

PASSENGER DIESEL ASSIGNMENT AND LOCOMOTIVE RECORDS

January 1952

Barstow Pools

B-1 6000HP 16 CLASS 4 UNITS

16-41 assigned

#	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

16-41 Assigned

#	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

16-41 Assigned

#	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	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	
2/23	Kansas City	955pm	4	

2/23	En-route via	Clovis	5	
2/23	Barstow	605am	6	

15 units

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

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

#	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

#	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 3LA 4LA 5L, 8L, 9L Assigned

#	Location	Time	Days	Notes
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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 3LA, 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-15 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, 2LA, 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, 2LA, 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
211	Kansas City	500pm	1	
211	Tulsa	1010pm	1	
212	Tulsa	840am	2	
212	Kansas City	130pm	2	

1 unit

C-4 2/11 CLASS 4000hp 2 units 1L, 2LA, 4A, 6L, 11-15, 50

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

2 units

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

1952 Locomotive Maintenance Assignments

#	Type	Assigned	Notes	
1L	EMC Box Cab	Chicago		
2LA, 6L	EMC E-1 AB	Chicago	Note 4A reported in Chicago 10/52	
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 Argentine	Duel Service	To 11/52 From 11/52
307LAB-312LAB 326LAB-331LAB	EMD F7AB	Argentine	Duel Service Renumbered 11/52	
313LAB-316LAB	EMD F7AB	Barstow	Pool Service Renumbered 11/52	

332LAB- 335LAB				
306LAB- 316LAB 325LAB- 335LAB	<i>EMD F7AB</i>		<i>Old Numbers New Numbers</i>	<i>To 11/52 From 11/52</i>

LOCOMOTIVE TOTALS

Barstow Assigned	CL	#	Chicago Assigned	CL	#
1-24	2	8	1-8	1	1
2-24	16	104	2-4	2	3
3-28	51	44	3-1	11	9
4-20	300	18	4-2	50	2
5-18	168	4	5-6	162	6
6-25	2099	1			21 Available
7-15	90	3	21 Assigned		
8-15	306	3			
10-5	331- 335	15			
11-4		200			
12-4					
13-4					
14-2					
15-2		200 available			
16-1					
191 total					

306 Coast Lines Temp

316. Coast Lines Temp

PASSENGER DIESEL ASSIGNMENT AND LOCOMOTIVE RECORDS

Barstow Pools

Feb 23, 1952

B-1 51 Class 6000hp 51-78 assigned

#	Location	Time	Days	Notes
8	Barstow	500am		
8	En-route via	La Junta		
8	Chicago	500am		
23	Chicago	1201pm		
23	Kansas City	900pm		
123	Kansas City	930pm		
123	La Junta	705pm		
1-102	La Junta	800am		
1-102	Denver	100pm		
101-2	Denver	210pm		
101-2	La Junta	610pm		
13-130	La Junta	640pm		
13-130	Denver	1040pm		
141-14	Denver	1140pm		
141-14	La Junta	510am		
123	La Junta	730am		
123	Barstow	605am		

21 units

B-2 16/37 Class 6000hp 16-41 assigned

#	Location	Time	Days	Notes
4	Barstow	1045pm	1	
4	En-route via	La Junta	2	
4	En-route via	La Junta	3	
4	Chicago	820am	4	
19	Chicago	130pm	4	<i>TheChief</i>
19	En-route via	La Junta	5	<i>TheChief</i>
19	Los Angeles	830am	6	<i>TheChief</i>
76	Los Angeles	330pm	6	<i>San Diegan</i>
76	San Diego	600pm	6	<i>San Diegan</i>
79	San Diego	800pm	6	<i>San Diegan</i>
79	Los Angeles	1030pm	6	<i>San Diegan</i>
8	Los Angeles	1130pm	6	<i>Fast Mail Express</i>

8	Barstow	500am	7	<i>Fast Mail Express</i>
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24 units

B-3 16/37 Class 6000hp 16-41 assigned

#	Location	Time	Days	Notes
123	Barstow	620am	1	
123	Los Angeles	1025am	1	
22	Los Angeles	130pm	1	
22	En route via	La Junta	2	
22	Chicago	715am	3	
15	Chicago	600pm	3	
15	Galveston	815pm	4	
16	Galveston	645am	5	
16	Chicago	900am	6	
21	Chicago	545pm	6	
21	En route via	La Junta	7	
21	Los Angeles	715am	8	
72	Los Angeles	810am	8	
72	San Diego	1055am	8	
73	San Diego	1145am	8	
73	Los Angeles	230pm	8	
4	Los Angeles	615pm	8	
4	Barstow	1020pm	8	

24 units

B-4 6000HP 16 CLASS 4 UNITS 16-41 assigned

#	Location	Time	Days	Notes
17	Barstow	505am	1	
17	Los Angeles	845am	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-5 6000HP 16 CLASS 4 UNITS 16-41 Assigned

#	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	
3	Chicago	1130pm		
3	En-route via	La Junta		
3	En-route via	La Junta		
3	Barstow	305am		
-	-	-	-	-

B-6 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-7 51 CLASS 6000HP 3 units 51-78 assigned

#	Location	Time	Days	Notes
7	Barstow	300pm	1	
7	Los Angeles	730pm	1	
124	Los Angeles	130pm	1	
124	La Junta	615pm	2	
124	La Junta	640pm	3	
124	Kansas City	630am	4	
23	Kansas City	950pm		
23	Newton	115am		

105	Newton	1255pm		
105	Albuquerque	745am		
106	Albuquerque	900pm		
106	Newton	525pm		
23	Newton	135am		
23	Barstow	555am		

15 units

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

#	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	KC	3	
5	Kansas City	850am	4	
5	Galveston	950am	5	
6	Galveston	730pm	5	
6	Kansas City	1015pm	6	
47	Kansas City	200am		
47	Tulsa	935am		
48	Tulsa	200pm		
48	Tulsa	840pm		
2/23	Kansas City	955pm		
2/23	En-route via	Clovis		
2/23	Barstow	605am		

units

B-9 51/90 CLASS 6000HP 3 units 51-78, 90 assigned

#	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-10 51/90 CLASS 4000HP 2 units 51-78, 90 assigned

#	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-11 2 CLASS 3600HP 2 UNITS 3LA 4LA 5L, 8L, 9L Assigned

#	Location	Time	Days	Notes
60	Oakland	825am	1	<i>First train 3 units</i>
60	Bakersfield	205pm	1	<i>3 units</i>
63	Bakersfield	430pm	1	<i>2 units</i>
63	Oakland	1005pm	1	<i>2 units</i>

#	Location	Time	Days	Notes
61	Bakersfield	950am	1	<i>Second Train 3 units</i>
61	Oakland	325pm	1	<i>3 units</i>
62	Oakland	425pm	1	<i>2 units</i>
62	Bakersfield	1005pm	1	<i>2 units</i>

4 units

B-12 2 Class 3600HP 2 units 2-9 assigned

#	Location	Time	Days	Notes
71	San Diego	800am	1	<i>San Diegan</i>
71	Los Angeles	1045am	1	
74	Los Angeles	1145am	1	
74	San Diego	230pm	1	
77	San Diego	345pm	1	
77	Los Angeles	630pm	1	
78	Los Angeles	730pm	1	
78	San Diego	1015pm	1	

2 units

**B-13 158/415 CLASS 2700HP 2 units
(168LA, 415LA assigned)**

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

2 units

B-14 158/415 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-15 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, 2LA, 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,2LA, 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
211	Kansas City	500pm	1	
211	Tulsa	1010pm	1	
212	Tulsa	840am	2	
212	Kansas City	130pm	2	

1 unit

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

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

2 units

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

1952 Locomotive Maintenance Assignments

#	Type	Assigned	Notes	
1L	EMC Box Cab	Chicago		
2LA, 6L	EMC E-1 AB	Chicago	Note 4A reported in Chicago 10/52	
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		
48A	EMD F-7B	Barstow	New 8-52	
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 Argentine	Duel Service	To 11/52 From 11/52
307LAB-312LAB 326LAB-331LAB	EMD F7AB	Argentine	Duel Service Renumbered 11/52	

313LAB- 316LAB 332LAB- 335LAB	EMD F7AB	Barstow	Pool Service Renumbered 11/52	
306LAB- 316LAB 325LAB- 335LAB	EMD F7AB		Old Numbers New Numbers	To 11/52 From 11/52

LOCOMOTIVE TOTALS

Barstow Assigned	CL	#	Chicago Assigned	CL	#
1-24	2	8	1-8	1	1
2-24	16	104	2-4	2	3
3-28	51	44	3-1	11	9
4-20	300	18	4-2	50	2
5-18	168	4	5-6	162	6
6-25	2099	1			21 Available
7-15	90	3	21 Assigned		
8-15	306	3			
10-5	331- 335	15			
11-4		200			
12-4					
13-4					
14-2					
15-2		200 available			
16-1					
191 total					

48A new 8/5/52

PASSENGER DIESEL ASSIGNMENT AND LOCOMOTIVE RECORDS

December 1952

Barstow Pools

B-1 300/325 Class 4500hp 300-309LAB, 325-335LAB

#	Location	Time	Days	Notes
2-24	Barstow	630pm	1	
2-24	En-route via	Clovis	2	
2-24	Kansas City	620am	3	
5	Kansas City	850am	3	
5	Galveston	950am	4	
6	Galveston	730pm	4	
6	Kansas City	1015pm	5	
47	Kansas City	200am	6	Use 300 Class units Only
47	Tulsa	935am	6	Use 300 Class units Only
48	Tulsa	200pm	6	Use 300 Class units Only
48	Kansas City	840pm	6	Use 300 Class units Only
2/23	Kansas City	955pm	6	
2/23	En route via	Clovis	7	
2/23	Barstow	600am	8	

21 units

Note: If desired, one locomotive set can be held for Trains 47-48 and relayed into this pool for maintenance.

B-2 300 Class 4500hp 300-309LAB

#	Location	Time	Days	Notes
23	Barstow	630am	1	
23	Los Angeles	1025am	1	
24	Los Angeles	140pm	1	
24	Clovis	230pm	2	
76/65	Clovis	400pm	2	
76/65	Houston	815am	3	
66/75	Houston	655pm	3	
66/75	Clovis	1130am	4	
24	Clovis	340pm	4	
24	Kansas City	615am	5	
23	Kansas City	950pm	5	
23	Newton	115am	6	
105	Newton	1255pm	6	
105	Albuquerque	745am	7	
106	Albuquerque	900pm	7	
106	Newton	525pm	8	

23	Newton	135am	9	
23	Barstow	555am	10	

27 units

B-3 16/37 Class 6000hp 16-41 assigned

#	Location	Time	Days	Notes
123	Barstow	620am	1	
123	Los Angeles	1025am	1	
22	Los Angeles	130pm	1	
22	En route via	La Junta	2	
22	Chicago	715am	3	
15	Chicago	600pm	3	
15	Galveston	815pm	4	
16	Galveston	645am	5	
16	Chicago	900am	6	
21	Chicago	545pm	6	
21	En route via	La Junta	7	
21	Los Angeles	715am	8	
72	Los Angeles	810am	8	
72	San Diego	1055am	8	
73	San Diego	1145am	8	
73	Los Angeles	230pm	8	
4	Los Angeles	615pm	8	
4	Barstow	1020pm	8	

24 units

B-4 51 Class 6000hp 51-78 assigned

#	Location	Time	Days	Notes
4	Barstow	1045pm	1	
4	En-route via	La Junta	2	
4	En-route via	La Junta	3	
4	Chicago	820am	4	
23	Chicago	1201pm	4	
23	Kansas City	900pm	4	
123	Kansas City	930pm	4	
123	La Junta	705pm	5	
1-102	La Junta	800am	6	
1-102	Denver	100pm	6	

101-2	Denver	210pm	6	
101-2	La Junta	610pm	6	
13-130	La Junta	640pm	6	
13-130	Denver	1040pm	6	
141-14	Denver	1140pm	6	
141-14	La Junta	510am	7	
123	La Junta	730am	7	
123	Barstow	605am	8	

24 units

Effective 2-25-53

#	Location	Time	Days	Notes
8	Barstow	500am	1	
8	En-route via	La Junta	2	
8	Chicago	500am	3	
23	Chicago	1201pm	3	
23	Kansas City	900pm	3	
123	Kansas City	930pm	3	
123	La Junta	705pm	4	
1-102	La Junta	800am	5	
1-102	Denver	100pm	5	
101-2	Denver	210pm	5	
101-2	La Junta	610pm	5	
13-130	La Junta	640pm	5	
13-130	Denver	1040pm	5	
141-14	Denver	1140pm	5	
141-14	La Junta	510am	6	
123	La Junta	730am	6	
123	Barstow	605am	7	

21 units

B-5 16/37 Class 6000hp 16-41 assigned

Effective 2-25-53

#	Location	Time	Days	Notes
4	Barstow	1045pm	1	
4	En-route via	La Junta	2	
4	En-route via	La Junta	3	
4	Chicago	820am	4	
19	Chicago	130pm	4	<i>TheChief</i>
19	En-route via	La Junta	5	<i>TheChief</i>
19	Los Angeles	830am	6	<i>TheChief</i>
76	Los Angeles	330pm	6	<i>San Diegan</i>
76	San Diego	600pm	6	<i>San Diegan</i>
79	San Diego	800pm	6	<i>San Diegan</i>
79	Los Angeles	1030pm	6	<i>San Diegan</i>
8	Los Angeles	1130pm	6	<i>Fast Mail Express</i>
8	Barstow	500am	7	<i>Fast Mail Express</i>

