	300	22	27	2917	78- 73a- 76	21
5E	303	69- 51a- 77	26	309	41	3778	57- 59a- 58	35
6F	77- 51a- 69	17 2/7 3757	16	65-62a- 71	30	2929	70- 51a	18
7G	51- 53a- 55	33 2/7 2911	301	306	24	3779	2908	23
8H	32	29	305	311	60- 71a- 64 2/21 28	59-55a*- 66 *down	75- 58a- 52 3/23 2921	39
9I	40	20	304	62-57a- 67	25	61LA-63	3758 3/23 3729	31
10J	36 c/o Winstl for 8K	21	302	76-73a- 78	38	3778	71- 70a- 73	37+22 37 off OF123 Annulled AQ
11K	38	16	300	306+20 Dbhd to Barstow	27	2924	69- 54a- 56	26
12L	311	17	33	23	300	3779 Failed Winstl/ 213+9003	52- 62a- 65	74-56a- 54
13M	59- 55a- 73	28 2/7 3431 to Winstl	301	31	35	3776	66- 51a- 77	19

14N	18	29	303	60-71a-64	36 90%	3780	76-58a-75	55-53a-51
15O	78-70a-53	305 2/7 3762	21	306	29 2/21 22	3778	70-59a-68	309
16P	304	37	39	62-61a-63	27	2924	65-73a-61 3/23 3781 Failed Ndles	25
17Q	302	23	35	17	40	41	54-52a-67	38 2/123 2926
18R	36	28	38	20	32	3779	73-62a-52	30
19S	24	58-57a-56	18	306	16	3780	68-56a-74	19
20T	55-53a-51	62-61a 2/7 2903	301	22	25	3776	75-58a-53	69-54a-77
21U	57-51a-66	17 2/7 3729	27	39	33 90%	2924	67-71a-60	76-55a-59
22V	303	28 2/7 2902	29	311	32 3 units 2/21 38	3778	52-59a-78 3/23 2917	26
23W	21	34 2/7 2910	305	306	20	3779	64-52a-54	35 2/123 2921
24X	304	19	41	58-56AL	22	16	53-62a-73	30 2/123 309
25Y	33	25	300	74-60a-61	37	3780	55-53a*-51	24 to Winsl/ 229+

							*Dead	9001
26Z	38	18	302	62-54a-68	40	3776	65-73a*-60 *Dead	77-72AL
27BG	52-59a-78	28 2/7 3778	301	29	23	313 New	75-58a-67 3/23 2924	39
28BH	59-51a-69	34 2/7 3729	305	306	36	3779	32 3/23 2914	32 2/123 2926
29BI	307	20	53-52a*-54 *85%	312	19 2/21 27	303	2927 Stub 3781 Failed Winsl	17 Stub 3724 to Winsl 3748
30CJ	55-53a-51	40	30	315 New	24	302	Annul	308 2/123 310

Special Trains

2905	Extra Reefer Q	Out Belen am	6/4
2921	M7679 extra	Out Belen am	6/4
2902	TA794B	Out AQ pm	6/4
2909	TA877B	Out AQ pm	6/17
3720	Banner Tour	Out AQ 6/18 to Winslow Only	6/18
3757	Off Plum Special	From Winslow	

Note

Following trains were 24 hours late account Washout Eastern Lines
7BH, 1/23BI, 2/23BI, 123 BI, 3 BI

Eastbound into Belen/Albuquerque June 1951

June	4	8	18	20	22	1/24	2/24	124
1A	33	35	32	30	26 2/22 20	251+ 9003	2926	52-59a-58
2B	77-51a-69	18	25	37	22	305	3778	78-52a-70

3C	71-62a-65	23	26	309	28	301	3779	57-70a-53
4D	55-53a-51	39	19	16	40	17	2929	59-55a-54* * s/o Winsl
5E	66-71a-60	31	24	36	38	304	2924	302
6F	67-57a-62	25	29	27	32	302	2926	75-58a-52
7G	76-73a-78	36	20	41	22	300	3778	61-54a-56
8H	30	74-56a-54	21	36	37 2/22 35	303	2905	71-62a-65
9I	23	19	16	306	18	3779	301	69-51a-77
10J	59-55a-73	51-53a-55	17	33	24	311	2911	52-58a-75
11K	64-71a-60	20 to Winsl 36	28	304	31	2929	305	66-59a-68
12L	53-70a-78	22	29	40	25	304	2908	76-73a-61
13M	62-61a-63	38	21	306	32	302	3778	70-52a-67
14N	26	30	37	16	27	300	2924	65-62a-52
15O	33	20	23	35	41 2/22 17	301	3779	54-56a-74

16P	56-57a-58		28	36	19	3776	303	73-58a-75
17Q	51-53a-55	76-55a-59	29	306	18	24	309	68-71a-60
18R	66-51a-57		21	25	22	63-61a-62	2924	53-59a-78
19S	37	35	27	17	41	305	3778	67-52a-54
20T	40	34	28	32 L unit s/o Ndles	38	304	3779	67-62a-73
21U	56LA 58	23	16	306	20	300	3780	64-73a-65
22V	61-60a-74	72LA-77	19	23	24 2/22 22	3776+ 3781	302	75-58a-53
23W	68-54a-62	27	25	33	36	2924	301	51-53a-55
24X	78-59a-52	17	18	38	39	31	3778	60-55a-63
25Y	69-61a-59	32	28	20	29	303	311	67-71a-64
26Z	54-52a-53	21	34	306	16	3779	305	56LA-58
27BG	51-53a-55	30	20	19	22	300	3780	61-60a-74
28BH	70-51a-65	33	25	40	24	304	2910	63-54a-62
29BI	72LA 77	36	37	309 85%	18 2/22 23	302	313	67-58a-75

30CJ	56-55a-63	29	39	306	28	3779	301	78-59a-52
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Special Trains

