

Passenger Diesel Assignment

March 10, 1953

Barstow Pools

B-1 300/325 Class 4500hp 3 units 300-309LAB, 331-335LAB

#	Location	Time	Days	Notes
2-24	Barstow	630pm	1	325 Class Units Assigned
2-24	En-route via	Clovis	2	325 Class Units Assigned
2-24	Kansas City	620am	3	325 Class Units Assigned
5	Kansas City	850am	3	325 Class Units Assigned
5	Galveston	950am	4	325 Class Units Assigned
6	Galveston	730pm	4	325 Class Units Assigned
6	Kansas City	1015pm	5	325 Class Units Assigned
47	Kansas City	200am	6	300 Class Units Assigned *
47	Tulsa	935am	6	300 Class Units Assigned *
48	Tulsa	200pm	6	300 Class Units Assigned *
48	Kansas City	840pm	6	300 Class Units Assigned *
27	Kansas City	935pm	6	325 Class Units Assigned
27	Okla City	850am	7	325 Class Units Assigned
28	Okla City	810pm	7	325 Class Units Assigned
28	Kansas City	945am	8	325 Class Units Assigned
2/23	Kansas City	955pm	8	325 Class Units Assigned
2/23	En-route via	Clovis	9	325 Class Units Assigned
2/23	Barstow	600am	10	325 Class Units Assigned

27 units

Note: 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, 3 Units 300-309LAB assigned

#	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 16/37/42 CLASS 6000hp 4 Units 16LABC-47LABC 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 3 Units 51-78 assigned

#	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 16/37/42 CLASS 6000hp 4 Units 16-47LABC 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	
19	En-route via	La Junta	5	
19	Los Angeles	830am	6	
76	Los Angeles	330pm	6	
76	San Diego	600pm	6	
79	San Diego	800pm	6	
79	Los Angeles	1030pm	6	
8	Los Angeles	1130pm	6	
8	Barstow	500am	7	

24 units

B-6 16/37/42 CLASS 6000hp 4 Units 16-47LABC 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	1030am	3	
17	Chicago	700pm	3	
17	En-route via	La Junta	4	
17	Barstow	455am	5	

16 units

B-7 16/37/42 CLASS 6000hp 4 Units 16-47LABC assigned

#	Location	Time	Days	Notes
7	Barstow	200pm	1	
7	Los Angeles	600pm	1	
18	Los Angeles	800pm	2	
18	En-route via	La Junta	2	
18	Chicago	145pm	3	
7	Chicago	1125pm	3	
7	En-route via	La Junta	4	
7	En-route via	La Junta	5	
7	Barstow	130pm	6	

20 units

B-8 51 CLASS 6000HP 3 Units 51-78 assigned

#	Location	Time	Days	Notes
3	Barstow	215am	1	
3	Los Angeles	630am	1	
124	Los Angeles	130pm	1	
124	En-route Via	La Junta	2	
124	Kansas City	630am	3	
24	Kansas City	700am	3	
24	Chicago	345pm	3	
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 4 Units 16-47LABC 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 4000HP 2/3 Units 51-78, 90 assigned

#	Location	Time	Days	Notes
N-23	Barstow	620am	1	2 unit 51 or 3 unit 90 Class
N-23	Oakland	830pm	1	2 unit 51 or 3 unit 90 Class
N-6	Oakland	1000pm	1	2 unit 51 or 3 unit 90 Class
N-6	Bakersfield	730am	2	2 unit 51 or 3 unit 90 Class
N-24	Bakersfield	220pm	2	2 unit 51 or 3 unit 90 Class
N-24	Barstow	600pm	2	2 unit 51 or 3 unit 90 Class

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

B-11 51 CLASS 4000HP 2 Units 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 *Note: 51 class can MU with 90 class in this pool*

B-12 2/80 CLASS 4000HP 2 Units 2-9, 80-87, 48A assigned

#	Location	Time	Days	Notes
60	Oakland	825am	1	(3 units when required)
60	Bakersfield	2.05pm	1	(3 units when required)
63	Bakersfield	430pm	1	

63	Oakland	1005pm	1	
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#	Location	Time	Days	Notes
61	Bakersfield	950am	1	(3 units when required)
61	Oakland	325pm	1	(3 units when required)
62	Oakland	425pm	1	
62	Bakersfield	1005pm	1	