24 units

B-6 16/37 Class 6000hp 16-41 assigned

#	Location	Time	Days	Notes
17	Barstow	505am	1	<i>Super Chief</i>
17	Los Angeles	845am	1	<i>Super Chief</i>
20	Los Angeles	1230pm	1	<i>The Chief</i>
20	En-route via	La Junta	2	<i>The Chief</i>
20	Chicago	1030am	3	<i>The Chief</i>
17	Chicago	700pm	3	<i>Super Chief</i>
17	En-route via	La Junta	4	<i>Super Chief</i>
17	Barstow	455am	5	<i>Super Chief</i>

20 units

B-7 16/37 Class 6000hp 16-41 assigned

#	Location	Time	Days	Notes
7	Barstow	200pm	1	<i>Fast Mail Express</i>
7	Los Angeles	600pm	1	<i>Fast Mail Express</i>
18	Los Angeles	800pm	1	<i>Super Chief</i>
18	En-route via	La Junta	2	<i>Super Chief</i>
18	Chicago	145pm	3	<i>Super Chief</i>
7	Chicago	1125pm	3	<i>Fast Mail Express</i>

7	En-route via	La Junta	4	<i>Fast Mail Express</i>
7	En-route via	La Junta	5	<i>Fast Mail Express</i>
7	Barstow	130pm	6	<i>Fast Mail Express</i>

24 units

B-8 51 Class 6000hp 51-78 assigned

#	Location	Time	Days	Notes
3	Barstow	215am	1	
3	Los Angeles	630am	1	
124	Los Angeles	130pm	1	<i>Grand Canyon</i>
124	En-route via	La Junta	2	<i>Grand Canyon</i>
124	Kansas City	630am	3	<i>Grand Canyon</i>
24	Kansas City	700am	3	<i>Grand Canyon</i>
24	Chicago	345pm	3	<i>Grand Canyon</i>
3	Chicago	845pm	3	
3	En-route via	La Junta	4	
3	En-route via	La Junta	5	
3	Barstow	215am	6	

15 units

B-9 16/37/42 Class 6000hp 16-47 assigned

#	Location	Time	Days	Notes
2-7	Barstow	135pm	1	
2-7	Los Angeles	605pm	1	
2-8	Los Angeles	1135pm	1	
2-8	En-route via	La Junta	2	
2-8	En-route via	La Junta	3	
2-8	Chicago	505am	4	
2-7	Chicago	1130pm	4	
2-7	En-route via	La Junta	5	
2-7	Barstow	130pm	6	

20 units

B-10 51/90 Class 6000hp 51-78, 90 assigned

#	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

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

B-11 51/90 Class 4000hp 51-78, 90 assigned

#	Location	Time	Days	Notes
N-7	Barstow	315pm	1	
N-7	Oakland	500am	2	
N-4	Oakland	900am	2	
N-4	Barstow	1010pm	2	

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

B-11 2/80 Class 3600/4000HP 2-9, 80-87, 48A

#	Location	Time	Days	Notes
60	Oakland	825am	1	3 units
60	Bakersfield	2.05pm	1	3 units
63	Bakersfield	430pm	1	2 units
63	Oakland	1005pm	1	2 units

#	Location	Time	Days	Notes
61	Bakersfield	950am	1	3 units
61	Oakland	325pm	1	3 units
62	Oakland	425pm	1	2 units
62	Bakersfield	1005pm	1	2 units

Spare: Use Steam engine. 4 units

B-12 2 Class 3600HP 2 units 2-9 assigned

#	Location	Time	Days	Notes
71	San Diego	800am	1	<i>San Diegan</i>
71	Los Angeles	1045am	1	
74	Los Angeles	1145am	1	
74	San Diego	230pm	1	
77	San Diego	345pm	1	
77	Los Angeles	630pm	1	
78	Los Angeles	730pm	1	

78	San Diego	1015pm	1	
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2 units

B-13 100/400 Class 2700HP 168LA or 415LA 2 units

#	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-14 100/400 Class 2700HP 168LA or 415LA 2 units

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

2 units

Chicago Pools

C-1 2, 11. 50 CLASS 6000hp 2-9, 11-15, 50 assigned

#	Location	Time	Days	Notes
11	Chicago	930am	1	6000HP, 3 units
11	Oklahoma Cy	1235am	2	6000HP, 3 units
111	Oklahoma Cy	1250am	2	4000HP, 2 units
111	Dallas	800am	2	4000HP, 2 units
112	Dallas	930pm	2	4000HP, 2 units
112	Oklahoma Cy	600am	3	4000HP, 2 units
12	Oklahoma Cy	645am	3	6000HP, 3 units
12	Chicago	915pm	3	6000HP, 3 units

8 units

C-2 80 Class 2000HP 1 unit

#	Location	Time	Days	Notes
211	Kansas City	500pm	1	
211	Tulsa	1010pm	1	
212	Tulsa	840am	1	

212	Kansas City	130pm	1	
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1 unit

C-3 2/80/11/50 Class 4000HP 2 units

#	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-4 100 Class, 3 units 4050HP 3 units, 162LAB, 166LAB Assigned

#	Location	Time	Days	Notes
77	Ft. Worth	920pm	1	
77	San Angelo	630am	2	
78	San Angelo	850pm	2	
78	Ft. Worth	625am	3	

6 units

K-5 2650 Class 1500HP 2879-2893

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

1 unit

1952 Locomotive Maintenance Assignments

1L	EMC Box Cab	Chicago		
2LA, 6L	EMC E-1 AB	Chicago	2L To EMD 9/52	Rebuilding to E8M
3LA, 4LA, 5L, 7-9L	EMC E-1 AB	Barstow	4A to EMD 9/52	Rebuilding to E8M
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		New 10/52
48A	EMD F-7B	Barstow	Rebuilt from 32A 8/52	To Valley Divn
50LA	Alco DL109/110	Chicago		
51LA-62LA 63L-69L, 70LA- 73LA, 74L-78L	Alco PA1/PB1	Barstow		
90LAB	FM AB	Barstow		Valley/San Diego
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- 309LAB	EMD F7AB	Barstow		New 12/52
325LAB- 333LAB	EMD F7AB	Argentine	Duel Service	
332LAB- 334LAB	EMD F7AB	Barstow Argentine	Pool Service	To 3/53 From 3/53
335LAB	EMD F7AB	Barstow Argentine	Pool service	

LOCOMOTIVE TOTALS

Barstow Assigned	CL	#	Chicago Assigned	CL	#
1-21	2	9	1-8	1	1
2-27	16	104	2-1	2	3
3-24	42	24	3-4	11	9

4-21	51	44	4-6	50	2
5-24	300	18	19 units	162	6
6-20	168	4			21
7-24	90	3	21 Assigned		
8-15	306	3			
9-20	331- 335	15			
10-9		224			
11-4					
12-2					
13-2					
14-2					
215 assigned		224 available			

Rev 10/12

THE ATCHISON TOPEKA AND SANTA FE RAILWAY

Locomotive Records
Coast Lines

1952

Westbound from Belen/Albuquerque Jan 1952

Jan	3	Fir 7	Sec 7	17	19	21	1/23	2/23	3/23	123
1A										
2B	26	31		27 C unit down/Dsl off 3A Dbhd Winsl to Bar	35	37	316	64- 71a- 66		51- 53a- 62
3C	60-61a- 68 2/3	33		305	29	23	315	58- 53a- 53	2901	28

	2903 to Winsl/ Dsl+Htr									
4D	313 to Winsl- 2907 2/3 2928	69- 51a- 52 85%	2907 to Winsl- 2927	40	75- 58a- 67	36	314	73- 54a- 76	2927 to Winsl- Dsl+Htr	21
5E	300	22	2921 to Winsl- Dsl+Htr	19	61- 60a- 65	16 C unit down/ 302 Dbhd Winsl to Bar	302 to Winsl 313	59- 57a- 78 85%	2918 to Winsl- Dsl+Htr	30
6F	38	72- 52a- 71		304	38	25	301	57- 61a- 74		32
7G	34	29	17LAB	303+ 35 Dbhd Wins-Bar	35 to Wins- 230+ 9001	26	315	62- 56a- 55		20
8H	21	28	5027 to Wins- Dsl+Htr	23	303	31	316	68- 70a- 77	2920 To Wins- Dsl+Htr	66- 71a- 56
9I	22 2/3 3785 to Wins- 2925	36	2925 to Wins- 200+ 9003	33	63- 72a- 70	41	305	51- 59a- 78	2909 to Wins- Dsl+Htr	53- 55a- 58
10J	301	54- 61a- 76	2926	303	75- 58a- 64	18	314	74- 54a- 60	3782 to Winsl- 3785	70- 72a- 63
11K	313	38	2910 to Winsl- Dsl+Htr	16	19	27	315	55- 60a- 61	2918 to Wins- Dsl+Htr	20
12L	69-51a- 52	24	2905 failed- 2910	300	306	26	316	56- 62a- 57	5035 to Wins- Dsl+Htr	40
13M	67-52a- 72	23		25	31	30	315	71- 56a- 62		29

14N	21	36		302	34	32	303	75-57a-66		17
15O	18	51-59a-78		305	74-54a-60	35	315	54-73a-77	2928	41
16P	306	20	3713 to Wins-Dssl+Htr	39	19 90%	55-60a-61	314	57-58a-59	2900	22
17Q	38	68-71a-73	3415 to Wins-Dsl+Htr	301	24	28	304	52-61a-76	5033 to Winsl-Dsl+Htr	27
18R	30	71-56a-62	2924	25	23	33	316	72-62a-56	2918	16
19S	313	34	2911 to Wins-Dsl+Htr	17	32	21	303	60-51a-69		29
20T	26 C unit Down	41		302	53-55a-58	19	314	70-52a-67	3783 to Wins-2911	31
21U	306	39		304	63-53a-77	40	59-54a-74	315		37 90%
22V	25 A unit Down	22		27	300	23	305	76-70a-66		18
23W	30	17		33 90%	68-71a-73	35	301	56-58a-57	2904 to Winsl-Dsh+Htr	75-57a-78
24X	20	29	2908 to Winsl-Dsh+Htr	19	62-60a-61	32	314	52-61a-67		38
25Y	26	41		24	55-59a-51	34	315 85%	77-62a-72	2912 to Winsl-Dsh+Htr	16
26Z	69-56a-61	27		28	21	37	313	65-52a-70	3454 to Winsl-Dsl+Htr	31
27BG	316	22		302	25 3 units	40	301	57-53a-63		306

28BH	76-70a-66	19		303	35	32	304	73-51a-58		39
29BI	300LAB-25C* *Dead	24		36	62-60a-59	38	315 85%	60-72a*-74 *Dead		17
30CJ	16	21	3454 to Winsl- Dsl+Htr	26 90%	55-59a-51	18	314 85%	67-71a-68		78-57a-75
31CK	41	37	2917	305	33	28	301	63-61a-52	3752 toWinsl- Dsh+Htr	30

Special Trains

5-27	M15691	Out Belen to Winslow pm	1/11
2915	M287	Out Belen pm	1/11
2910	M349	Belen-Winslow	1/23
5025	M784	Belen-Winslow	1/25
2903	M1142	Out Belen	1/31

Eastbound into Belen/Albuquerque Jan 1952

Jan	4	8	18	20	22	1/24	2/24	124
1A								
2B								
3C	71-51a-72	20	22	306	16	303	313	78-56a-55
4D	53-55a-58	31	26	29	35	305	315	62-59a-51
5E	70-72a-63	24	23	21	27	28	314	68-54a-60
6F	76-61a-54	75-58a-64	33	22	40	314	302	78-60a-61
7G	16	19	30	302	39	300	301	74-62a-57

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

22V	51-59a-55	21	29	19	32	313	314	67-52a-70
23W	69-56a-71	31	41	26	34	302	315	77-53a-63
24X	40	39	27	306	37	304	300	65-51a-58
25Y	66-70a-76	17	22	18	25	305	301	57-58a-56
26Z	59-60a-62	78-57a-75	33	32	35	19	314	73-71a-68
27BG	51-59a-55	30	36	20	38	24	315	67-61a-52
28BH	41	34	16	26	29	21	313	74-72a-60
29BI	77-62a-61	69-56a-71	37	306	28	302	301	63-53a-67
30CJ	31	27	35	39	22	304	316	58-51a-73
31CK	40	19	32	17	38	303	315	66-70a-76

Special Trains

3785+2920+2903	Lite	Into Belen pm	1/5
2925	Lite	Into Belen pm	1/6
2904+2921	DHQ	Into Belen pm	1/6
2918	BTX	Into Belen pm	1/7
2927-2921	DHQ	Into Belen pm	1/7
2901-2907	DHQ	Into Belen pm	1/8
2911	Lite	Into Belen pm	1/8
5027-2920	DHQ	Into Belen pm	1/10
2909	Dbhd BTX	Into Belen pm	1/11
3782	Dbhd BTX	Into Belen pm	1/12
5027	DHQ	Into Belen pm	1/12