2928	Plum Special	Into Belen pm	6/3
3777	Plum Special	Into Belen pm	6/4
2917	Plum Special	Into Belen am	6/7
2902	Plum Special	Into Belen am	6/7
2921	M2921	Into Belen am	6/8
309	Caut Special	Into Belen pm	6/8
2921	Plum Special	Into Belen pm	6/11
3776	Plum Special	Into Belen am	6/11
311	Plum Special	Into Belen pm	6/15
3762	Plum Special	Into Belen pm	6/19
3780	Plum Special	Into Belen pm	6/17
2909	Plum Special	Into Belen pm	6/20
2926	TA 5216	Into Belen am	6/22
2903	DHQ Trust Special	Into Belen pm	6/23
2902	DHQ Trust Special	Into Belen pm	6/26
2917	1/TAP635 Rotation Train	Into Belen pm	6/27
2921	2/TAP635 Rotation Train	Into Belem pm	6/27
41	Elks Special	Into AQ am	6/29
3776	DHQ Extra Special	Into Belen pm	6/30

Westbound from Belen/Albuquerque July1951

July	3	7	17	19	21	1/23	2/23	123
1A	65-61a-70	23	33	31 A unit s/o Goffs	41	2924	35	21 2/123 25
2B	306	22	39	38	28	37	16	68-54a-62 2/123 25
3C	76-57a-60	300	61-60a-74	36	29	3780	304	67-58a-75
4D	315	64-71a*-66	18	27	17	316 New	69-56a-58	63-55a-56

		*Down						
5E	307	305	40	312	77-72AL	51-59a-78	313 New 3/23 3743 to Winstl- 3729	34
6F	53-52a-54	38	41	23	39 2/21 32	3776	62-61a-59 Stub23 2924	308
7G	19	302	35	37	21	3780	55-53a-74	25 2/123 2929
8H	16	26	24	22	28	316	60-54a-68	20 2/123 303
9I	18	34	33	57-58a-75	29	315	56-60a-61	301 2/123 2926
10J	17	35	54-55a-63 Marooned On EL	313	23 Marooned On EL Rec'd 50 hours late	2908	2927	41 33" late Stub 123 3433
11K	65-56a-58	310	72LA-77	38	36	39 Consol 123K at Denver	Stub23 316	
12L	Annulled Stub 3 3433	305	22	306	32	40 Consol 123 at Denver	Stub23 70-62a-59	Stub 123 3451
13M	Annulled Stub 3 56-60a	25	300	309	37 2/21 31	74-73a-55 Consol 123 at Denver	Stub23 2910	
14N	Annulled Stub 3 3451	19 90%	24	75-58a-67	28	26 Consol	Stub23 3783	2/123 20

						123 at Denver		
15O	Annulled	29	301	313	33	36 90% Consol 123 at Denver	Stub23 2917	2/123 34
16P	Annulled	316	39	62- 61a- 68	35	38 Consol 123 at Denver	Stub23 76-57a+ 2908	18
17Q	Annulled	41	303	306	17	72LA- 77 Consol 123 at Denver	Stub23 3781	2/123 2905 From G.Cyn
18R	Annulled	23	305	70- 62a- 59	30	21 Consol 123 at Denver	Stub23 2902	
19S	65-52a- 73	56- 60a- 75	22	300	32	37 Consol 123 at Denver	Stub23 2923	
20T	315	20	60-54a- 65	313	28 2/21 25	3780	Stub23 2900	54- 55a- 63
21U	64-70a- 66	40	27	301	24	2907+ 2923	Stub23 2906 Failed Gallup	29
22V	18	17	33	306	34	62- 61a-68	51-59a- 68	304 2/123 310
23W	21	41	67-73a- 55	72LA- 77	31	302	Stub- Clovis- 3779	314
24X	28	35	23	70- 56a- 78	19	316	2914	30
25Y	65-52a- 63+61L	20	38	26	25	2900 Stub23	56-60a- 75	22

	Dead in Train					3780		
26Z	54*-55a-63 *Dead	27	34	24	39	313	315	58LA-69 85%
27BG	51-62a-60	72LA-77	33	303	61-62a-68 2/21 36	64-60a-66	2919 Failed Gallup-2905	311
28BH	316	70-56a-76 2/7 2913	18	17	37	300	2916	41 2/123 306
29BI	30	35	29	21	19	301	2907	314 2/123 31
30CJ	28	65-52a-73	22	59-60a-75	40	2910	38 Stub23 3769	55-53a-73
31CK	58LA-69 2/3 3724 HE only to Winsl	62-61a-68	34	36	16	313	52*-71a Failed Gallup #4 TM c/o-3783 Stub23 2917 from Williams	23

Special Trains

3777	Extra Special	Out Belen am	7/2
2L-50A	Banner Tour	Out AQ pm 7	7/2
27	Banner Tour	Out AQ pm	7/16
2913	Lite	From Belen for #4 Gallup	7/19
2910	Lite	From Belen to Gallup for \$4 direct	7/20
2923		Put on Pullman 24 Needles	
2917	Extra Special	Out Belen 350pm	7/28
305	Banner Tour	Out AQ pm	7/30
70A	Dead in 123E		