4 units

B-13 80 CLASS 4000HP 2 Units 81L, 83L Assigned

#	Location	Time	Days	Notes
71	San Diego	800am	1	
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-14 100/400 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-15 100/400 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 11,50,80 CLASS 6000hp 11-15, , 50LA, 82A, 83A, 84A 86L-87L
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 11L-15L, 86L, 87L assigned

#	Location	Time	Days	Notes
211	Kansas City	500pm	1	
211	Tulsa	1010pm	1	
212	Tulsa	840am	1	
212	Kansas City	130pm	1	

1 unit

C-3 80/11/50/80 Class 4000HP 2 units 11-15, , 50LA, 82A, 83A, 84A 86L-87L

#	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-5 100 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

C-6 80 CLASS 2000HP**84L Assigned Effective 9/28/53**

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

1 unit

K-4 2650 CLASS 1500HP**2879-2893**

#	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**

#	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

1953 Locomotive Maintenance Assignments

1L	EMC Box Cab	Chicago	From EMD 8/53	Re# 83A
1A	EMC Box Cab	Chicago	From EMD 9/53	Re# 84A
2LA, 6L	EMC E-1 AB	Chicago	2L From EMD 9/52	Rebuilt to E8M
2L	EMD E-8M A	Barstow	Re# 80L 2/53	
2A	EMC E-8M B	Barstow	From EMD 1/53	Rebuilt to E8M

3LA, 4LA, 5L, 7-9L	EMC E-1 AB	Barstow	4A From EMD 9/52	Rebuilt to E8M
3L	EMC E-1A	Barstow	From EMD 3/53	Re# 82L
3A	EMD E-8M B	Chicago	From EMD 4/53	Re# 82A
4L	EMC E-1A	Barstow	From EMD 1/53	Re# 81L
4A	EMC E-1B	Barstow	From EMD 4/53	Re# 81A
5L	EMC E-1A	Barstow	From EMD 1/53	Re# 83L 2/53
6L	EMC E-1A	Chicago/Barstow	From EMD 5/53	Re# 84L
7L	EMC E-1A	Barstow	From EMD 2/53	Re# 85L
8L	EMC E-1A	Barstow/Chicago	From EMD 5/53	Re# 86L
9L	EMC E-1A	Barstow/Chicago	From EMD 4/53	Re# 87L
11LA	EMC E-3A/B	Chicago		
12LA, 13LA, 14L, 15L	EMC E-6A/B	Chicago		
16LABC- 21LABC	EMD F-3AB	Barstow		
22LABC- 36LABC	EMD F-3AB	Barstow		
37LABC- 41LABC	EMD F-7AB	Barstow		
42LABC- 47LABC	EMD F-7AB	Barstow		
48A	EMD F-7B	Barstow		<i>To Valley Division</i>
50LA	Alco DL109/110	Chicago		
51LA-62LA 63L-69L, 70LA-73LA, 74L-78L	Alco PA1/PB1	Barstow		
80L	EMD E-8M A	Barstow	Re# 2L to 80L 2/53	Valley Division

81L	EMD E-8M A	Barstow	From EMD 2/53	San Diego Trains
81A	EMD E-8M B	Barstow	From EMD 4/53	Valley Division
82L	EMD E-8M A	Barstow	From EMD 3/53	Valley Division
82A	EMD E-8M B	Chicago	From EMD 4/53	
83L	EMD E-8M A	Barstow	Re# 5L to 83L 2/53	San Diego Trains
83A	EMD E-8M B	Chicago	From EMD 8/53	
84L	EMD E-8M A	Argentine	From EMD 5/53	Assigned Albuquerque #13-14
84A	EMD E-8M B	Chicago	From EMD 9/53	Valley Division
85L	EMD E-8M A	Barstow	From EMD 2/53	Valley Division
86L	EMD E-8M A	Chicago	From EMD 5/53	
87L	EMD E-8M A	Chicago	From EMD 4/53	
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		#70-75/ #42- 47
300LAB- 305LAB	EMD F7AB	Barstow		
306LAB- 309LAB	EMD F7AB	Barstow		
310LAB- 314LAB	EMD F7AB	Barstow		New 3/53
325LAB- 334LAB	EMD F7AB	Argentine	Duel Service	