2918	DHQ	Into Belen pm	1/13
5035			
2928	DHQ	Into Belen pm	1/15
2928	DHQ	Into Belen pm	1/18
3785+3411	DHQ	Into Belen pm	1/19
5033	Lite	Into Belen pm	1/20
2919	DHQ	Into Belen pm	1/21
3415	Lite	Into Belen pm	1/20
2900	DHQ	Into Belen pm	1/22
2905	DHQ	Into Belen to AQ Shops	1/22
3783	Lite	Into Belen pm	1/22
2911	DHQ	Into Belen am	1/24
2925	M879	Into Belen am	1/24
2910	DHQ	Into Belen pm	1/24
2904	DHQ	Into Belen pm	1/25
5025	DHQ	Into Belen pm	1/25
2908	Dbhd BTX	Into Belen pm	1/26

Westbound from Belen/Albuquerque Feb1952

Feb	3	7	2-7	17	19	21	1/23	2/23	3/23	123
1A	20	35	3748 to Wins-Dsl +Htr	39	61-92a-77	22	316	58LA-56	3782 to Winsl-Dsl+Htr	34
2B	28 3 units Off 22C From AQ	32	3453 to Wins-Dls+Htr	31	38	29	315	66-53a-57	3454 to Wins-Dls+Htr	71-56a-69
3C	26	36	2917 to Winsl-Dsl+Htr	304	40	19	300	74-51a-73 85%		27
4D	21	37		305	55-59a*-51***	16 L unit dow	301	70LA-76		24 to Winsl-Dsl+Htr

					Dead from Chg ** Dead from Winstl - 24 Dbhd to Bar B unit Down	n from Winstl				
5E	18	17		302	41	25	314	77-72a-60		59-60a-62
6F	34	35	Frt Dsl+Htr	22 90%	306	30	63-61a-52	57-71a-67	3776 to Winstl-Dsl+Htr	53-73a-65
7G	316	32	2901 to Winstl-Dsl+Htr	29	313	39	315	64-62a-61	2903	38 90%
8H	36	303	2915 to Winstl-Dsl+Htr	33	28	40	305 L unit down 3785 Dbhd Bln to Winstl/ 2903 Dbhd Winstl-Yampa	76-53a-66		72-57a-75
9I	21	37	2927 to Winstl	304	78-58AL	20	314	62-51a-74		69-56a-71
10J	306	17		41	51-55a-56	31	300	65-70AL		27

11K	25	16		301	77-72a-60	34	315	73-60a-59		23
12L	19	39	2900 to Winsl-Dsl+Htr	302	57-71a-55	28	305	75-73a-53		22
13M	313	33	3411 to Winsl-Dsl+Htr	36	61LA-63	30	314	58-62a-64 85%	2913	18
14N	20 90%	35	2903 to Winsl-Dsl+Htr	300	62-51a-75	21 90%	316	56-57a-76	2900	38
15O	303	27	2454 to Winsl-Dsh+Htr	29	306	68-54a-52	315	77-58a-78		40
16P	26	16	241+9001	25	72-52a-71	17	305	55LA-51	215+9000	41
17Q	70-66a-69	34	2924 to Winsl-Dsl+Htr	36	28	32	301	63-72a-60		31
18R	21 90%	33		302	53-60a-73	37	316	57-71a-70		23
19S	57-52a-61	18		304	64-73a-75	35	314 85%	61LA-54 85%		38
20T	313	25	2917 To Winsl-3780	24 A unit down Gal- Selig	56-57a-76	19	305	65-59AL	3773 to Winsl-Dsl+Htr	30
21U	28	74-62a-58	2913 to Winsl 2919	301	17	39	315	60-54a-52	2919 to Winsl Dsl+Htr	40
22V	300	31	2921 to Winsl-Dsl+Htr	26	41	16	306 85%	73-53a-71	3773 Winsl-	36

									Dsl+Htr	
23W	34 90%	23	2918 to Winstl- Dsl+Htr	303	78- 58a- 77	27	314	75- 72a- 63		29
24X	35	18		20	62- 52a- 55	32	316	76- 60a- 53		37
25Y	24	19		304	302	24	315	52- 73a- 64		38
26Z	58- 55a- 72	28		41	54- 59AL	21	305	71- 57a- 56		30
27B G	313	36	2925 Winstl= Dsl+Htr	26 90%	306	31	314	77- 54a- 60		17
28B H	27	34	2925-to AQ Dsl+Htr	301	29	39	316	62- 53a- 73		40
29BI	35	32	3768	300	74-53	25	315	64- 58a- 78 85%		69- 56a-70 85%

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 1952

Feb	4	8	18	20	22	1/24	2/24	124
1A	59-60a-62	51-59a-55	36	26	24	314	300	74-72a-60
2B	53-73a-65	25	37	21	16	302	2924 a/c 305 on Berry Spcl	70-71a-67
3C	52-61a-63	30	33	41	28 to AQ-17	18	316	77-62a-61
4D	72-57a-75	39	34	20	22	35	38	57-53a-66
5E	40	71-56a-69	29	31	32	304	315	64-51a-74
6F	58LA-78	27	16	36	28	300	305	70LA-76
7G	56-55a-51	26	21	37	19	301	314	62-60a-59
8H	60-72a-77	22	41	306	23	302	17	65-73a-53
9I	55-71a-57	18	25	34	35	313	315	73-62a-64 85% from Ndl's
10J	68-53a-76	38	39	28	29	316	305	75-57a-72
11K	32	40	33	36	30	303	314	58LA-78
12L	52-54a-68	37	20	21	32	304	300	56-55a-51
13M	71-53a-72	31	27	306	41	301	315	60-72a-77

14N	69-56a-70	23	16	25	17	302	305	55-71a-57
15O	73-60a-53	33	36	19	28	34	314	63-61AL
16P	75-73a-69	30	39	21	38	313	316	65-70a-59
17Q	76-57a-56	40	18	306	35	20	315	52-54AL
18R	58-62a-74	29	24	25	27	300	303	71-53a-59a
19S	16	41	32	28	17	303	301	60-72a-63
20T	77-58a-78	69-56a-70	31	26	36	302	316+2919	73-60a-53
21U	55-51a-62	37	23	21	34	304	314	75-73a-64
22V	57-52a-61	38	35	20	33	18	305	76-57a-56
23W	59LA-54	30	19	39	24	313	315	52-54a-60
24X	26	17	72-55a-58	41	25	301	28	71-53a-73
25Y	16	40	36	306	31	300	314	77-58a-78
26Z	53-60a-74	20	27	34	29	303	316	55-51a-62
27BG	67-61a-76	18	32	35	23	302	315	64-73a-52

28BH	24	19	41	38	37	304	305	61-52a-57
29BI	63-62a-51	28	30	306	21	62-72a-65	304	72-70a-58

Special Trains

2929	Lite	Into AQ pm	2/2
3454	Lite	Into Belen pm	2/2
3752+2903	M1231-33	Into AQ am 2/3/To AQ Shops	2/3
2917	Lite	Into Belen pm	2/4
305	TAS615	Into AQ am	2/3
3782	Doublehead 2/24B	To Belen	
3454-3453	Lite	Into Belen pm	2/4
2917	M1277	Into AQ am	2/6
3776	Lite	To AQ Shops	2/8
2901	Double Head	Into Belen pm	2/9
2903	Double Head	Into Belen pm	2/10
2915	Double Head	Into Belen pm	2/10
3785	Lite	Into Belen pm	2/10
2900	KMB5685-88-96	Into AQ pm	2/18
3454	Lite	Into Belen pm	2/18
2924	Lite	To AQ Shops	2/19
2929	Double-head 2/24T	Winslow-Belen	
2913	TAS718	Into Belen	2/21
2917	Lite	Into Belen am	2/23
3773	Lite	Into Belen pm	2/22
2913		Into Belen pm	2/24
2910	Double-head Frt	Into Belen am	2/23
2927	Double-head Frt	Into Belen pm	2/24
2919		Into Belen pm	2/25
2921		Into Belen pm	2/24
3773		Into Belen pm	2/24
2919	TAS734	Into AQ am	2/27
3780	M2219	Into Belen am	2/28
3759	M2246	Into Belen am/To AQ Shop	2/28
2918	M2079	Into Belen am	2/29
2925	Lite	Into Belen pm	2/29

Westbound from Belen/Albuquerque March 1952

March	3	First 7	Sec 7	17	19	21	1/23	2/23	3/23	123
1A	33	38	2925 toWins-Dsl+Htr	303	67-60a-61a-76	41	305	61-51a-55	2905 To Wins-Dsh+Htr	20
2B	30	21 90%		16	37	19	314	72-73a-52		306
3C	39	26 90%-65%		304	61-62a-63	23	313	77-54a-60		17
4D	302 90%	34 90%	2900 toWins-Dsh+Htr	40	31	36	315	78-70a-58		66-72a-65
5E	22	41	2902 to Winsl-Dsh+Htr	37 Off 4B AQ	71-59a-54	24	316	76-53a-62		73-52a-57
6F	20 2/3 2908	74-56a-70	2900	301	306	28	303	56-58a-64	2917 to Winsl-Frt+Htr	29
7G	300	23	2901 to Wins-Frt+Htr	19	53-57a-59	33	313 90%	60-61a-67	3454	32
8H	26	30	2909	305	31 C unit Down	27	314	65-73a-52		18 90%
9I	316 85%	40		36	305	38	62-54a-77	304 85%		16
10J	37	32		38	306	24	315	56-72a-78		39
11K	41 90%	29	2904 To Wins-Dsl+Htr	28	71-59a-54	21 90%	303	70-53a-76		58-70a-69

12L	301	72-51a-68	2917 Failed AQ Dsl+Htr	18	313	19	314	59-58a-64	2927 to Winsl-Dsl+Htr	22
13M	17	40	2927 to Wins-Dsh+Htr	304	69-52a-75	36	302	63-61a-60 85%	3454 to Winsl-Dsl+Htr	33
14N	20	35	2903	300	306	30	315	78-57a-53	2914	23
15O	28	34	3454 to AQ-2923 to Winsl-Dsh+Htr 3/7 From Winsl Dsl+Htr	29	74-60a-67	2190%	305	54-62a-66	2900 to Winsl-Dsl+Htr	52-73a-65
16P	27	31	3780	41	25	32	2906 to Winsl - 2923	64-72a-51 85%		24
17Q	37	22		301	70-53a-76	26	303	75-59a-71		39
18R	314	30	2902 to Winsl-Dsh+Htr	16	306	18	315	53-58a-59		58-70a-61
19S	313	77-51a-72	3454 to Winsl-Dsl+Htr	23	73-71a-60	20	302	69-52a-67+ 2903 to Wins	2914 to Winsl-Dsl+Htr	55-54a-62
20T	41	25	2911 to Winsl-Dsl+Htr	37	29	33	304	68-57a-78	3780 to Winsl-Dsl+Htr	40

21U	305	34	2902 to Winsl- Dsl+Htr	32	54- 62a- 66	24	301	71- 60a- 74 85%	2903	35
22V	31	26	2905 to Winsl	30 0	51- 73a- 52	17	303	63- 61a- 65 85%	2914 to Winsl- Dsl+Htr	21
23W	53- 58a-59	18		30 2	36	28	316	75- 59a		22
24X	20 to Winsl- Dsl+Ht r	25		30 4	61- 52a- 64	19	315	78- 72a- 76		30
25Y	33	38		41	62- 54a- 55	29	314	60LA* -73 *60A 85%+ 26 3 unit s from Winsl		306
26Z	64- 52a-61 85%	17	2920 to Winsl- Dsl+Htr	30 3	34	23	313	51- 73a- 52 85%	2911 to Winsl- Dsl+Htr	16 A unit s/o Rato n
27BG	27	31	3748 to Winsl- Dsl+Htr	30 1	22	37	316	71- 62a- 66	3778 to Winsl- Dsl+Htr	40
28BH	20	18LA -16A- 18BC	59-68* *c/o Winsl 200CB Dbhd 200B #4 TM c/o	30 5	57- 70a- 58	32	313	2903	3778	35
29BI	41	36	2913 to Winsl- Dsl+Htr	30 4	75- 59a- 76	24	300	72- 51a- 74		28
30CJ	306	33	2913 to Winsl-	30 2	65- 51a- 63	21	313	78- 57a-		25

			74-51a-53					55a-55		
31CK	314	70-53a-65		22	19	17	316	61-60AL		23

Special Trains

2921	TAS718	Out Belen am	3/1
2927	M2294	Out Belen pm	3/16
307	I/TA 415B	Out Belen pm to SB Shops	3/17
Frt Dsl+Htr	2/TA415B	Out Belen pm	3/17
2923	MMB6166-67	Out Belen am	3/17
309	Sec TA37	Out Belen pm	3/21
311	Sec TA37	Out Belen pm	3/21
2925	TA479B	Out Belen pm	3/29

Eastbound into Belen/Albuquerque March 1952

March	4	8	18	20	22	1/24	2/24	124
1A	60-54a-77	36	26	39	17	313	316	73-53a-62
2B	54-59a-71	29	40	34	31	301	315	78-58a-64
3C	70-56a-74	32	41	22	27	300	305	76-61a-67
4D	59-57a-53	33	20	306	38	303	314	52-73a-56
5E	37	16	19	35	23	304	313	60-54a-77
6F	63-62a-51	39	26	31	21	30	315	65-72a-78
7G	58-70a-61	24	40	34	36	302	316	62-53a-76
8H	54-59a-71	22	37	306	17	301	303	64-58a-56