Washouts Eastern Lines 7/9 to 7/17

Eastbound into Belen/Albuquerque July 1951

July	4	8	18	20	22	1/24	2/24	124
1A	66-70a-57* *c/o Ndls	27	32	312	36	2924	305	60-57a-76
2B	303	20	19	17	34	315	3778	69-51a-59
3C	54-52a-53	33	24	307	40	302	308	51-53a-55
4D	21	25	41	39	23	38	2927	62-54a-68
5E	31	22	35	306	37	304	3780	61-60a-74
6F	75-58a-67	29	28	36	26 2/22 16	300	316	60-57a-76
7G	78-59a-51	58-56a-65	18	312	27	34	315- 2/124 3777	56-55a-63
8H	71-51a-52	308	40	41	17	305	313	72LA77
9I	59-62a-70	35	23	39	38	37	3776	54-71a-53
10J	68-54a-60	24	25	22	32	302	316	55-53a-74
11K	61-60a-56	21	28	20	26	301 Via Northern District	315 Via Southern District	75-58a-67
12L	33	29	34	313	19	2908 Via Northern District	2927 Via Southern District	204+ 9003
13M	Annulled		39	35	18 2/22 68- 61a- 62	38 Via Northern District	2926 Via Southern District	316

14N	Annulled	30	36	306	17	303 Via Northern District	310 Via Southern District	77- 72AL
15O	Annulled	73- 52a-64	32	40	23	305 Via Northern District	309 Via Southern District	59-62a- 70
16P	Annulled	63- 55a-54	31	22	37	300 Via Northern District	2910 Via Southern District	75-60a- 67
17Q	Annulled	24	19	25	28	313 Via Northern District	3783 Via Southern District	58-54a- 60
18R	229+ 9001 to Gallup/ 2913	27	29	26	20	301 Via Northern District	2924 Via Southern District	36
19S	222+ 9002 To AQ	38	35	306	33	316 Restored Regular route	3781 Via Southern District Failed & returned to Barstow/ 5021 Winsl- Belen	68-61a- 62
20T	2905 to Kingmn/ 3726 to Willms	56- 60a-75	39	17	34 2/22 18	2908 Failed Ndles/ 2923	303	77- 72AL
21U	2902	23	30	41	21	305	2928	76-56a- 70
22V	73-52a- 65	37	22	300	28	3780	2900	75-60a- 56
23W	63-55a- 54	24	20	315	25	313	2908	69- 58AL
24X	68-61a- 62	60- 62a-51	27	16	29	301	3782 Failed	66-70a- 64

							Ludlow/ 3759	
25Y	17	41	33	306	40	304	310	77- 72AL 2/124 2917 to Willmns
26Z	30	31	18	316	16	302	314	76-56a- 70
27BG	22		35	25	21 2/22 19	23	2900	78-53a- 55
28BH	69-58AL	24	28	26	38	313	315	73-52a- 65
29BI	27	77- 55a-72	34	20	36	303	311	68-61a- 62
30CJ	66-70a- 64	17	39	18	33	300	3782	67-73a- 54
31CK	76-56a- 70	19	37	316	41	301	314	61-72a- 57

Special Trains

2914	DHQ Extra Special	Into Belen pm	7/3
2923	DHQ Extra Special	Into Belen pm	7/4
2926	Extra Special	Into Belen pm	7/5
310	TAS601	Into AQ pm	7/5
2L-50A+ 2924	Q Fruit Special	Into Belen pm	7/6
307	Fruit Special DHQ	Into Belen pm	7/9
3780	Fruit Special DHQ	Into Belen pm	7/11
2917	Freight	Into Belen pm	7/26
2919	Freight	Into Belen pm	7/29

Westbound from Belen/Albuquerque August 1951

Aug	3	7	17	19	21	1/23	2/23	123
1A	302	72- 55a-77	39	25	18	315	53-51a- 71	24
2B	37	64- 70a-66	303	306	26	307	314 3/23 3776	33

3C	31	29 2/7 2908	300	19	30 2/21 20	316	67-73a- 54	17
4D	63- 54a- 59	22 2/7 57-71a	34	40	27	313	2928*+ 3776 *failed Kingmn	21 2/123 76- 61a
5E	78- 53a- 60	24	23	36	41	16	73-56a- 70	38 2/123 3768
6F	301	60- 57a-56	304	306	25	315	71-72a- 65	32
7G	72- 55a- 77	26	305	30	28	66- 58AL	314	18
8H	52- 62a- 68 85%	29	302	20	35	75- 51a- 69	316 3/23 5030 Mail to Gallup	33
9I	27	21	39	40	34	61- 70a- 64	313	19
10J	311	16	300	306	21 2/21 37	57- 61a- 59	308	17
11K	24 2/3 2920	303	25	28	31	51- 71a- 53	314	73- 56a- 70 3/123 315
12L	56- 71a- 74	22	304	30	35	76- 72a- 73	316	36 2/123 18 Tour
13M	26	72- 55a-77	305	29	23	68- 54a- 62	313	78- 62a- 65
14N	306	39	34	61- 71a- 64	32	67- 57a- 66	301	20

15O	307	27	16	57-51a-59	38	75-62a	314 3/23 2913 TX conventn	33
16P	300	28 2/7 3777	40	33	30	53-73a-55	315	17
17Q	310 2/3 3737			31	36 2/21 21	62-59a-63	316	25
18R	5032 to Winstl 2/3 56-71a 54* *Dead	23 2/7 2918	303	65-52AL	37	313	77-72a-76 3/23 2906	22
19S	74-60AL	20	26	306	19	314	59-54a-68* *c/o Ndles	18
20T	27 2/3 2928	38	33	67-57a-66	35	72-55a	315	34
21U	31	30 2/7 2919	304	53-73a-55	29	57-61a-51a	316	39
22V	62-59a-63	25 2/7 3770	301	310	41	64-76	313	40
23W	65-62AL 2/3 3701 To Winstl	24	300	306	16 C unit down	312	73-53a-69	28 90%
24X	22	33 2/7 3785	21	56-54AL	17	314	60-72a-77	23