335LAB	EMD F7AB	Barstow Argentine	Pool Service Duel Service	To 4/53 From 4/53
336LAB,	EMD F7AB	Barstow Argentine	Pool Service Duel Service	From 5/53 From 1/54
337LAB	EMD F7AB	Barstow Argentine	Pool Service Duel Service	From 5/53 From 1/54
338LAB	EMD F7AB	Barstow	Pool Service Duel Service	From 5/53 From 1/54
339LAB- 340LAB	EMD F7AB	Barstow Argentine	Pool Service Duel Service	From 5/53 From 1/54
341LA	EMD F7AB	Barstow	Duel Service Valley Division	New 4/53
342LA	EMD F7AB	Argentine	Duel Service Gulf Lines	New 4/53
343LA	EMD F7AB	Barstow	Duel Service Valley Division	New 4/53
344LA	EMD F7AB	Argentine	Duel Service Gulf Lines	New 4/53

Note: 331 to 335 Assigned Coast Lines, effect 3-10-53, to return to Argentine

LOCOMOTIVE TOTALS

Barstow Assigned	Class	Total	Chicago Assigned	Class	Total
1-27	16	104	1-8	11	9
2-27	42	24	2-1	50	2
3-24	51	44	3-4	80	3
4-21	80	9	4-6	162	6
5-24	300	45	5-1		
6-16	168	4			20 available
7-20	90	3	20 Assigned	325	46 Duel
8-15		233 Available			
9-20	325	7 Duel			
10-5					
11-4					
12-4					
13-2					

14-2					
15-2					
213 assigned					

Note:

Barstow uses San Bernardino for Annual Inspections and Major work

Argentine used Cleburne for Annual Inspections and Major work

THE ATCHISON TOPEKA AND SANTA FE RAILWAY

Locomotive Records Coast Lines

1953

Westbound from Belen/Albuquerque Jan 1953

Jan	3	Fir 7	Sec 7	17	19	21	PS23	CC23	123
1A	78- 55A 69	16		309 New	38	34	331	335	25C- 48a- 25AL
2B	59- 61a- 52	23	263	39	77- 52a- 70	17C- 44B- 17AL+ 56- 51a- 63	335	300	26
51	55- 57a- 67	27	47	301	51- 60a- 54	28 90%	306	304 3/23 22	71- 56a- 73
4D		43		41C- 17B- 41AL	45	18	30	3778 3/23 29	31
5E	34	33		38	57- 62a- 55	19	16	333	42

6F	56-51a-63	46		39	68-73a-60 85%	35	61-71a-72 85%	308	21
7G	59-61a-52	22	28	24 90%	78-70a-76	17C-44B-17AL	307 85%	332	20
8H	71-72a-74	18		30	23	40	325	302LA25B-47C	69-55a-58
9I	38	32	44LAC	26	47LAB	16	331	305	66-59a-53
10J	68-73a-60	37	75-57a-67	25C-48a-25AL	304	43	301 85%	335	51-60a-58
11K	24	21		33	35	27 C unit down from Winsl	325	309	29 90%
12L	59-61a-52	40		41	72-62a-70	28	77-56a-65	333	73-52a-55
13M	?74	19		26	78-70a-76	30	307	308	31
14N	? 60a-58	38	43	17	56-51a-63	44	42	332	22
15O	?57a-68	27	33	300	54-71a-61	46	306	302	32
16P	?52	24	47	35	67-55a-57	39	307 to Winsl- 261	331+ 307 From Winsl	18 L unit down
17Q		29	20 90%	26	60-52a-73	16	304	303	25
18R		31	308	17	77-56a-55		34	37	21

19S	51-60a-58	19		32	335	41	72-62a-76	70-58a-71	30
20T	46	39		33	78-70a-66	40	305	334	28
21U	59-71a-61	26	42	309	18CBA	44	301	68-57a-75	47
22V	56-73a-61	24	29 L unit down	20	333	38	25	34	22
23W	62-59a-69 70%	72-62a-76	30	32 90%	37	27	332	331	17
24X	51-66a-58	40	18	36 90%	52-55a-67	43	304	303	55-56a-57
25Y	78-70a-57	35LA-44AL	34	44CB-35BC	21	19 90%	60-52a-73	300	31
26Z	25	42		305	39	45	307	61-71a*-59 *Dead	47
27BG	56-61a-73a	26 L unit down	38	29	68-54a-75	41	306 85%	16	33
28BH	62-59a-69	43	32	17	27	46	308	335	20
29BI	55-56a-77	40	78-70a-53	28 90%	76-51a-70	21	22	333	23
30CJ	63-55a-52	37	45	44	302	19	334	301	18 90%
31CK	68-54a-75	47	33	29	36	30	309	25 A unit down	74-53AL 85%