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

22V	55-54a-62	29	25	20	16	313	304	78-57a-68
23W	70-53a-77	40	33	41	32	38	301	66-62a-60a
24X	37	35	17	24	34	305	303	52-73a-51
25Y	58-70a-57	26 To Wins C unit s/o Ndls/20 From Winsl off 3	31	22	21	300	316	71-57a-74
26Z	76-59a-75	19	18	19	28	302	305	59-58a-53
27BG	63-61a-69	25	36	41	67-72a-53	304	314	73-60AL
28BH	65-55a-70	26	33	306 85% Ndls- Winsl	29	303	313	55-54a-62
29BI	77*-53a-52 *s/o Ndls/p/u 68L Winsl	34	22	17	23	301	316	61-52a-64
30CJ	31	40	37	27	38	305	315	58-70a-57
31CK	18	35	20	16	32	300	304	75-59a-75

Special Trains

2925	DHQ	Into Belen pm	3/2
2905	Lite	Into Belen pm	3/3

2925	Lite	Into AQ pm	3/3
2921	Lite	Into AQ pm	3-4
3768	M2398	Into Belen am	3/7
2900	M2399	Into Belen am	3/7
2902	Lite	Into Belen pm	3/7
2917	Lite	Into Belen pm	3/8
2901	Lite	Into Belen pm	3/9
2900	M2755	Into Belen pm	3/10
2909	Lite	Into Belen pm	3/10
2908+3454	DHQ	Into Belen pm	3/11
2904	Lite	Into Belen pm	3/13
2927	Lite	Into Belen pm	3/14
3454	Lite	Into Belen pm	3/15
2927	Lite	Into Belen pm	3/15
2927	Lite	Into Belen am	3/17
2900	Lite	Into Belen am	3/17
2906	Lite	Into Belen am	3/17
3454	Lite	Into Belen am	3/17
2903	Lite	Into Belen am	3/19
3780	Lite	Into Belen pm	3/19
2914	Lite	Into Belen am	3/20
2903	Lite	Into Belen am	3/21
2902	M2995	Into AQ am	3/21
2914	Lite	Into Belen pm	3/21
3454	Lite	Into Belen pm	3/21
2923	Lite	Into Belen pm	3/22
2911	Lite	Into Belen pm	3/22
311	DHQ	Into Belen pm	3/24
3780	Lite	Into Belen am	3/23
2902	DHQ	Into Belen pm LA 10	3/23
2905	Dbhd Frt	To Belen pm	3/24
2914	Lite	Into Belen am	3/24
2903	M3123-24	To Belen am	3/24
2911	DHQ	To Belen am	3/28
2920	Lite	Into Belen pm	3/28
3778	Lite	Into Belen pm	3/29
307	TAC37	To Belen am	3/29
2925	PVX	To Belen pm	3/30

Westbound from Belen/Albuquerque April 1952

April	3	7	2-7	17	19	21	1/23	2/23	3/23	123
1A	37	305	2923 to Wins-Dsl+Htr	30	34	27	303	58-54a-62		23
2B	31	16	2920 to Winsl-Dsl+Htr	301	32	29	304	76-52a*-64 *Dead	3431 to Gallup-3784	52-53a-68
3C	26 90%	41	2922 to Winsl - Dsl+Htr	302	77-57a-59	18	315 85%	55-70a*-57 *Dead		40
4D	306	21	313	19	28	38	300	63-59a-75 85%	3762 to Winsl-2903	24
5E	314	71-73a-66	2909 to Winsl-Dsl+Htr	17 90%	73-51a-74	20	312	78-58a		33
6F	32	37	3455 to Winsl-2909	305	53-62a-51	35	316	64-61a-69		22
7G	18 to Winsl-Dsl+Htr	36		304	62-54a-77	34	303	60LA-61		29 B unit down
8H	19	40		300	67-55a-70 85%	25	301	76-72a-75		30 to Wins-52-60a-69 off 18
9I	16 B unit dead	24	2925	41	306 85%	39	17	57LA-59		23
10J	33	22	2920 to Winsl-2922	38	302	31	2922 to Wins-Dsl+Htr	74-59a-63		21
11K	71-73a-55	30	2923 to Winsl-3759	305	35	26	34	58LA-76	3453 to Winsl-Frt+Htr	20

12L	68-53a-65	32	3773	304	315	37	314	53-51a-73		18
13M	313	40		39	61LA-72	28	316	52-56a-77		25
14N	29 90%	24		31	66-55a-70	38	301	63-62AL		17
15O	34	21	Fr Dsl+Htr	303	57LA-51	35 90 %	300	58-60a-59		19
16P	18	26	2921-to Winsl- 2927	302	64-52a-56	36	314	69-59a-67		23
17Q	41	28	2926 to Winsl- Dsl+Htr	305	53-51a-73	39	316	77-58a-78	3453 to Winsl- 2921	22
18R	33	38	2928	301	37	32	315 85%	62-71a-76	3416 to Winsl- 2926	65-53a-68
19S	20	29	3771	304	61LA-72	25	303	59-56a-52		40
20T	23	26		30	17	34	314	63-62a		24
21U	31	18		302	55-54a-75	28	300	56-60a-54		70-55a-60
22V	313	27		35	308	78-58a-77	315	67-58a-69		36
23W	19	21 90 %	3776	303	73LA-76	25	316	52LA-64	3453 to Winsl- Dsl+Htr	57LA-74 85%
24X	17	16	2904	301	33	22	314	66-71a*-77 *Dead		32
25Y	23	34	2910	304	68-51a-58	37	300	60-56a*-59	2927	40

								*Dow n		
26Z	31	36	2919	18	62- 61AL	41	304	63- 62a- 69	3464 to Winsl- 2904	29
27B G	76- 73AL	20		302	75- 53a- 72	38	316	64- 55a- 70		24
28B H	315	21		33	306	26	303	78- 59a- 67		35
29BI	53- 70a-66	16		300	32	30	313	74- 52AL		55- 54a- 77
30CJ	27	23	310 to SB Shops	304	39	37	301	61- 58a- 65		19 90%

Special Trains

3781	M3723	Out Belen to Winslow	4/22
2903	M3896	Out Belen	4/27

Eastbound into Belen/Albuquerque April 1952

April	4	8	18	20	22	1/24	2/24	124
1A	36	28	41	59- 57a- 77	24	302	313	66- 61a- 69
2B	66- 73a- 71	74- 51a- 73	19	303	33	21	316	63- 61a- 69
3C	51- 62a- 53	39	17	25	22	314	303	60LA- 61
4D	62- 54a- 58	16	37	32	30	305	301	64- 72a- 76
5E	70- 55a- 67	23	31	18	29	304	315	59- 57a- 77
6F	41	21	40	19	26	302	300	65- 59a- 63

7G	38	28	24	306	16	313	17 B unit Down into Belen	57- 58a- 78
8H	55- 73a- 71	51*- 62a- 53 *c/o Ndls to Winstl- 18	33	316	20	314	22	74- 51a- 73
9I	65- 53a- 68	37	52- 60a- 69 to Ndls- 30	29	35	305	34	58- 56a- 62
10J	72- 61AL	36	32	303	25	304	301	53- 62AL
11K	70- 55a- 60	19	40	39	17	300	309	52- 60a- 59
12L	51- 57AL	23	31	38	41	24	302	63- 59a- 67
13M	56- 52a- 64	22	33	35	21	305	34	78- 58AL
14N	73- 51a- 53	30	26	18	20	315	314	69- 71a- 76
15O	32	37	28	39	65- 53a- 68	304	316	77- 56a- 52
16P	72- 61AL	25	18	31	40	313	301	62LA- 63
17Q	70- 55a- 60	17	29	35	24	300	303	59- 60a- 54
18R	75- 54a- 55	36	23	34	19	26	314 to Ndls- 67-69	67- 59a*- 69

								*c/o Ndls to Ndls- 314
19S	57LA- 74	39	22	19	28	302	316	56- 52a- 64
20T	76- 53AL	21	27	78- 58a- 77	37	301	315	53- 71a- 59a
21U	38	40	41	25	32	305	303	52- 56a- 59
22V	58- 51a- 68	29	16	17	33	304	314	66- 62a- 63
23W	61LA- 62	24	34	23	26	302	300	60- 55a- 70
24X	72- 53a- 75	35	18	31	30	36	315	69- 59a- 67
25Y	55- 54a- 77	25	20	76- 73AL	27	313	316	64- 52AL
26Z	53- 70a- 66	19	21	306	33	303	301	78- 58a- 65
27BG	37	22	16	17	32	314	300	74- 51a- 68
28BH	57LA- 54	34	23	41	39	305	304	61LA- 62
29BI	56- 60a- 69	36	31	18	29	302	316	58- 55a- 60
30CJ	40	38	33	306	24	20	303	73LA- 76

Special Trains

2922	Lite	Into Belen pm	4/3
3453	Supply Train	To Belen	4/4
2920	Lite	To Belen	4/4

2922	Lite	To Belen	4/5
3784	Main 3457	To Belen pm	4/8
2903	Main 3459	To Belen pm	4/8
3455	Main 3458	To Belen pm	4/8
2909	Main 3644	To AQ am	4/18
2920	Lite	Into Belen pm	4/13
2923	Lite	Into Belen pm	4/13
2922	Lite	Into Belen pm	4/23
2927	Lite	Into Belen pm	4/24
3453	Lite	To Belen	4/19
2926	Lite	To Belen	4/13
3771	Lite	To AQ Shops	4/24
3781	Lite	To Belen pm	4/23
2928	M3998	To Belen am	4/25
312	M3799	To Belen am	4/25
3453	Lite	Into Belen pm	4/25
2904	Lite	Into Belen pm	4/27
3453	Lite	To Belen am	4/28
3464	Lite	To Belen am	4/28
3776	Lite	To Belen am	4/29
2921	Lite	To Belen am	4/29
2927	Lite	To Belen am	4/29
2910	Lite	To Belen pm	4/29
2903	Lite	To Belen pm	4/29

Westbound from Belen/Albuquerque May 1952

May	3	7	2-7	17	19	21	1/23	2/23	3/23	123
1A	314	34	2928	31	54-57AL	25	316	58-51a-68		29
2B	306	20	2920	33	69-60a-56	17	305	73-61a-62		22
3C	30	32	2921	302	35	41	313	52-55a-60		36 90%
4D	18	21	2920	300	72-62a-63	37	303	76-73a-66		38

5E	19	27	2904	304	78-59a-67	24	315	57-52a-74		55-71a-64 80%
6F	25 2/3 3518	25		301	77-53a-75	40	305	56-70a-53		26
7G	316	16	2922 Winsl- Dsl+Htr	22	306	31	313	51-57a-54	2920	65-54a-55
8H	36 90%	20 90%	2924 To Winsl Dsl+Htr	32	23	28	314	53-68a-69	3416	39
9I	304	17	2900	37	76-73a-66	34	302	64-55a-52		62-61a-73
10J	24	18		303	61-51a-58	27	305	75-62a-72	3451 Failed AQ	41
11K	306 85%	26		33	60-52a-74	35	315	51-71a-57 90%		30
12L	32	23		301	78-56a-68	38	316	59-53AL		21
13M	19 90%	20		36	56-59a-67	37	313	69-57a-54	2900	25
14N	314	28	3451	22	52-55a-64	40	305	72-60a-63		31
15O	303	66-52a-74	2917	24	60-61a-62	16	302	65-72a-77		34
16P	30	35	3783 to Winl Dsl+Htr	18	71-70a-55	39	316	68-62a-75		26
17Q	59-53AL	36	2924	23	306	17	315	67-54a-58		27

18R	32 90%	22		21	25	33	303	64- 56a- 78		41
19S	313	28		16	61- 71a- 76	38	302	77- 59a- 56* *Down		54- 57a- 69
20T	31 90%	18		305	63- 51a- 57	29	316	62- 55a- 52		37
21U	306	17	2928	30	68- 62a- 75	24	314	71- 71a- 65	2912	20
22V	25	26	2918	19CBA	74- 52a- 66	40	303	53- 61a- 60	3451	34
23W	306 85% Off 20 AQ	33	2922	41	68- 56a- 78	39	315	67- 54a- 76		35 C unit down
24X	300	28	3415	304	38 90%	22	316 85%	70- 53a- 59	3457	36
25Y	31	37		305	77- 59a- 58	27	302	61- 71a- 75		23
26Z	32	26		301	62- 55a- 52	21	313	60- 70a- 72		57- 51a- 63
27BG	25	41	2927	40	18 90%	29	314	68- 62a- 78	2928	63- 51a- 57
28BH	54- 57a- 71	22	2903	303	306	24	19CBA	59- 61a- 53		55- 72a- 65
29BI	23	27	2924	300	28	30	58- 56a- 67 85%	2919		66- 52a- 74
30CJ	316	35 90%	3460	31	75- 73a- 51	16	313	52- 53a- 70	3451 to Selg	33

									2927	
31CK	60-70a-72	21		304	18	17	301	78-71a-77		38

Special Trains

2923	TA7367	Out AQ	5/5
2917	M4125	Out Belen pm	5/7
2925	M3903	Out Belen	5/18
2925	M4588	Out Belen	5/21
3782	M4410	Out Belen	5/21