25Y	67-55a-72 2/3 3701 to Winsl	26	303	34	37	315	61-51a-56a-70 (4 units)	19
26Z	71-57a-75	27LAC 2/7 3410 to Winsl	302	35	36	316	76-60a-74	20
27BG	58-51a-53	25	304	306	18	313	69-73a-55	39
28BH	78-54a-57	21	17	28 90%	38	312	52-71a*-68 *Dead	29
29BI	62LA-59	40LA-31AL 2/7 2910	300	33	30	313	56-53a-73	41
30CJ	60-72AL	301 2/7 3784	34	26	32	315	72-52a-65 3/23 3776	16
31CK	306	76-60a-74 2/7 5030	303	316	24 2/21 27	57-70a-74 4/23 2916	311 (BO) 3/23 3783	23 90%

Special Trains

2907	Extra Special	Out of Belen	8/2
2910	M10665	Out Belen pm	8/5
3784	M10736	Out Belen pm	8/12
2919	Banner Tour	Out AQ pm	8/13
3781	M11025	Out Belen	8/22

Eastbound into Belen/Albuquerque August 1951

August	4	8	18	20	22	1/24	2/24	124
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1A	63-54a-59	38	29	30	21	305	316	31
2B	78-53a-60	32	22	28	40	34	313	73-52a-55
3C	56-57a-60	25	23	35	36 2/22 16	24	315	59-58AL
4D	77-55a-72	33	39	306	18	302	307	71-56a-53* *s/o Winstl
5E	68-52a-58	54-73a-67	26	37	30	303	314	64-70a-66
6F	21	17	29	31	20	300	316	59-61a-75
7G	16	70-56a-73	27	22	34	21	313	61-59a-63
8H	36-	24	16	306	23	304	315	57-72a-53
9I	54-71a-56	26	32	25	28	305	314	51-54a-62
10J	77-55a-72	20	38	35	30 2/22 18	301	316	77-57a-66
11K	64-70a-61	33	26	40	29	302	313	68-62a-75
12L	59-61a-57	19	34	306	21	300	39	67-73a-55
13M	19	69-51a-53	27	16	37	311	314	63-59a-51*+308 Dbhd from Winstl *s/o Ndls

14N	31	316	28	30	25	303	315	53-72a-76
15O	52LA-65	54-71a-56	24	35	22	304	316	62-54a-68 2/123 2920
16P	60LA-74	41	23	29	18	301	313	77-55a-72
17Q	66-57a-67	39	26	38	32 2/22 34	20	314	59-61a-57
18R						27	315	64-70a*-61a *c/o Ndles
19S	63-59a-62	28	30	31	17	300	316	69-51a-53
20T	52LA-65	36	25	310	37	302	313	76-72a-77
21U	54-70a-56	22	24	306	23	303	314	73-56a-70
22V	72-55a-67	20	21	18	19	33	315	60LA-74
23W	75-57a-71	35	26	38	34	304	316	55-73a-51a
24X	53-61a-68	29	27 s/o 1 unit	310	39 2/22 30	301	313	76-71a-64
25Y	57-54a-78	57-54a-59	25	306	32	300	312	69-53a-73
26Z	59-62AL	16	24	17	28	21	314	52LA-65
27BG	77-72a-60	23	31LA-40AL	22	33	303	315	56-70a-54

28BH	74-60a-76	19	34	35	26	302	316	72-55a-67
29BI	55-73a-69	20	37	306	27	305	313	75-57a-71
30CJ	70-56a-61	18	39	38	25	304	312	53-61a-58
31CK	73-53a-56	29	36	33	17 2/22 28	300	314	57-54a-78

Special Trains

2916	TAP 819	Into Belen	8/1
2913	Extra Special	Into Belen pm	8/1
2907	Extra Special	Into Belen pm	8/2
3769	Freight	Into Belen pm	8/2
3783	Grape Special	Into Belen pm	8/3
2910	Q LA 16	Into Belen pm	8/4
3781	Grape Special	Into Belen pm	8/6
2906	Grape Special	Into Belen pm	8/8
3780	Grape Special	Into Belen pm	8/9
3776	Grape Special	Into Belen pm	8/11
2928	KC Special	Into AQ pm	8/12
2908	M 10230	Into Belen pm	8/19
3768	Lite	To AQ Shops	8/9
308	NMB 1383	Arrive Winslow/out AQ Double head 124M to East Lines	8/13
2919	Grape Special	Into Belen pm	8/18
3777	M11437	Into Belen pm	8/19
307	NMB 1505-N17	Arrive Belen pm	8/21
2918	Prairie Farmers	Into AQ pm	8/23
2912	Kavan Special	Into Belen pm	8/22
2913	Tam 952	Into Belen pm	8/26
2928	Korean Special	Into AQ pm	8/25
2919	2nd Korean Special	Into AQ pm	8/25
2910	Korean Special	Into Belen	8/27
3770	Lite	To AQ Shops	8/26
3769+2915	Grape Special	Into Belen pm	8/31

Westbound from Belen/Albuquerque September 1951

Sep	3	7	17	19	21	1/23	2/23	123
1A	69- 73a- 55	39 2/7 2926	302	25 90%	22	313	53- 55a- 67 3/23 2917	19
2B	305	61- 56a-70	36 L unit s/o Gallup	17	35	312	57LA- 71 3/23 2917	20
3C	56- 53a- 73	41	21	40LA 31AL	37	314	64- 61a- 58	18
4D	68- 59a- 66	34	300	26	38	33+304	77- 54a- 78	29
5E	315	75- 70a-54	24	306 85%	28	316	52- 62AL	30
6F	312	53- 55a-67 2/7 3780	23 L unit down	25LAB	32	313	55- 72a- 60	16
7G	64- 60a- 51	21 2/7 2917	35	310	27 2/21 37	301	58LA- 65	39
8H	33	18 90%	302	22	29	73LA- 69	70- 52a- 72	19
9I	57- 56a- 61	303	34	306	17	66-64	26 C unit down Belen to Flag	36
10J	28	16	20	32	40CB- 31AL	316	62*- 53a- 56 *Dead	30
11K	305	71LA- 78 2/7	23	314	41	313	65- 59a- 68	24