Special Trains

45LABC	DHQ	From AQ am	1/11
2901	DHQ	From AQ pm	1/11

74-53AL	TA68B	From AQ pm	1/23
302LAB-48a	TAC5	From AQ pm	1/23

Eastbound into Belen/Albuquerque Jan 1953

Jan	4	8	18	20	22	PS24	CC24	124
1A	24	42	27	35	31 90%	32LA-25B	307	67-58a-75
2B	55-62a-57	21	33	32 2/20 43	29 2/22 45	30CBA	332 3/24 258	53-59a-66
3C	60-73a-68	20	34	38-90%	40	335	16	72-71a-61
4D	76-70a-78	25LA-48a-25C	39	63-51a-56	26	309	331	69-55a-58
5E	74-72a-71	23	28	52-61a-59	17LAB-44B	304	334	22
6F	41	51-60a-58	18	30	27	301	325	67-57a-75
7G	43	29	32	38	16	300	333	65-56a-77
8H	33	31	37	34	19	306	308	60-73a-68
9I	70-62a-72	55-52a-73	17	24 90%	35	307	332	21
10J	76-70a-78	22	40	46	28	39	303+ 302	52-61a-59
11K	63-51a-56	20	16	26	30	305	331	74-58a-71
12L	61-71a-54	18	38	44	32	335+ 304	47+ 37	58-60a-51

13M	67-55a-57	25	27	33	45	325+301	43	68-57a-75
14N	60-52a-73	21	24	35	41	309	333	70-62a-72
15O	55-56a-77	30	26	29	40	308	334	52-61a-59
16P	76-58a-71	28	36	17 90%	42	31	332	69-59a-62
17Q	78-70a-66	33	19	32	38	306	302LAB-48a	58-60a-51
18R	43	44	39	33	27	300	331	68-57a-75
19S	35	25	16	26	47	307	301	61-71a-59
20T	69-59a-62	29	24	20	25	304+17	34	56-73a-61
21U	67-55a-52	55-56a-77	32	45	31	308	335	76-62a-72
22V	19	21	40	36	41	30	305	58-60a-51
23W	28	39	46	44	33	18	301	57-70a-78
24X	75-54a-68	20	42	25	47	309+333	34	61-71a-59
25Y	30	23	26	37	29	334+332	22	56-73a-61
26Z	70-51a-76+303	32+40	43	17	27	36+304	38	69-59a-62

27BG	63-55a-52	18	40	21	31	303	300LAB-48a 3/24 331	77-56a-55
28BH	73-57a-60	58-60a-51	44	19	34	305	307 3/24 266	57-70a-78
29BI	59-62a-72	42	47	29	35	45	25	75-54a-68
30CJ	16	41	38	27	26	308+ 335	33	56-61a-73
31CK	43	17	28	23LA-300B-27C 90%	46	306	333	65-59a-62

Special Trains

18CBA	M256	To Belen pm	1/19
53LA-54	M258	To Belen pm	1/19
46LABC	M249	To AQ pm	1/19
37LABC	M295-96-97	To Belen pm	1/21
39LABC	TAC5	To Belen pm	1/30

Miscellaneous

1-2 2-24 258
1/3 2-23 3759
8 20
1-4 7 39
8 25
1-5 3-23 47
1-10 8 22
1-11 2-7 44
1-24 82 192-191
1/25 81 191-192

Westbound from Belen/Albuquerque Feb1953

Feb	3	7	2-7	17	19	21	1/23	2/23	123
1A	56-73a-61	38	39 90%	27	72-62a-59	31	332	300LA-48a	51-60a-58

2B	65-59a-62	28		23LA-300B-23C	46	34	303	304	42
3C	78-70a-57	21		19	44	35	307	60-57a-73 85%	41
4D	63-56a-77	37	29	36	64-72a-61	26	305	335	17
5E	68-54a-75	33	72-62a-59	16	32	27	308	333	69-58a-71
6F	24	31	38	43	20	30	306	301	45
7G	56-59a-62	44	335	19	76-51a-53a	18	40	302	47
8H	41	36		303	60-51a-73	25	309	332	74-71a-53
9I	63-56a-58	17		29	65-55a-52	39	334	304	42
10J	75-58a-59	33LA-300B-33C	19	20	51-60a-55	37	30LA-48a	34 C unit c/o Belen	21
11K	76-53a-51	38	32	24	61-73a-54	46	78-70a-57	305LAB-34L	26
12L	56-59a-62	18	28	23	47	35	307	333 3/23 261	27
13M	65-55a-52	39	31	16 A unit down	36	44	302	301	43
14N	63-56a-58	20	46	30	42	21	335	308	40
15O	75-58a-59	37	26	19	55-60a-51	45	304	303	77-62a-69