Eastbound into Belen/Albuquerque May 1952

May	4	8	18	20	22	1/24	2/24	124
1A	63-62a-72	21	32	30	35	315	313	52LA-74
2B	67-59a-78	26	21	37	16	300	301	66-70a-53
3C	75-53a-77	39	27	19	23	304	316	57LA-54
4D	55-54a-65	31	25	33	34	314	305	56-60a-69
5E	28	62-61a-73	22	306	17	302	313	51-55a-52
6F	66-73a-76	41	35	36 90%	20	303	32	63-72AL
7G	58-51a-61	30	18	37	38	304	315	64-71a-57
8H	74-52a-60	21	24	19	27	301	305	75-53a-72
9I	68-56a-74	25	33	306	40	26	313	54-57a-51

10J	67-59a-56	31	23	32	16	316	314	59-60a-63
11K	52-55a-64	22	36	37	39	20	302	69-72a-77
12L	62-61a-66	37	28	20	17	304	305	72-62a-75
13M	18	55-70a-71	24	74-52a-60	33	303	315	65-54a-58
14N	53LA-59	29	30	38	26	316	35	68-56a-78
15O	23-Ndls-32	21	23-Ndls-32	306	41	36	313	67-59a-56 2/124 310
16P	76-71a-61	69-57a-64	21	19	37	22	305	64-55a-52
17Q	57-61a-63	20	28	16	40	314	302	77-72a-65
18R	75-62a-68	24	39	18	31	300	316	62-61a-60
19S	66-52a-75	35	30	306 85% from Ndls	34	304	315	71-54a-67
20T	78-56a-64	36	26	25	27	17	304	53LA-59
21U	22	23	41	32	21	33	302	76-71a-61
22V	58-57a-77	16	28	29	38	313	316	70LA-72

23W	52-55a-62	57-51a-63	37	31	24	305	314	75-62a-68
24X	55-72a-65	18	26	306 c/o Aq Return 3W	30	303	301	60-61a-53
25Y	66-52a-74	71-57a-54	25	35	40	315	41	78-56a-67
26Z	39	33	22	306	17	19	316	59-53a-70
27BG	75-73a-57	38	27	28	23	304	300	58-71a-77
28BH	72-70a-60	37	31	16	36	302	313	52-55a-62
29BI	76-58a-64	26	21	32	18	305	301	78-62a-68
30CJ	61-54a-56	41	20	306	40	314	19CBA	53-61a-59
31CK	71-57a-54	29	22	24	28	300	303	65-59a-55

Special Trains

2904	M4005	To AQ pm	5/1
2919	Lite	To AQ pm	4/30
3773	M3999	To Belen am	5/1
2928	Lite	To Belen pm	5/4
2921	Lite	To Belen pm	5/7
2920	Lite	To Belen pm	5/7
2926	Lite	To Belen pm	5/6
2920	Lite	To Belen pm	5/7
2923	M4125	Eastbound turned west at Selgiman	5/8
308	Lite	To Belen am	5/7
2917	Lite	To AQ Shops	5/7
2904	M4214	To AQ pm	5/9

3518	M4349	To Belen am	5/12
2923	M4397	To AQ am	5/12
2920	M4353	To Belen pm	5/11
2922	M4204	To Belen am	5/10
3416	M4356	To Belen am	5/12
2924	M4348-98	To Belen am	5/12
3451	Lite	To Belen noon	5/12
2900	Lite	To Belen am	5/13
310	M4424	Et al to AQ as 2/124	5/16
2900	Lite	To AQ Shops	5/17
3451	Lite	To Belen pm	5/19
2917	M	To Belen am	5/21
3783	Lite	To Belen am	5/20
2924	M	To Belen am	5/21
2925	Lite	To Belen am	5/20
2925	Lite	To Belen am	5/23
3782	Lite	To Belen pm	5/23
2928	Lite	To Belen am	5/27
2912	Lite	To Belen pm	5/24
2918	M4795	To Belen pm	5/27
3451	Lite	To Belen pm	5/26
3457+2922	M4986	To Belen pm	5/29

Westbound from Belen/Albuquerque June1952

June	3	1—7	2-7	17	19	21	1/23	2/23	3/23	123
1A	306	20		19	76-58a-64	39	301	53-55a-62		37
2B	24	22		300+ 2910 Dbhd AQ to AW 26+30 0 Wins- Barsto w	56-54a-61	36	305	65-62a-68		26 to Winsl c/o for 17/ 242+ 9002 to Barsto w

3C	313	32 90%	2903	23	54- 57a- 71	31	51- 61a- 59	316		41
4D	17 C unit Down	35	2909	303	58- 60a- 73	40	314	77- 59a- 55		29
5E	28	38	2905	304	76- 58a- 57	21	301	75- 73a- 66	3783 Failed Gallu p- Dsl+H tr	27
6F	306	37	2926	19CB A	16 75% 1 unit dow n	39 2/2 2 25	51- 61a- 59	61- 71a- 78		66- 52a- 74
7G	26	302LA B-33C	2909	33LAB	63- 53a- 52	20	316	71- 70a- 72	2928 to Winsl - 209+ Heate r	22
8H	40	31		30	76- 62a- 68	41	300	53- 54a- 56		36
9I	34 90%	21		304	28	18	62- 57a*- 54 *dead	305		312
10J	28	61- 71a- 78		16CB A	75- 73a- 69	24	19CBA add 20C Winsl	51- 55a- 70		77- 59a- 55
11K	306 Boiler u nit down B unit	37	2927	20LAB	67- 56a- 58	23 90 %	313	52- 51a- 73		35
12L	32	26	2921	303	25	38	300	68- 61a- 59	2926	17

13M	27	22 c/o 1 unit Autry	2920 Failed AQ 217	304	71- 70a- 74	33 2/2 1 29 90 %	316	54- 53a- 63	3781	301
14N	302LAB- 16L	34	3448 to Wins- 2924	40 90%	53- 54a- 56 85%	39	312	69- 62a- 65	3446- to AQ- 16CB A	2924 To Wins- 249+ 9004 2/123 16CB A to AQ- 2920 via GC
15O	51-55a- 70	20		28	57- 60a- 66	30	21	58LA- 76		23 2/123 2929 Via GC
16P	36 90%	38		300	306	37	62- 59a- 60	59- 73a- 75		72- 71a- 61
17Q	33 2/3 2901	17		303	52- 51a- 75	18	305	74- 56a- 55		35
18R	39	53- 54a- 56	304	41	40	26	304	2927		32
19S	29	58LA- 77	2922	30	34	24	315	54- 70a- 71	2921	66- 60a- 57
20T	306	23	2923 Split Wins- 3/7 Dsl+H tr	301	312	25 2/2 1 28	309	70- 53a- 63	203+ 9003 1 unit down	22
21U	62LA-60 2/3	36	2920	305	37	27	316 to Winsl	61-67 to	3457 to	20 90%

	Split Winslow Frt Dsl West						Dsl+H tr- Ndles 2923- Barsto w	Wins- 316	Winsl - 61-67	2/123 2903 Via GC
22V	38	41		33	74- 56a- 55	19	302	51*- 55a- 61- 78** *Dea d 1 Ttr out **Dea d		16
23 W	75-73a- 59	30		300	21	26	33	71LA- 72		17
24X	53-54a- 56	24		28	309	25	304	66- 52a- 68		39
25Y	36	35		27	58L A-77	28	54- 70a- 51	313	3457 to Winsl - Dsl+H tr	40
26Z	61-72a- 67	16	3461 to Winsl - Dsl+H tr	301	37	34	315	70- 60a- 69	2906	22
27B G	33+3 units 2/3 3517 to Winsl- 2907	38	2907 to Winsl - Dsl+H tr	303	313 85%	23 2/2 1 34	306	75- 73a- 59	3424	29
28B H	74-56a- 55	18	2923 Failed Ndls	304	305	26	312	52- 53a- 63 to Selig-		20 2/123 2928

								Dsl+H tr		
29B I	78-70a- 52	25		28	65- 59a- 73	32	3784	24		19 2/123 2924 to Winstl 3784
30C J	37	36		301	72- 71A L	21	305 Dbhd+ 64- 51a	300	30	

Special Trains

2909	TA945F	Out Belen am	6/13
2901	DHQ	Out Belen am	6/18

Eastbound into Belen/Albuquerque June 1952

June	4	8	18	20	22	1/24	2/24	124
1A	73- 60a- 58	27	23	31	25	313	2927	57- 73a- 75
2B	30	66- 52a- 74	35	17	33	316	301	77- 71a- 78
3C	18	16	38	57- 58a- 76	21	302	304	72- 70a- 60
4D	52- 53a- 63	20	37	306	39	19CBA	300	61- 54a- 56
5E	68- 62a- 65	36	26	24	22	305	59-61a- 51	71- 57a- 54
6F	55- 59a- 77	32	31	40	41 2/22 23	313	303	53- 55a- 70
7G	68- 73a- 75	35	21	34 90%	29	304	301	62- 51a- 58
8H	58- 56a- 67	17	28	16CBA	27	78- 71a- 61	19CBA	59- 61a- 51

9I	38	25	20 C unit s/o Winsl	306	39	37	316	52- 53a- 63
10J	74- 70a- 71	33	26 90%	30	22	302	300	68- 62a- 65
11K	56- 54a- 53	31	40	29	36	304	305	54- 58a- 76
12L	66- 60a- 57	21	34	16	18	312	315	69- 73a- 75
13M	24	61- 71a- 72	28	70- 55a- 51	41 2/22 35	20	60-59a- 62	58- 56a- 55
14N	73- 51a- 52	35	38	306	37	300	314 3/24 2909	59- 61a- 68
15O	26	32	17	33	25	303	304	74- 70a- 71
16P	78- 52a- 67	29	39	27	40	56- 54a- 53	316	63- 53a- 54
17Q	301	23	29	30	34	312	302	58LA- 77
18R	60- 62AL	16	23	306	20	301	300	70- 55a- 51
19S	55- 56a- 74	19	36	18	37	303	305	61- 71a- 72
20T	75- 73a- 59	40	38	37	17 2/22 35	33	314	41
21U	56- 54a- 53	39	30	34	26	304	315	71- 70a- 54
22V	77- 58AL	28	24	309	25	313	301	66- 60a- 69

23W	67-72a-61	29	27	305	22	312	36	52-51a-64
24X	23	20	16	32	37	306	302	70-53a-73
25Y	55-56a-74	19	38	21	41	300	33CBA	51-62a-60
26Z	73-59a-65	30	18	39	26	309	304	59-73a-75
27BG	71LA-52	17	28	27	24 2/22 62-70a-78	25	314	56-54a-73
28BH	35	68-55a-76	36	37	40	301	315 3/24 Dsl+Htr Bar-Belen	69-60a-51a
29BI	16	41	34	306	22	59-57a-75	313 to Seligman- 63-53a- 52	58-52a-66
30CJ	23	38	33	20	29	303	312	70-58a-77

Special Trains

2928	M4986	To Belen am	6/2
2927	Second 24A		6/2
2903	M4983	To AQ am	6/2
2924	Plum Special	To Belen pm	6/5
2919	M4983 et al	To Belen am	6/2
3451	Doublehead M4986	To Belen am	6/2
3460	Doublehead Plum Special	To Belen pm	6/3
2903	Plum Special	To Belen pm	6/6
316	M5061	To Belen pm	6/6
2909	M5081	To Belen am	6/8
2905	Plum Special	To Belen pm	6/8
2926	Lite	To Belen pm	6/11

2928	Plum Special	To Belen pm	6/9
2909			6/12
2927	M5336	To Belen pm	6/15
2909	Third 24N		
2926	Plum Special	To Belen pm	6/15
2921	Plum Special	To Belen pm	6/19
2920	Plum Special	To Belen pm	6/18
3781	Plum Special	To Belen pm	6/16
3446	Doublehead Freight	To Belen pm	6/16
3448	Doublehead Freight	To Belen pm	6/20
2901	Lite	To AQ am	6/19
2901	Plum Special	To Belen pm	6/16
2921	Doublehead BXC Special	To Belen pm	6/23
2922	Plum Special	To Belen pm	6/22
2923	Plum Special	To Belen pm	6/24
2927	TAS 402 via GC	To Belen am	6/25
2920	Plum Special	To Belen pm	6/25
2902	Plum Special	To Belen pm	6/26
2907	Doublehead Freight	To Belen pm	7/7
3517	Lite	To AQ pm	6/30
2928	M5852	To AQ pm	7/2
2924	M5790	To AQ pm	7/1
3557+3461	Plum Special	To Belen pm	6/28
2906+3424	DHQ	To Belen pm	7/2

Westbound from Belen/Albuquerque July1952

July	3	7	2-7	17	19	21	1/23	2/23	3/23	123
1A	34	17	2921	39 3 units	306	35	76- 56a- 68	58- 54a- 53		60-62a- 56
2B	315	27	2922 To Ndls- 2656	33	52- 53a- 63	16	29 90%	77- 60a- 69	2907	32 90%
3C	314 Split Winsl	75- 60a- 57a- 59	148	28	19	40	312 90%	55- 52a- 66		41
4D	61-72a-67	21	309	303	311	25 2/21	70- 58a	313	3424	18