		222 3 units						
12L	2903	38- 90% 2/27 2920	300	21	22	315	51- 61a- 52	60- 72a- 55
13M	53- 55a- 67	18 2/7 2907	25	19	26	312	54- 57a- 58 3/23 3457 to Winstl	27
14N	90 A unit down- L unit 2 tm down	34	302	306	39 2/21 33	310	61- 58a- 74	35 2/123 5002 to Wins
15O	56- 53a- 62	23 2/7 2923	16	31	37	316	68- 70a- 72	36 2/123 3782
16P	24 90%	22	303	21	29	313	64- 56a- 57	32
17Q	19	38	301	73- 60a- 66	17	314	51- 71a* 52 *down	28
18R	27	26 2/7 75-54a 77	305	306	41	315	70- 52a- 69	65- 62a- 58
19S	33	16 2/7 2922	31	34	30	312	60- 57a- 54	40
20T	39	21 2/7 3735	35	37	25	300	67- 61a*- 78 *down	74- 58a- 61
21U	316	75- 51a-71 2/7	18 90%	22	17	313 A unit down	66- 72a- 63	55- 73a- 57

		3782						
22V	20	28 2/7 3785	302	306	32	314	78- 56a- 64	29
23W	56- 70a- 68	41	304	19	26	23	315	38
24X	51- 55a- 52	35 2/7 2921	16	34	36	312	61- 62a- 65	73- 60a- 54
25Y	22	30	305	90 L unit down	24	301	57LA- 60	31
26Z	66- 72a- 63	25	300	306	27	39	62- 58a- 74 3/23 2911	40
27BG	72- 51a to Winsl/ 245+ 9004 to Bar	38 2/7 2927	29	23LAB	33	314	69- 73a- 55	37
28BH	56- 60a- 68	41 2/7 5018 to Winsl/ 257+ 9003 to Bar	19LAB+ 304 Dbhd Winsl- Barstow	26	21	304 to Winsl/ 72- 51a-71 To Bar	316	28
29BI	312	310 2/7 2917	25	54- 52a- 70	16	302	52- 53AL 3/23 2915	65- 54a- 77 90%
30CJ	18	30 2/7 301	32	306	58- 60a- 67	312	61- 62a- 74	36

Special Trains

2920	TA 1154B AQ-Barstow	Out AQ am	9/16
2908	DHQ	Out Belen am	9/15

Eastbound into Belen/Albuquerque September 1951

Sept	4	8	18	20	22	1/24	2/24	124
1A	56-59a-68	30	21	32	31LA-40AL	41	315	64-62AL
2B	54-70a-75+311	16	34	27	26	301	316	77-72A-60
3C	53-55A-67	39	24	306	22	303	313	52-58A-65
4D	51-60A-74	19	23	25	17	302	312	55-73A-69
5E	72-52A-70	18	35	20	37	21	314	58-61a-64
6F	61-56A-57	26	41	29	36	300	33	73-53A-56
7G	31LA-40BC	24	34	306	38 2/22 30	305	316	68-59a-66
8H	71LA-78	60-72a-55	28	25	32	16	313	62LA-52
9I	77-54a-75	27	23	310	39	301	315	58-57a-65
10J	67-55a-53	35	37	22	21	302	312	51-58a-74
11K	90	33	29	26	19	18	36	54-70a-72
12L	56-53a-62	32	34	306	17	303	316	61-56a-57
13M	30	28	16	41	31	23	313	68-62a-65
14N	66-60a-73	52-51AL	24	22	20 2/22 21	305	314	64-52a-69

15O	27	40	38	19	25	300	315	54-57a-58
16P	310+20 From AQ	54-58a-61	26	306	18	312	302	70-73a-55
17Q	78-61a-67	35	33	31	34	16	316	60-72a-63
18R	71-51a-72	22	39	23	37	21	313	57-56a-64
19S	32	24	36	17	29	304	314	66-60a-73
20T	68-70a-56	19	28	306	38	301	315	58-62a-65
21U	52-55a-51	34	41	27	26	305	312	54-57a-60
22V	90	40	16	33	31	300	35	61-58a-74
23W	66-72a-63	39	30	22	21	37	313	57-73a-55
24X	71-51a-72	32	25	306	18	302	314	67-54a-77
25Y	38	26	29	23LAB	28	304 90% to Yucca	316	69-53AL
26Z	70-52a-54	36	41	68-70a-56	34	19 3 units	315	65-62a-61
27BG	67-60a-58	35	20 C s/o Ndls 3 units	31	16	305	312	52-55a-51

			to Winsl/ 25					
28BH	60- 57a-67	22	30	306	24	301	303	74- 58a- 62
29BI	37	20	27	23LAB	39	300	314	63- 72a- 66
30CJ	33	71- 59a- 72	29	38	40	304	316	78- 56a- 64

Special Trains

2906	Grape Special	Into Belen pm	9/1
3784	Grape Special	Into Belen pm	9/2
311	4B Doublehead to AQ		
2919+3784	Lite	Into Belen pm	9/4
2918	Lite	Barstow to San Bernardino pm	9/4
3783	Lite	Barstow to San Bernardino am	9/5
2917	DHQ BA 16	Into Belen am	9/6
2916	Lite	Into Belen om	9/8
3780	Lite	Barstow to AQ Shops Acct failed Main 12186 Eastbound	9/13
3776	Lite	Barstow to AQ Shops	9/12
2911	Main 12185 Barstow East	Into Belen	9/13
2913	WMB32094 Barstow East Sec	Failed Gonzales am	9/15
2920	WMB32094 Barstow East Sec	To Winslow and MB am	9/15
2916	Steve College Special	Into Belen	9/14
3785	Grape Special	Into Belen pm	9/16
2908	Lite	Into Belen 630pm	9/19
2903	TAS999	Into Belen am	9/20
2920	Lite	Into Belen 940am	9/20
3782	Tanner 55	Into Belen am	9/21
2923	Grape Special	Into Belen pm	9/22
2907	TAH44B	Into AQ pm	9/23
2921	Grape Special	Into Belen pm	9/27