16P	61-54a-51a	32		41	73-61a-74	38	334	332	22
17Q	56-59a-62	18		27	24	29	60-57a-64	35	17
18R	65-72a-52	43	44	42	54-52a-53 85%	34CBA-48a	307	309	57-70a-78
19S	16	21	40	301	20	47	300	33 B unit down	31
20T	78-58a-59	30	24	45	58-56a-72	36	305 to Winsl- 263	333+305 Dbhd from Winsl	39
21U	61-54a-51a	35	63LA-67	19	71-62a-51	23	306	308	28
22V	56-59a-62	42		26	77-60a-69	46	302	303	22 90%
23W	65-72a-52	17 90%		20	74-53a-76	41	335	332	27
24X	39	16		37	54-52a-53	18	304	333+ 85L	60-57a-64
25Y	57-61a-73 Failed Ndls	19		32	34	45	305	309	43
26Z	65-51AL	22 90%	304	44	30	40	307	29	75-56a-58
27BG	69-60a-62 85%	46	33	28 90%	67-73a-63	47	300	31	24
28BH	20	41	71-52a-54	17	27	21	334	308	35

Eastbound into Belen/Albuquerque Feb 1953

Feb	4	8	18	20	22	PS24	CC24	124
1A	61- 72a- 64+ 40	32	21	19	44	334+ 301	20	57- 70a- 78
2B	71- 58a- 69	45	37	36	18	302+ 309	29	77- 56a- 63
3C	59- 62a- 72+ 30	47	33	27	25	300LA- 48a	332	75- 54a- 68
4D	76- 51a- 53a	53- 71a- 74	24	31	39	303+ 304	23	38
5E	73- 57a- 60	46	44	19	28	34	307	62- 59a- 66
6F	52- 55a- 65	21	36	41	42	305	335	57- 70a- 78
7G	55- 60a- 51	26	17	29	35	308	333	58- 56a- 63
8H	54- 73a- 61	27	33CB- 300B- 33L	20	16	306+ 301	32	59- 58a- 75
9I	45	43	38	24	30	302+ 31	19	76- 53a- 51a
10J	44	40	18	23	47	303+ 335	309	62- 59a- 56
11K	77- 57a- 60	64- 62a- 69	39	41	36	304	332	52- 55a- 65
12L	55- 60a- 51	17	20	29	42	300	334	58- 56a- 63

13M	74-61a-73	33	22	19	34CBA-48a	37+305	46	59-58a-75
14N	57-70a-78	24	32	47	38	333+307	26	61-54a-51a
15O	53-52a-54	23	27	28	18	301+302	35	62-59a-56
16P	16	36	43	42	31	335+308	44	52-72a-65
17Q	58-60a-72	30	40	46	20	304	303	21
18R	71-62a-51	37	45	41	39	334	332	59-58a-75
19S	69-60a-77	32	35	19	22	29	24	61-54a-51a
20T	76-53a-74	60-57a-64	42	26	27	307+309	67-63AL	62-59a-56
21U	53-52a-54	43	17	20	44	301L A-48a+18	300+25	52-72a-65
22V	21	34	16	39	47	333+305	31	72-56a-58
23W	36	30	24	19	45	306+308	40+73-61a-57	59-58a-75
24X	69-60a-77	35	26	22	23	302+325	303	51LA-61L
25Y	42	78-70a-68	33	46	28	332	335	62-60a-69
26Z	37	52-72a-65	20	17	27	304	333	41

			90% from Ndles					
27BG	16	74- 53a- 76	34	32	18	305	309	54- 52a- 71
28BH	19	64- 62a- 77	30	45	43	307	40	66- 61a- 57