						22				
5E	36	39		302	73-51a-64	20	316	75-56a-68		38 2/123 3769
6F	34	32		33	71-59a-58	23	304	51-60a-72		24 2/123 2926+ 2913 Hlpr to Yampa
7G	56-73a-64	17		300	16	31	27	66-55a-76		37
8H	25	22		305	41	30	312	52-71a-53		29
9I	301LAB-35L	20	2904	35CBA	313	18	314	67-52a-55	3457 to Wins- 2913	77-54a-69
10J	28 90%	36	3451 To Wins- 2 unit Frt dls	303	59-70a-75	38	306	74-61a-72		65-62a-60
11K	316 2/3 3453 to Winsl-Frt Dsl+Heater	16		302	315	19 2/21 73- 56a- 68	311	67-72a-66	3457	21
12L	63-53a-71 to Wins- Dsl+Htr	41	2900	34	31	40	309	307	2928	29 2/123 3785
13M	29 90% 2/3 2923	78-73a-64		300	23	25	304	55-56a-76		33 2/123 22
14N	56-60a-53	38		303	306	24	313	51-58a-62		17
15O	27 90%	65-62a-58	3826 To Wins-	28	312 85%	35	69-54a-52	18	2909 Failed Ndls-	37

			216 2 units						235 2 units	
16P	309	75- 71a- 59	3779 To Wins- 3782 To Bar	32	307	34	314	66- 57a- 74	3782 to Wins- 219LA+ 9003	67-52a- 54
17Q	39	31	2923	302	316	20	21	70- 51a*- 77 *Dead		36
18R	68-56a-61	25	2910	305	315	41 2/21 24	301	62- 72a- 60	2917	35
19S	64-61a-72 2/3 3219 to Willms	26	3776	300	306	19	313	56- 55AL 85%	3451	23 2/123 3774
20T	37 2/3 2924 To Wil	28		27	71- 59a- 63	16	22	54- 58a- 51		38 2/123 2914
21U	32	52- 54a- 69		303	316	29	53- 60a	34		35
22V	309	39		24	312	17	73- 57a- 74	67- 52a- 57		40
23W	59-71a-75	26	2923	305	306	18 90%	61- 70a- 58	304	2906	36
24X	23	22		300	19	20	71- 59a*- 63 *Dead	315		21
25Y	31	77- 73a- 66	2913	37	314	34 2/21 38	56- 55a- 78	72- 56a- 55		33
26Z	54-58a-51	32	2920	301	30	25	316	53- 72a- 62	3774 HE	27 2/123 2927 To Wins

										Dsl+Htr
27BG	302	18		41	68-60a-69	40	312	58-61a-64		28 2/123 2925
28BH	73-57AL	19		303	309	29	39	75-54a-52		67-52a-60
29BI	37	21		58-61a-64	71-90a-63	24	315	55-70a-64		26
30CJ	34	36		31	314	17	306	59-71a-53		23
31CK	27	40	2902	35	305+22 Dbhd To Bar	25	316	78-56a-72		22 toWinsl- 217+ 9003

Special Trains

2915	MMB8273	To Belen am	7/10
310LAB	TAS 467	To Belen pm	7/29

Washouts Eastern Lines 7/9 to 7/17

Eastbound into Belen/Albuquerque July 1952

July	4	8	18	20	22	1/24	2/24	124
1A	67-72a-61	18	32	28	19	304	313	55-56a-74
2B	54-51a-61	24	21	300	25	305	316	62-70a-51
3C	58-59a-71	37	36	39	30	301	302	68-66a-76 2/124 3784
4D	67-73a-56	27	31	34	35 2/22 33	29	32	53-71a-60a
5E	19	77-54a-69	17	28	16	315	312	66-52a-55
6F	40	60-62a-65	22	25	41	303	314	72-61a-52

7G	75-70a-59	21	20	313	18	302	306	67-72a-61
8H	68-56a-73	39	36	23	38	304	311	54-51a-74
9I	62-57a-51	32	34	309	24	300	316	76-56a-66
10J	64-73a-78	17	41	34	31	305	312	70-58a-62
11K	53-60a-56	37	29	25	22 2/22 32	313	314	55-52a-67
12L	35	52-54a-69	38	306	20	301	303	51-57a-71
13M	75-71a-59	36	28	311	18	302	315	58-62a-65
14N	16	31	19	40	34	309	316	66-72a-60
15O	68-56a-51	41	31	39	21	300	304	77-55a-65
16P	64-61a-72	23	29	24	33	25	303	62-58a-51
17Q	63-59a-71	22	26	306	17	303	305	53-60a-56
18R	52-54a-69	35	37	27	38 2/22 18	32	307	54-52a-67
19S	31	78-57a-74	20	316	34	302	314	73-70a-58
20T	59-71a-75	21	39	24	36	301	309	57-73a-66
21U	41	33	26	306	25	305	315	61-56a-55
22V	63-59a-71	27	23	22	19	300	78-55a-56	77-72a-62
23W	51-58a-54	28	29	34	38	37	316	72-61a-64
24X	69-60a-68	35 A unit down	32	24	30	303	312	53-54a-52
25Y	57LA-73	39	26	18	40 2/22	304	309	58-70a-61

					60-52a-67			
26Z	71-90a-63	36	19	306	35	305	315	75-71a-59
27BG	78-55a-56	23	21	37	20	300	314	55-56a-72
28BH	38	22	34	20	33	301	316	66-72a-53
29BI	30	62-73a-77	27	40	25	313	312	64-61a-58
30CJ	69-60a-68	18	41	29	28	309	302	51-58a-54
31CK	52-54a-75	60-52a-67	19	24	39	303	315	76-57a-73

Special Trains

2923	TAS467 to Needles	Failed lite to AQ	7/4
2921	M5950	To Belen AM	7/5
2922	TAS467	To AQ am	7/5
2907	M6029	To Belen pm	7/9
3424+3769	DHQ	To Belen pm	7/9
2913	Doublehead DHQ	To Belen am c/o Winslow for 3/23	7/1
2926	DHQ	To Belen am	7/11
33LABC	Elks Special	To AQ am	7/10
2915+2904	N6112	To Belen am	7/13
2913	Extra Special	To Winslow c/o Winslow	
3451	Extra Special	To Belen pm	7/12
3457	Extra Special	To Belen pm	7/11
2913	M6220	To Belen pm	7/14
3453+3457	Extra Special	To Belen pm	7/13
2928+2900	M5761	To Belen pm	7/16
3785	M6254	To Belen am	7/18
2923	Fruit Special	To Belen pm	7/19
28LABC	1/tp490	To Belen am	7/19
3782+3779	Extra Special	To Belen pm	7/18
3451+2914	DHQ	To Belen 4pm	7/24
2909	Out of Service Winslow	Lite to AQ pm	7/25
2910+2917	Lite	To Belen 910pm	7/23
3774	Lite	To Belen 210am	7/24
3776	Lite	To Belen 600pm	7/24

2906	Lite	To Belen am	7/27
2923	Lite	To Belen am	7/28
2910	Lite	To Belen pm	7/23
2917			
310LAB	Doublehead 1/24	To Belen am	7/23
2924	Doublehead 2/24	To Belen am	7/23
3451-3776	DHQ	To Belen am	7/24
3774	Lite	To Belen pm	7/23
2927	Lite	To Belen pm	7/23
2913	Lite	to AQ pm	7/31
2927	Lite	To Belen am	7/28
3774	Lite	To Belen pm	7/29
2925	Lite	To AQ am	7/31

Westbound from Belen/Albuquerque August 1952

Aug	3	7	2-7	17	19	21	PS/2 3	CC2 3	3/23	123
1A	41	54- 58a- 51	2905	29	312	20 2/21 28	2922 to Wins - 62- 73a- 77	2923	5029 to AQ 3450 to Wins l- 2922 to Bar	62- 73a- 77 to Winsl 267+ 9001
2B	19 2/3 2916 To Willms Only	24	2912	300	68- 60a- 69	33 B unit down	301	56- 55a- 72a- 60	2913 to Will 3450	304 85% 2/123 313
3C	53- 71a- 59 2/3 3757 to Willms	31		34	21	67- 54a- 52	73- 57a- 76	75- 52a- 66	2918 GC Sec	18 2/123 2927

	Only									
4D	64-61a-58	30		303	23	55-70a-61	306	262		26
5E	71-90a-63	40		29	22	35	78-56a-72	51-58a		25LA-48A-25BC *25B Dead
6F	305LA B-28C	77-73a-62	2908 to Winstl--205+ Heater	28LAB	315	18	17 90%	316 85%		34
7G	41	36	3762	300	68-60a*-69 *Dead	37	57-55a-56	308		20
8H	60-52a-66	30	262	26	73-57a-76	39 90% 2/21 18 90%	309	314		33
9I	55-70a-61	19	2911	27	67-72a-52	75-51a-54	53-71a-59	302		24 2/123 2903 to Willm s- 261
10J	38	51-58AL		17LAB	35	21	22	316		16 2/123 2916 to Winstl - 232 + 9004
11K	63-61a-78	304LA B-34C		34LAB	57-55a-56	31	315	62-77		25

12L	18	26		36	313	23	68-59a-69	312 85%		78-56a-72 85%
13M	60-52a-66 85%	52-62a-67	171 B unit down	27	311	33	73-57a-76	306		28
14N	53-71a-59	30	2909	300LA B-48A	305	40	29 90%	303 65%	2903 to Wins l- 2912	20
15O	22	27	309	38	64-51a-54a	73-53a-76 2/21 37	55-70a-61	301 A unit dead + 3762 Dbh d		19
16P	77-61a-63	23LAB	2914	34	25	39	316 85%	57-55a-56 75%	2923	24 B unit down 2/123 2922
17Q	74-58a-51	78-56a-75		26	28	17	77-60a-62	69-59a		32 2/123 2904
18R	304LA B-23C	54-52a-66		33	16	300LA B-48A	312+ 2924 Dbh d To Wins	306		36
19S	53-71a-59	30	2917 Annul at Chamb er	35	67-72a-52	21	38	311		18
20T	31 2/3 3767	25 90%		22 90%	37	71-57a-76	55-70a-61	56-59a		41

21U	39 to Ndls- 305	57- 73a- 60	2919	26	72- 51a- 64	29	309	313		40
22V	306	32	2901	33	78- 60a- 77	20 2/21 28	316 80% To Wins - 239	2915	2914 To Wins l 316 80%	27
23W	66- 53a- 74	67- 72a- 69	301LB- 48A	16	36	19 C unit Dead+ 63- 61a- 71 Dbhd to Wins- Bar	311	315 85%		63- 61a- 71 to Wins 2917 2/123 2921 To Willns
24X	30	52- 59a- 56	2921	37	22	34	18	65- 62a- 55		24
25Y	73- 57a- 76	72- 51a- 64		41	55- 71a- 59	17	304	314		25
26Z	78- 60a- 77	53- 70a- 62	2928	33	54- 56a- 75	38	39	303		23
27B G	32	63- 61a- 71	2924	16	26	35	313	302 A unit s/o Ndls		31
28B H	41	37	312	22	306	21	311 85%	2904	3766	28
29BI	56- 52a- 60	24	2927 to Wins- 223	305	57- 73a- 61	36 2/21 29	316	309		27
30C J	76- 57a- 73	33	2927	39	30	19	59- 71a- 55	315	2914	74- 52a- 65

31C K	78- 60a- 77	26	2922	16	72- 51a- 64	20	38	300		25
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Eastbound into Belen/Albuquerque August 1952

August	4	8	18	20	22	PS24	CC24	124
1A	61- 70a- 55	58- 61a- 64	37	306	26 2/22 21	31	314	53-71a- 59
2B	71- 90a- 63	22	25	36	23	305	316	72-56a- 78
3C	51- 58a- 54* *s/o Ndls	17	29	35	34	40	312	77-73a- 62
4D	41	56- 55a- 57	28	27	20	304	262	69-60a- 68
5E	66- 52a- 60	18	37	21	33	300	301	76-57a- 63
6F	52- 72a- 67	23	26	31	18	30	303	59-71a- 53
7G	29	72- 56a- 78	23	306	16	313	19LAB	61-70a- 55
8H	40	71- 90a- 63	38	17 C unit s/o LJ	35 2/22 22	315	316	58LA-51
9I	62- 73a*- 77 *s/o AQ	28	34	71-61a- 63	56- 55a- 57	305	308	69-59a- 68
10J	33	20	26	36	37	18	314	76-57a- 73
11K	30	59- 71a- 53	27	66-52a- 60	39	302	309	52-72a- 67

12L	32	35	19	17	24	300LAB-48A	316 90%	61-70a-55
13M	21	74-58a-51	22	38	16	32	315	56-55a-57
14N	31	77-60a-62	23	34	25	304	313	71-61a-63
15O	69-59a-68	18	26	27	36- 2/22 28	312	311	75-56a-78
16P	67-72a-52	41	29	300LAB-48A	33	303	306	66-52a-54
17Q	76-57a-73	40	30	35	20	61-90a-55	38	59-71a-53
18R	64-51a-72	27	19	22	37	309	316	56-55a-57
19S	77-60a-78	28	39	26	34	65-62a-60	56-59a-54a	63-61a-71
20T	66-53a-74	24	32	33	17	312	306	65-62a-55
21U	35	23	16	38	36	301LAB-48a	311	69-72a-67
22V	59-71a-55	21	30	37	18 2/22 22	300	304	52-59a-56
23W	75-56a-64	31	41	76-57a-73	25	305 to Ndls-39	309	64-51a-72
24X	32	26	33	77-60a-78	29	313	316	62-70a-53
25Y	20	28	16	19	27	305	306	71-61a-63
26Z	60-52a-56	61-73a-57	37	22	36	301LB-48a	315	74-62a-65
27BG	18	34	24	17	41	304	311	59-71a-55a