Westbound from Belen/Albuquerque October1951

Oct	3	7	17	19	21	1/23	2/23	123
1A	60-57AL	27LAB	305	23LAB	22	315	65-55a-51 3/23 2911	35
2B	29	31	303	20	38	314	78-58a-62	34
3C	26 To Gallup/ 226+ 9004 to Barstow	41 2/7 2919	302	21	24	316	70-72a-66	40
4D	52-53AL	39	304 A unit down +26 Dbhd	16	56-70a-68	308	76-56a-64	71-59a-72
5E	36	59-73AL 85% 2/7 2916	300	37	32	312	55-52a-54 3/23 3460 toWinsl/ 3713	306
6F	65-54a-77	19 2/7 2900	301	25	33	315	57-62a-61	35
7G	38	24	305	23	20	313	62-71a-69	18
8H	29	58-55a-51	26	21	30	316	68-57a-78	31
9I	66-60a-74	22	303 Dbhd+ 38 Winsl to Bar	16	34	314	53-58a-63	38 to Winsl/ 219 to Barstw
10J	17 80%	72-59a-67* *Dead	304	306 L unit down	27	300	61-70a-56	40

11K	64-72a-70	19 2/7 2909	23	20	41	315	76-53a-52	39
12L	65-54a-77	21 2/7 3461	18	24	37	312	69-62a-57	36
13M	58-73a-54	29 2/7 3455	26		32	301	55-52a-63	75-56a-71
14N	316	34	300	306	38	305	78-71a-62	35
15O	17 c/o Ndls	27	28	66-70a-68	40	313	59-58a-53	31
16P	74-57a-67	19	303	41	16	315	70-55a-73	22
17Q	61-59a-52	36	26	39	30	304	63-61a-72	23
18R	69-53a-76 2/7 3433	29	32	71-56a-75	37	314	305	24
19S	35	38 2/7 3457 to Wins/ 3713+ 3735 To Bar	301	34	18	313	64-52a-55 2/23 2910	17
20T	22	41 2/7 2921	300	59-58a-53	21	315	68-54a-62	40
21U	70-55a-73* *s/o Ndls Flat Whls 2691	23 2/7 3759 failed Wins/ 3726 to Bar	16	31	19	304	67-72a-66	54-73a-58
22V	65-62a-78	305	26	20	25	302	52-70a-56	306

23W	36	51-61a-63	32	71-56a-75	28	313	76-51a-74	39
24X	34	37 2/7 211	17	316	24	303	315	30 90%
25Y	40	55-71a-72 2/7 3756	23	41	22	301	66-51a-69	61-59a-53
26Z	62-54a-68	20 2/7 3777	21	306	29	300	54-58a-59	38
27BG	52-70a-56	31 2/7 3762 to Winsl	304	314	25	313 85% to Winsl	311	16
28BH	302	73-56a-75	28	32	35	315	63-73a-78	67-62a-78
29BI	316	17	34	60-52a-64	19	27	53-62a-65	26
30CJ	33	39	303	305	37	74-51a	51-61a-72	22 B unit off line
31CK	66-53a-69	40 2/7 3758	301	21	24	22	68* 59a**- 71*** *50% **Dead ***40%	41

Special Trains

301	On 17CK stalled West Lines	Working 100% on Coast Lines
21	On 19CK stalled Pereu	Found ATS not working, cut out

Eastbound into Belen/Albuquerque October 1951

Oct	4	8	18	20	22	1/24	2/24	124
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1A	53LA-52	56-70A-68	41	26	21	25	302	70-52A-54
2B	73LA-59	36	28	32	16	312	313	19
3C	77-54a-65	18	36	30	35	305	315	69-71a-55
4D	20	23	19	310	22	301	314	57LA-68
5E	51-55a-58	21	38	24	31	303	316	62-58a-63
6F	74-60a-58	40	29	26	41	304	308	68-70a-51
7G	72-59a-67	39	34	37	16	300	312	53LA-52
8H	70-72a-64	36	17	306	32	301	315	61-62a-57
9I	77-54a-65	75-56a-71	19	23	20	305	313	76-52a-55
10J	54-73a-51	35	18	28	24	21	316	69-71a-62
11K	30	31	26	16	25	29	314	63-58a-53
12L	56-70a-68	22	34	306	38	303	300	78-55a-73
13M	74-57a-67	23	27	17	40 90%	304	315	59-61a-72
14N	61-59a-52	39	19	18	41	312	24	64-72a-70
15O	76-53a-69	71-56a-75	36	26	21	37	301	63-52a-55

16P	25	54-73a-58	29	306	32	300	305	66-54a-62
17Q	53-58a-59	28	38	35	34	316	313	60-70a-56* *c/o Ndl 17
18R	73-55a-70	31	41	22	40	302	315	68-70a-56
19S	78-62a-65	39	16	23	19	303	304	67-51a-74
20T	75-56a-71	30	26	27	20	305	314	56-59a-61
21U	63-61a-51	24	32	36	29	301	313	76-53a-69
22V	72-71a-55	38	37	34	17	300	315	73-58a-59
23W	62-54a-68	16	35	22	41	40	304	67-72a-66
24X	56-70a-52	23	21	306	19	20	302	58-73a-54
25Y	75-56a-71	26	31	33 to Ash Fork/ 25	25* to Ash Fork/ 35 *L unit down	305	313	78-62a-65
26Z	64-52a-60	36	28	24	32	303	315 90%	63-61a-59