28BH	64-51a-72	25	33	39	30	303	314	76-57a-73
29BI	75-56a-54	52-59a-55	26	16	38 2/22 23	313	263 to Aq-2917	77-60a-78
30CJ	35	62-72a-69	32	31	28	311	302	306
31CK	37	21	41	27	22	305	309	61-73a-57

Special Trains

2920	Lite	To Belen pm	8/1
2902+2922	Lite	To Belen pm	8/8
2923+2905	Lite	To Belen pm	8/6
2927	Lite	To Belen pm	8/6
3429	Lite	To Belen pm	8/6
2916	DHQ	To Belen pm	8/7
2924	Double head 2/23	To Belen, Lite to AQ pm	8/7
3763	Lite	To AQ pm	8/7
2912	Lite	To Belen pm	8/18
2908	Lite	To Belen am	8/14
2918	Lite	To Belen am	8/13
2916	Lite	To Belen pm	8/12
3762	Lite	To Belen pm	8/15
2927	Lite	To Belen pm	8/14
2911	Lite	To Belen pm	8/18
2903	Doublehead 1/24	To Belen am	8/23
2909	Lite	To AQ Shop pm	8/20
3762	Lite	To AQ Shop pm	8/20
2904	Doublehead	To Belen pm	8/21
2917	Double head 24	To Belen am	8/22
2914	Lite	To Belen pm	8/22
2921	Doublehead 2/24	To Belen am	8/25
2919	TAP714	To AQ pm	8/25
2915	Lite	To Belen am	8/26
2902	M7199	To Belen pm	8/27
3762	Lite	To AQ Shop	8/29
2921	Grape Special	To Belen pm	8/29

Westbound from Belen/Albuquerque September 1952

Sep	3	7	2-7	17	19	21	PS23	CC23	3-23	123
1A	54- 56a- 75	303LAB -32C		32LAB	28	17	313	314		34
2B	57- 73a- 61	27		41 L unit dead	311	18	22	301		69- 72a- 62
3C	60- 52a- 56	19		37	305	23	29	306		52- 59a- 55
4D	30	304LAB -16L	292 6	16CB A	70- 61a- 53	31	316	2921	2905 to SB Shops	21
5E	64- 51a- 72	17	378 1	302	63- 55a- 59	25 2/2 1 35	310	315	2924	36
6F	74- 62a- 65	71-70a- 56	291 3	34	32 B unit down	39	33 A unit down	76- 57a- 73		20
7G	37	40		300	29	24	27	57- 53a- 61		38
8H	53- 61a- 56	21		303	52- 59a- 78	28	307	313 90%		26
9I	59- 60a- 55	17	376 5	30	70- 72a- 58 85%	22	312	314		69- 53a- 68
10J	64- 51a- 72	34	292 6	32LA- 33B- 32C	316	41	35	311		31
11K	66- 52a- 54	20	292 4	23 L unit Down	75- 55a- 67	39	301LAB -48a	315	2920	19

				From Winst						
12L	52- 59a- 78 2/3 3767 failed Winst - 251+ 9001	16	290 2	37	306	38 2/2 1 40	57-73a- 61	310		73- 57a- 76
13M	70- 72a- 58	28	292 0	303	36	27	17	305		24
14N	56- 60a- 70	41		35	71- 62a- 65	29	69-53a- 68	313		22
15O	74- 71a- 53	55-56a- 54		23	34	26	300	302		21
16P	315	66-52a- 54a	378 5	38 3 units	40	30	311	25 3 units 1 Blr down + 2922		18
17Q	64- 57a- 72 65%	16	291 5	27	314	31	312	2900		67- 55a- 75
18R	73LA- 78	61LA- 60	290 1		316 B unit dow n	28	301LB- 48a- 38L 90%	39 90%		17
19S	57- 62a- 65	21	291 1	29	22	33		52L- 51a		36
20T	74- 71a- 69	24	291 6	40	306	19	68-70a- 56	20CB A		58- 72a- 70

21U	67-55a-75	30		300	313	35	18	305		26
22V	39	25		302	304	34	54-52a-66	71-53a-76		41
23W	60-73AL	32	2924	22	37	23	64-57a-72	31285%		1690%
24X	61LA-51	21	2911	301LB-48a	311	31	77-56a*-55+314 *Down	2490%		27
25Y	18	19	2919	26	53-60a-57	28	58-72a-70	315		38
26Z	74-51a-69	65-58a-71	3778	300	41	29	30	306		68-70a-56
27B G	64-57a-70	22	244+9002	305+33 Dbhd From AQ	35	36	78-62a-66	313 to Winsl-263		2914 to Wins-313
28B H	40	24	266	304	316	23	67-55a-54a	20		37
29BI	61LA-51	1690%		303	21	34	77-73a-60	312		32
30CJ	58-72a-70	18		302	31	19	39	314		54-70a-68

Special Trains

2907	M7286	Out Belen pm	9/3
2920	DHQ	Out Belen pm	9/21
2904	DHQ	Out Belen pm	9/25

Eastbound into Belen/Albuquerque September 1952

Sept	4	8	18	20	22	PS24	CC24	124
1A	53-61a-70	36	19	39	29	316	315	60-52a-56

2B	59-55a-63	25	30	16	24	33	312	73-57a-76
3C	65-62a-71	38	17	28	20	300	314	72-51a-64
4D	41	26	34	22	32	303	313	71-70a-56a
5E	78-59a-52	69-60a-78	40	37	27 2/22 29	18	305	61-73a-57
6F	58-72a-70	19	21	306	23	301LB-48a	311	53-61a-56
7G	36	31	17	30	16	316	315	55-60a-59
8H	67-55a-75	73-57a-76	32	32LAB-33L	35	302	310	72-51a-64
9I	40	24	20	29	39	25LAC	61-73a-57	54-52a-66
10J	24	60-71a-56a	37	26	38	300	313	78-59a-52
11K	65-60a-71	56-61a-53	30	303	17	28	314	58-72a-70
12L	34	18	41	35	22 2/22 31	312	311	56-60a-70a
13M	33	67-55a-75	39	23	20	301LB-48A	316	74-71a-53
14N	72-57a-64	19	38	54-52a-66	40	315	310	55-56a-54
15O	60-61AL	36	16	27	37	305	306	78-73AL

16P	65-62a-67	32	17	35	28	309	313	58-72a-70
17Q	52-51AL 51 c/o Ndls Flat wheels	24	29	34	22	304	21	68-70a-56
18R	71-53a-64	41	24	20	23	302	311	69-71a-74
19S	25	54-52a-66	30		18	315	312	75-55a-67
20T	55-56a-77	27	28	39	16	301	314	72-57a-64
21U	51-61AL	38	22	29	37	32	316	60-73AL
22V	65-62a-57	58-72a-70	21	24 to Ndls- 36	36 to Ndls- 24	20CBA	306	56-70a-68
23W	69-51a-74	33	18	26	40	305	313	19
24X	35	66-62a-78	34	41	30	300	304	65-58a-71
25Y	67-54a-62	37	22	39	25	303	312	72-57a-64
26Z	16	32	24	27	23	302	314	60-73AL
27BG	70-72a-58	38	31	28	21	315	311	51-61AL
28BH	26	52LA-73	18	41	19	301	306	57-60a-53
29BI	68-70a-54	63-53a-55	29	35	30	300LAB-48a	313	69-51a-74

30CJ	66- 62a-78	36	22	23	33	305	316	72- 57a- 64
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Special Trains

2928	M7494	To AQ am	9/8
2924	M7369	To Belen pm	9/1
2904	Lite	To Belen am	9/4
3766	Lite	To Belen am	9/4
2927	Lite	To Belen am	8/31
2927	Double-head 8	To AQ Shops	9/2
2914	Lite	To Belen pm	9/2
2922	Lite	To Belen pm	9/2
2907	Extra Special	To Belen am	9/5
2924	M7494	To AQ am	9/8
2904	Lite	To Belen am	9/8
2926	Lite	To Belen pm	9/10
2921	Lite	To Belen am	9/11
3781	Lite	To Belen pm	9/10
3765	Extra Special	To Belen pm	9/12
3767	Lite	To Belen pm	9/12
2926	M7591 5-6	To AQ am	9/15
307LAB	Steve Collge Special	To Belen am	9/13
2924	Extra Special	To Belen pm	9/15
2920	Extra Special	To Belen pm	9/14
2913	Double-head Special	To Belen pm	9/15
3767	M7594-95	To Belen am	9/15
2905	M7689	To Belen am	9/20
2902	Grape Special	To Belen pm	9/17
2920	M7864	To AQ	9/21
2922	Grape Special	To Belen pm	9/20
3785	Extra Special	To Belen	9/20
2900	DHQ	To Belen pm	9/21
2915	Extra Special	To Belen pm	9/21
300LAB	TAS794	To AQ am	9/20
2901	Lite	To Belen pm	9/22
2911	Lite	To Belen pm	9/23
2916	M7799	To Belen am	9/27
2920	Lite	To Belen pm	9/28
2924	M7843	To Belen am	9/28
2904	M7804	To Belen am	9/27
2911	M7844	To Belen pm	9/27

2919	Grape Special	To Belen pm	9/28
3778	Grape Special	To Belen pm	9/30
2914	TAS828	To AQ pm	9/29

Westbound from Belen/Albuquerque October1952

Oct	3	First 7	Sec 7	17	19	21	PS23	CC23	123
1A	29	26	263	27	52LA-73	25	35	315	38
2B	74-51a-69	72-57a-64	2L-4A	22	33	28	313	301	57-60a-71
3C	39	34	265	37	78-62a-66	41	20	300LAB-48a 3/23 3457 to Gallup-2911	55-53a-63
4D	58-72a-70	32	2904	30	36	24	314	316	56-71a-65
5E	38	18		304	27	23	312	31	51-58a-61
6F	57-60a-77	33		26	54-70a-68	40	305	306	62-56a-76
7G	74-51a-59	28	2922	19	67-73AL	22	72*-57a-64 *Down 65%	314 85%	300LAB-48a
8H	78-62a-55	41	266	30	34	21	301	77-71a-66* *Down	35
9I	58-72a-70	31	264	39	313	25	304	20	63-52a-53 85%
10J	54-70a-76	38	2923	29	60-53a-55	32	27	315	24
11K	72-57a-64	22	262	19	18	37	305	303	23

12L	74-51a-69	16C-48a-16AL	2900 to Wins-230 to LA	34	51-54a-52	36	30	316	33
13M	62-56AL	20		39	61-58a-73	26	301	312	40
14N	67-52a-53	25	262	32	78-62a-68	17	300	306	55-53a-54
15O	18 90%	71-59a-65	2923	24	58-72a-70	28	38	314	35
16P	72-57a-64	23	2928	34	69-55a-77	21	316 85%	304	27
17Q	40 90%	74-51a-59	2923 to Winsl-2910	31	19	22	313	2910	16
18R	62-56a-55	25	2923	41	51-54a-52	30	26	315	33
19S	67-52a-53	32	2921	24	63-73a-57	37	75-70a-73	305	29
20T	77-59a-71	58-52a-70		27	68-58a-61	36	300	303	39
21U	316	34	2909	31C-48a-31AL	56-53a-54	17	20	65-78	28
22V	26	40	2929	302	301	38	304	52-54a-59	23
23W	55-56a-62	37	2921	41	64-57a-74	18	69-73a-63	312	35
24X	67-52a-53	29	2918	27	75-70a-73	21CAL	300	314	16 L unit down

25Y	17	36	2929	31	51-55a-66	75-60a-61	78-59a-71	313	22
26Z	52-54a-59	28	2918	30	58-71a-70	20	304L AB-21B	306	25
27BG	74-57a-64	26		41	56-53a-54	24	302	65-58a-68	32
28BH	55-56a-62	21LA-48a-21C	43 New	16	69-61a-63	39	300	303	18
29BI	19	67-52a-63	42 New	38	27	22	78-73a-62a	305	34
30CJ	58-71a-70	17	2915	30	75-60a-61	23	304	316	37
31CK	57-59a-71	55-54a-52	2928	25	312	40	302	301	29CBA L unit s/o Winsl

Special Trains

2923	TA1889B	From Belen pm	10/8
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Eastbound into Belen/Albuquerque October 1952

Oct	4	8	18	20	22	PS24	CC24	124
1A	65-71a-56	34	37	40	20	304	312	34
2B	21	62-56a-76	32	19	31 to Ludlow-51-58a-61	39	314	51-58a-61 to Ludlow-31LAC B unit s/o Ludlow from 22
3C	68-70a-54	25	18	38	27	303	315	70-72a-58
4D	73LA-67	72-57a-64	33	26	35	301	313	71-60a-57

5E	37	63-52a-53	28	29	22	20	300LAB-48a	59-51a-74
6F	66-71a-77	24	41	30	34	314	316	78-62a-55
7G	55-53a-60	32	41	39	36	304	312	70-72a-58
8H	17	18	38	26	23	27	306	76-70a-54
9I	52-54a-51	40	22	19	33	305	314	64-57a-72
10J	73-58a-61	56LA-62L	16LA-48a-16C	34	28	300	30	59-51a-74
11K	68-62a-78	35	20	39	21	301	313	56LA-62
12L	70-72a-58	41	25	32	31	304	315	53-52a-67
13M	77-55a-69	27	24	18	29	305	38	55-53a-54
14N	22	19	23	34	37	303	316	64-57a-72
15O	52-54a-51	30	36	40	16	301	312	59-57a-74
16P	57-73a-63	39	25	17	33	300	26	55-56a-62
17Q	61-58a-68	20	32	24	38	53-52a-67	312	75-71a-73
18R	54-53a-56	35	20	27	18	304	314	70-72a-58
19S	78-65	23	34	31	21	316	313	71-59a-77
20T	74-57a-64	16	40	26	19	59-54a-52	306	302