27BG	76-51a-74	30	17	34	23	316	301	53-59a-71
28BH	60-53a-66	22	39	306	37	300	41	72-57AL
29BI	29	38	40	31	21	304	311	78-54a-70
30CJ	58-73a-63	32	20	314	25	313	315	56-70a-52
31CK	54-58a-76	67-72a-78	16	35	28	302	34	64-52a-60

Special Trains

2909	Grape Special	Into Belen pm	10/15
76L	On 4BG	Cut out Winslow, leaking radiator	
312*2920	DHQ	Into Belen pm	11/7

Westbound from Belen/Albuquerque November 1951

Nov	3	7	2/7	17	19	21	1/23	2/23	123
1A	314	29 90%	3411	300	25	36	313 85%	56-57AL 85% From AshF	30
2B	312	16	2928	35	63-73a-57	28	306	34 3/23 3435	38
3C	315	76-58a-54 85%	2920	27	39	31	75-71a-59* *Dead	316	70-54a-64 85%
4D	72-70a-52	17		302	22	20	301	60-52a-56	67-72a-78
5E	18	24		305	21	32	313	74-61a-51	37
6F	306	303		25	41	26	314	65-57a-73	33

								3/23 2909	
7G	38	31 90%		39	69- 53a- 66	23	316 90%	71- 55AL	29
8H	75- 71a- 55	22	3460 to Winsl- 2909	304+34* *C unit down	27 to Winsl- 229+ 9004	40	315	54- 62a-78 3/23 2912	34 C unit Down to Winsl/ 27
9I	300	30	2918	32	67- 72a- 78	20	313	58- 60a-57 3/23 2916	35
10J	37	36	3460	41	21 90%	18	302	73- 58a-56 3/23 3782	28
11K	53- 73a- 63	25	3448 to Winsl- 3713+ 2916	303	301	33	305	66- 54a-70	60- 52a- 64
12L	314	52- 70a- 72		23	26	16	315	68- 57a-65	24
13M	29	22	3720 to Winsl- 2918	27	77- 61a- 74	17	316	78- 53a-69	31
14N	306 2/3 2928 to Winsl 2916	35		304	58- 60a- 57	41	302	56- 62a-54	39
15O	33	37	2915 toWinsl- 2901	305	36	38	313	70- 72a-67 3/23 2901 to Winsl 2928	34

16P	19	26	3780 to Winsl- 31	300	21	32	315	63- 58a-73 3/23 3771	55- 59a- 51
17Q	24	16	3782	301	61- 71a- 75	40	316	74- 54a*- 66 *Dead 3/23 2908	28
18R	68- 57a- 65	27	3411 to Winsl	26	22	30	303	72- 52a-60	25
19S	18	37		35	41	17	313	309	64- 55a- 76
20T	33	34	2903 to Winsl- 3780	302	71- 51a- 54	23	315	73- 60a-58 3/23 3785	77- 61a- 53
21U	306	68- 57a- 65	3765 toWinsl 2903	305	62- 53a- 69	19	316	51- 73a-57 3/23 3454 to Gallup- 2928	67- 56a- 59
22V	24	28		300	32	38	303	313 3/23 2920	39
23W	315	41	2928 to Winsl- Frt Dsl+ Heater west	30	40	36	301	60- 59a-55	27
24X	22	17	2919	304	74- 72a- 70	29	25	31CBA	75- 58a- 63
25Y	23	33	2924	26	73- 60a- 58	18	316	53- 52a-72	61- 71a- 54
26Z	22	20		302	51- 73a- 57	37	314	59- 51a-71	62- 53a- 69

27BG		28 90%		305	56- 70a- 76	35	301	68- 61a-77	
28BH		30	2905	303	313	32	315	63- 56a-67	
29BI		26	2903	16	66- 55a- 64	41	300	58- 59a-60	
30CJ		23	3781	304	25	39	314	74- 58a-75	

Special Trains

3783	3/23A		
3725 to Winsl- 3726	Second 3 CK		
304	TA1815B	Out AQ	11/3
2929	M14521	Out Belen	11/25
2904	M14695	Out Belen	11/27
2916	M14557	Out Belen (Failed Winslow)	11/28

Eastbound into Belen/Albuquerque November 1951

Nov	4	8	18	20	22	1/24	2/24	124
1A	59- 71a- 75	19	27	26	39	305	316	72- 61a- 51
2B	40	33	17	23	22	303	301	73- 56a- 65
3C	41	69- 53a- 66	24	18	21	300	313	74- 51a- 55
4D	36	29	25	306	30	304	314	68- 62a- 57
5E	75- 71a- 55	35	38	39	34	31	316	71- 60a- 58
6F	78- 72a- 67	28	22	301	27	302	315	54- 58a- 56

7G	52-70a-72	64-52a-60	32	20	16	305	313	57-54a-70
8H	63-73a-53	24	41	18	21	37	314	65-57a-73
9I	52-70a-72	26	25	306	33	303	316	66-53a-69
10J	74-61a-77	29	23	38	31	304	315	68-62a-54
11K	58-60a-57	34	27	32	39	22	313	78-72a-67
12L	30	55-59a-51	35	40	41	300	302	56-58a-73
13M	18	21	37	33	36	301	305	70-54a-66
14N	75-71a-61	25	19	26 90% From Ndles	28	303	315	63-73a-53
15O	65-57a-68	64-55a-76	16	24	23	314	316	74-61a-77
16P	17	31	27	29	22	304	302	57-60a-58
17Q	54-51a-71	31 c/o Winsl- 2915	37	35	41	305	313	60-52a-72
18R	69-53a-62	59-56a-67	34	33	36	300.	315	73-58a-63
19S	38	32	21	306	19	301	316	31
20T	16	40	28	24	26	304	303	75-71a-61