21U	73-70a-75	22	38	41	30	305	63-73a-59	55-56a-62
22V	66-55a-51	25	29	27	24	300	303	53-52a-67
23W	70-71a-58	32	17	31	39	65-58a-68	71-59a-78	36
24X	54-53a-56	34	28	38	20	304	316	59-54a-52
25Y	63-73a-69	40	26	41	23	302	301	64-57a-74
26Z	35	37	21LA-48a-21C	16	18	300	314	62-56a-55
27BG	61-70a-75	29	19	22	27	78-73a-62a	313	53-52a-67
28BH	71-59a-57	36	17	30	31	304	315	70-71a-58
29BI	73-72a-66	28	24	312	25	302	306	59-54a-52
30CJ	72-58a-65	41	32	303	20	300	26	64-57a-74
31CK	51-55a-54	39	27	38	21	305	60-73a-58	62-56a-55

Special Trains

2918	M7957	To AQ pm	10/7
2904	Extra Special	To Belen pm	10/8
2922	Extra Special	To Belen pm	10/10

Miscellaneous

10-25 Hostlr 25 LAUPT for #18
10-25 Hostlr 415LA LAUPT from #75
10-25 Hostlr 2923 LAUPT from #79
10-26 Hostlr 30 LAUPT For #18
10-26 Hostlr 23 LAUPT From #77

10-26 Hostlr 415LA LAUPT From #75

10-26 Hostlr 2929 LAUPT From #79

Westbound from Belen/Albuquerque November1952

Nov	3	7	2/7	17	19	21	PS23	CC23	123
1A	74+57a-64	32	2900	303	66-72a-73	35	26	314	20
2B	55-56a-62	27	2921	41	65-58a-72	31	78-73a-60	313	36
3C	75-60a-62a	39		24	54-55a-51	22	315	300	39
4D	58-71a-70	37	2921	40	63-53a-56	28	306	305	30
5E	57-58a-71	35	2928	26	25	38	316 85%	304	16
6F	66-72a-73	41	2914	31	53-52a-67	33	301	69-61a-52	19
7G	64-57a-76	24	2928	22	303	17	20	302	29
8H	28	72-74a-59	2928	30	78-73a-60	34 90%	305	312 3/23 2904	36
9I	58-57a-71	26	46 New	25	55-56a-62	23	37	314	21
10J	57-59a-71	33		31	75-70a-62	32	325 Re# from 306	313	51-55a-54
11K	66-60a-73	41	42	20	39	22	304	300	27
12L	64-57a-76	34	45 New	40	53-52a-67	29	335 Re# from 316	301	35

13M	55-56a-62	28	44 New	25	70-58a-76	16 90%	37	303	69-61a-56
14N	58-71a-72	21 90%	47 New	32	52-54a-59	38	331 Re# from 312	305	24
15O	35	18	42	20	63-51a-74	30	302	304	17
16P	53-52a-67	22	43	27	51-55a-54	36	57 59a-71	300	26
17Q	70-58a-77	29		40	78-73a-72	23	301	333 Re# From 314	31
18R	55-56a-62	16	44	32LA-48A-32C	28 90%	46 New	335	332 Re# From 313	34
19S	58-71a-72	21	45	30	64-53a-60	39	302	325	68-70a-66
20T	71-55a-54	17	42	27	56-60a-78 85%	41	38	334 Re# from 315	37
21U	78-73AL	26	43	33 90%	59-61a-69	36	303	57-59a-71	74-51a-63
22V	70-58a-77	28	25	34	331	22	32	305	18
23W	55-51a-62	30	328 Re# from 309	35	46	23	301	304	31
24X	74-51a-63	44	43	38	53-52a-67	40	325	300	29
25Y	56*-60a-75 *Dead	37	27	36 90%	60-54a-52	24	334	330 Re# From	21

								311	
26Z	65-72a-64	45	28	25	33	39 90%	71-59a-51	332	26CBA
27BG	70-58a-77	18	47	16 90%	34	17	303 85%	32LAC Dbhd 2917	54-70a-51
28BH	59-61a-69	55-56a-52	44	30	22	41	302	333 3/23 2926	73LA-78
29BI	61-57a-76	74-51a-63	301	36	42	38	304	305LA-32B* *70%	35
30CJ	27	21	45	37	72-71a-58	46	300	56-60a-75	23

Eastbound into Belen/Albuquerque November 1952

Nov	4	8	18	20	22	PS24	CC24	124
1A	56-53a-63	16	30	33	22	304	316	75-70a-62
2B	34	19	37	40	17	301	312	70-71a-58
3C	23	67-52a-53	35	26	25	302	314	71-59a-57
4D	32	52-61a-69	20	31	29	303	313	73-72a-66
5E	60-73a-78	27	22	24	36	300	20	64-57a-76
6F	62-56a-55	21	28	30	39	305	325	59-54a-76
7G	75-70a-62a	54-55a-51	26	25	40	304	37	58-71a-51a

8H	38	35	33	31	16	301	335	71-59a-57
9I	67-52a-53	69-61a-56	20	22	41	303	302	73-60a-66
10J	17	24	34	30	29	305	331	76-57a-64
11K	59-54a-52	17	28	25	36	37	333	62-56a-55
12L	63-51a-74	26	32	23	21	334	332	72-71a-58
13M	54-55a-51	31	18	20	35	304	325	71-59a-57
14N	78-73a-72a	41	22	27	39	300	335	67-52a-53
15O	68-70a-66	33	29	40	34	301	303	77-58a-70
16P	60-63a-64	37	16	32LA-48A-32C	28	305	331	62-56a-55
17Q	75-60a-56	38+47	21	30+44	25	302	304	72-71a-58
18R	69-61a-59+43	18	17	27	35	300	74-51a-63	54-55a-51
19S	24	22+43	26	36	40	79-59a-57	301	73LA-78
20T	23	29	28	34	31	32	332	77-58a-70
21U	67-52a-53	16	30	39	46	302	335	62-56a-55

22V	75-60a-56	52-54a-60+45	27	38	21	333	325	72-71a-58
23W	65-72a-64	71-59a-57+42	37	36	41	303	334	54-70a-51
24X	69-61a-59	17	26	22	33	18	331	73LA-78
25Y	22+328	25	18	46	34	301	304	77-58a-70
26Z	76-57a-61	23	30	31	35	300	325	62-56a-55
27BG	72-71a-58+43	40	36	29	38LA-48A-38C	331	334	53-51a-74
28BH	39	68-53a-66	21	37	24	27CBA	332	75-60a-56
29BI	18	25	33	26CBA	19	16	303	28
30CJ	51-70a-54	47+53-55a-57	30	22	17	302	333	77-58a-70

Special Trains

45LABC	M8551	To AQ	11/16
46	DHQ	Into Belen pm	11/13
44	Lite	To AQ pm	11/23
43	DHQ	Into Belen pm	11/25
44	DHQ	Into Belen pm	11/27
2923	M8720	To AQ pm	11/27
45	DHQ	Into Belen pm	11/29
330	DHQ	Into Belen pm	11/29
47			
44			

Westbound from Belen/Albuquerque December 1952

Dec	3	7	2-7	17	19	21	PS23	CC/23	3/2 3	123
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1A	26	28		19	335	31	16	331	292 2	65- 53a- 68
2B	25 90%	30	47	22	33 90%	29	43	2920		23
3C	59- 61a-55	24	42	38	54- 70a- 51	41	305LA- 48A 90%	334		17
4D	56- 59a-72	37	44	39	73- 56a- 62	35	301	325		2909
5E	72- 71a-58	19	291 8 3/7 46	16	71- 73a- 65	18	303	28CBA C unit dead	291 7	66- 52a- 54a
6F	77- 58a-67	27	43	304	76- 57a- 70	31	22	333 85%		36
7G	54- 70a-51	38	45	24	23	34	32	331LAB -28L		63- 60a- 61
8H	59- 61a-55	30 90%	47	35	74- 53a- 68	40	300	335		29
9I	?-59a- 72	18	46	16	19	33	26CBA	303	376 1	20
10J	? 51a 58 2/3 3518 to AQ- 2920	27	42	22	60- 51a- 62 85%	25 90%	306 New	301	291 8	64- 52a- 75
11K	? 52a 70	23	43	302	66- 56a- 73	41	305LAB -24L	24CBA		39
12L	54- 53a-51	28	38	308 New	300	17 90%	32	332	290 1	31
13M	55LA- 69	19	47	16	61- 60a- 63	37	26	325		45

14N	60-61a-62	22 90%	46	20	33	44	333	301		67-58a-57
15O	56-54a-68	42	59-61a-52	23	22	34	302	71-63a-65	292 7	36
16P	30 90%	17	43	306	72-71a-58	32	307 New	331	292 2	18
17Q	54-60a-51* *85%	24LAB -48a	45	29	77-52a-70	41	308	304	290 8	40
18R	55LA-69	33	26	27	76-70a-74	28 90%	303	300	290 1	73-56a-66
19S	67-58a-75	20	46	25	21	39 2/21 37	300	309+ 2903	378 0	47
20T	57-72a-52	32	18	24L-305AB	31	44	64-62a-63	335	62-51a-60+ 377 6	38
21U	77-52a-60a	17	43+ 292 0	30	59-61a-52	16	306	334	290 1	22
22V	307LAB -48a New	41	45	24LA-48a-24C	56-73a-68	19LA C	332	2925	51-54	34
23W	61-71a-72	21	47	42	55LA-69	33	300	331	292 5	29LA-19B-29C
24X	76-70a-74	46		31	39	23	24C-305AB 85%	303 85%		28
25Y	27	32		36CBA + 302LA B	64-62a-63	36	75-58a-67	304		26

				302 85%					
26Z	77- 52a-70	40		24LAB	66- 59a- 58	25	325	333	38
27B G	78- 55a-69	16		308	71- 56a- 73	20	301	306	57- 72a- 65
28B H	22	19		47	51- 60a- 54	44LA C	305	335	22
29BI	42	42		31	23	30	302	26	51- 61a- 52
30CJ	21+ 44LAC	24		27	16	307	29LAC	35	21
31C K	60- 71a-72	20		40	68- 73a- 60	57- 62a- 55	334	332	32

Eastbound into Belen/Albuquerque December 1952

Nov	4	8	18	20	22	PS24	CC24	124
1A	62- 56a- 73	34	38	36	41	305LA- 48a	304	32
2B	65- 73a- 71	36	37	35	32	301	300	56- 59a- 72a
3C	61- 57a- 78 90%	63- 60a-66	19	16	40	28	331	58- 71a- 72
4D	69- 51a- 60	45	27	33	31	22	26CBA	66- 52a- 54a
5E	68- 53a- 74	20	24	25	29	305+ 38	332	51- 70a- 54
6F	17		30	35	41	301+ 45	335	55- 61a- 59

7G	60-51a-62	37	18	16	19	303+47	325	56-59a-72
8H	73-56a-66	44	27	22	39	304	334	58-71a-72
9I	65-73a-71	32	23	24	31	333	331	70-52a-77
10J	61-60a-63	57-58a-67	28	38	34	45+43	335	51-70a-54
11K	29	36	19	16	30	26	303 3/24 47	69-55AL
12L	59-61a-52	40	22	20	33	30	306New 3/24 46	62-51a-60
13M	58-71a-72	18	23	27	25	302	24C-305AB	68-54a-56
14N	70-52a-77	41	17	32	39	300	332	73-56a-66
15O	74-70a-76	28	45	24	31	308	325	51-60a-54
16P	37	19	26	33	16	301	333	69-55AL
17Q	62-51a-62+44	64-62a-60	20	25	21	302	309	75-58a-67
18R	52-61a-59	23	32	18	22	307	331	65-72a-57
19S	68-73a-56	36+24LAB-+48a	17	30	34 2/22 43	304	306	70-52a-77
20T	40+2920	27 2/8 45	41	24LAB-48a	29	308	303	51-60a-54

21U	74-70a-76	26	21	69-55AL	33	300+301	47	72-71a-61
22V	63-62a-64	28	20	31	39	24C-305AB	309	75-58a-67
23W	58-59a-66	25+43	36	18	38	335+306	30	65-72a-57
24X	73-56a-71	16	22	24	17	334	332	70-52a-77
25Y	54-60a-61+42	59-61a-52	35	29	41	45	307+301	69-55a-78
26Z	34	21	46	33	19	300+305	47	72-71a-61
27BG	39	74-70a-76	31	304	23	26	302	67-58a-75
28BH	68-73a-60	28	24	27	32	303	325	58-59a-66
29BI	38	40	20	36	25LA-48a-25C	301	333	70-52a-77
30CJ	56-72a-63	71-56a-73	16	17LAC	41LA-17B-41C	308	335	69-55a-78
31CK	64-60a-51	22	23	19	26	306	305	52-61a-59

Miscellaneous

1952 71 4L-5L