21U	70-72a-74	25	41	30	27	31CBA	313	60-52a-72
22V	58-60a-73	18	17	22	35	302	315	54-51a-71
23W	69-53a-62	57-73a-51	23	33	18	305	316	53-61a-77
24X	76-70a-56	19	20	306	37	303	314	59-56a-67
25Y	38	32	28	24	39	300	301	68-59a-60
26Z	64-55a-66	41	40	36	30	304	315	63-58a-75
27BG	17	25	27	22	29	26	316	58-60a-73
28BH		18	23	37	71-51a-59	302	314	74-72a-54
29BI		77-61a-68	35	22	20	305	301	61-54a-67
30CJ								

Special Trains

2909	Grape Special DHQ	Into Belen pm	11/10
2912+2928	Grape Special DHQ	Into Belen pm	11/11
2909+6454	Grape Special DHQ	Into Belen pm	11/14
2916+3453	Grape Special DHQ	Into Belen pm	11/15
2918	DHQ	Into Belen am	11/18
2916	Lite	Into Belen pm	11/19
3782 to Winsl-3771	DHQ	Into Belen pm	11/21
309	DHQ	Into Belen pm	11/22
3785+2923	Lite	Into Belen pm	11/23
3765	Doublehead	Into Belen pm	11/23
3782	Lite	Into Belen pm	11/23

2928	Lite	Into Belen pm	11/24
2903	Drag	Into Belen pm	11/25
2920	Drag	Into Belen pm	11/25
2928	Drag	Into Belen pm	11/25
2921	Extra Special	Into Belen pm	11/26

Miscellaneous

11-22 XS 161LAC

Westbound from Belen/Albuquerque December1951

Dec	3	7	2-7	17	19	21	1/23	2/23	123
1A		22	3778	301	70-57a-65	40	316	61-70a-71 3/23 2925	
2B	32	34	3448	302	28	29	315	62-72a-54	
3C	16	30		305	76-73a-51	37	300	66-54a-57	77-61a-68
4D	27	20		38	60-59a-58	19	303	55-56a-75	24
5E	53-52a-72	25	313	17	23	26	36	65-55a-65 3/23 3779	41
6F	315	63-53a-56 85%	2913	301	22	31	314	54-58a-74	39 to Winsl 257+ 9000
7G	59-51a-71	34	2917	28	306	32	300	51-57a-70 3/23 2906	61-60a-73
8H	2925	24	2903	30	21	37	302	75-72a-67	18
9I	17	20	3415	29	77-61a-68	19	57-70a-66	65-73a-76 3/23 3446	40
10J	301	31		41	304	27	315	303+316	16

								B unit down 3/23 3785	
11K	55- 56a- 71	36	2927	305 A unit Down Dbhd 2917 from Winsl	39	38	300	64-55a- 62 3/23 2902	26
12L	32	18	3457	23	6- 71a- 56	37	63- 58a- 54	313 3/23 2916	22
13M	21	29	2908	19	61- 60a- 73	60- 59a-58	40	76-62a- 72 85% 3/23 2907	28 2/123 2914
14N	302	17		41	20	34	315	51-53a- 75 3/23 3766	59- 57a- 71
15O									
16P									
17Q									
18R									
19S									
20T									
21U									
22V									
23W									
24X									
25Y									
26Z									
27BG									
28BH									
29BI									
30CJ									
31CK									

Eastbound into Belen/Albuquerque December1951

Nov	4	8	18	20	22	1/24	2/24	124
1A	-58	41	30	16	31	313	300	66-55a-64
2B		39	38	306	19	27	314	75-58a-74
3C	56-53a-63	61-60a-73	25	17	23	304	316	65-57a-70
4D	28	18	29	301	22	302	315	54-72a-67
5E	21	40 2/8 171+ 9004 to Winsl- 3452- Arg	34	59-51a-71	32	305	300	51-73a-76
6F	68-61a-77	16 2/8 3781	30	38	37	24	303	51-73a-76
7G	60-59a-78	26 2/8 2903+ 3454	20	23	19	17	65-62AL	66-70a-57
8H	25	22 2/8 3779	41	31	27	301 85% From Ndls	313	74-58a-54
9I	56-71a-69	28	36	315 c/o Gallup/ 316	39	314	300	64-62a-72
10J	73-60a-61	71-51a-59 2/8 2917 to Ndls-	32	306	37	302	18	63-52a-75

		3415						
11K	34	30 2/8 2913	21	68- 61a-77	24	29	40	76- 73a- 65
12L	68- 72a- 67	2/8 2905	18	41	20	303	315	51- 60a- 57
13M	33	62- 55a- 64	38	316	27	304	301	70- 52a- 66
14N	77- 57a- 64	26	39	23	16 2/22 22	305	313 3/23 3457	55- 56a- 63
15O	73- 60a- 61	32	35	19	18	300	28	54- 61a- 74
16P								
17Q								
18R								
19S								
20T								
21U								
22V								
23W								
24X								
25Y								
26Z								
27BG								
28BH								
29BI								
30CJ								
31CK								

Special Trains

2928	M15008-N	Into AQ am	12/4
2908	Tap 370	Into Belen am	12/4
3735	M15009-10	Into Belen am cut off engine	12/4
3455	M15043	Into Belen	12/6
3779	M15037	Into Belen am	12/6
3448	M15064	Into Belen am	12/6
3453	Sec 8	Into Belen pm	12/6
2915	M15050	Into Belen am	12/7
2925	M15120	Into AQ am	12/7

2916	M15113	Into Belen pm	12/7
3445	DHA	Into Belen pm	12/12
3457	3/24	Into Belen am	12/15
2902+2903	DHQ	Into Belen pm	12/16
2908	Lite	Into Belen pm	12/16
2906	DHQ	Into Belen pm	12/17

Miscellaneous

8/51 12 6L