Special Trains

37	M256	To Belen pm	2/8
21	M791	To AQ 9m	2/13

Miscellaneous

2/5 22 28
 2/6 21 65-55a-52
 2/7 8 33
 2/8 2-23 3751
 2/13 2/23 H 32
 2/18 70 3751
 2/19 75 3751
 2/21 4 H 40
 2/22 2/23 24
 2/25 4 42
 2/26 123 60-57a-64
 2/18/53 #28 Last Steam

Westbound from Belen/Albuquerque March 1953

March	3	First 7	Sec 7	17	19	21	PS23	CC23	123
1A	23	34 90%		32	18	36	335	302	59- 58a- 75
2B	57- 61a- 66	30		25	43	45	26	309	52- 72a- 65
3C	64- 62a- 77 85%	28		47	42	31	68- 70a-78	333	44

4D	67-73a-63	27	18	17	22	37	301LA-48a 85%	305	58-56a-72
5E	71-52a-54	16	23	20	21	35	304	40	51-59a-56
6F	52-70a-65 85%	38	25	32	36	19	33	300	76-53a-74
7G	45	42	64-62a-77	26 90%	30	24	303	334 85%	60-51a-61
8H	31	44	21	301	22	46	308	302	62-51a-73
9I	67-73a-68	37		18	17	41	307+ 333 333 c/o Aq 2 units only	29	75-60a-69
10J	54-52a-71	16		36	35	34	306	335	57-61a-66
11K	65-72a-52	26	332	305	20	43	304	309	75-54a-53
12L	64-62a-77	45	22	19	33	47	40	334 85%	74-53a-76
13M	30	29	21	308	46	28	23	32	51-59a-63
14N	335	36	54-52a-71	37	303	38	302	25	60-51a-61
15O	34	20	18	307	35	31 90%	67-73a-68	300LA-48a	41
16P	66-58a-59	33		26	43	17	73-70a-62	332	58-60a-75

17Q	64-62a-77	47		45	40	24	306	301	78-71a-69
18R	28	30	22	19	21	42	35	309	55-54a-72
19S	54-52a-71	31	23	36	38	16	304 L unit down	310 New	52-72a-65
20T	57-61a-63	41	20	39	37	44	334 85%	311 New	74-53a-76
21U	66-56a-59	26	47	33	43	46	305	333	67-73a-68
22V	64-62a-77	45	300LAB-48a	21	24	32	307	308	62-70a-73
23W	19	40		303	42	29	27	302	73-70a-73
24X	54-52a-71	16	312 New	31 C unit dead	30	25	335	22	75-51a-60
25Y	57-61a-63	43	24	39	37	18	17	332	58-60a-52
26Z	66-58a-59	47	27	33 75%	46	35	306	301	78-54a-55
27BG	64-62a-77	29	34	21	32	36	69-71a-53	308	41
28BH	73-51a-75	30	61-55a-59a	20	42	23 90%	38	307+ 82L	68-73a-67
29BI	54-52a-71	19	33	37	22	44	333	309	74-57a-65
30CJ	24	46		303	18	26	305	310	76-53a-62

31CK	66-58a-59	27		313 New	39	32	31	311	16
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Special Trains

2913	M 872	From Belen AM	3-4
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Eastbound into Belen/Albuquerque March 1953

March	4	8	18	20	22	PS24	CC24	124
1A	22	72-56a-58	47	31	44	306	300	28
2B	46	56-59a-51	27	21	24	308	334	63-73a-67
3C	41	61-51a-60	20	35	21	302+335	18	54-52a-71
4D	24	62-57a-73	38	32	36	23	309	65-72a-52
5E	43	75-60a-69	45	26	30	25	333	42
6F	47	57-61a-66	44	31	22	301	305	77-62a-64
7G	28	59-54a-72	37	18	17	304	21	68-73a-67+40
8H	20	77-53a-76	16	36	35	300LA-48a	32	54-52a-71
9I	19	51-59a-63	26	38	33	334+303	25	65-72a-52
10J	30	61-51a-60	45	22	42	301	302	77-62a-64
11K	24	62-70a-73	21	17	46	307	44	29

12L	31+ 18	78- 71a- 69	36	37	41	306	333	68- 73a- 67
13M	16	75- 60a- 68	34	20	35	304+ 309	335	71- 52a- 54
14N	39	55- 54a- 72	33	26	43	332	334+ 305	59- 58a- 66
15O	19	65- 72a- 52	47	45	40	22+ 308	23	77- 62a- 64
16P	32	74- 53a- 76	28	46	21	303+ 302	37	30
17Q	29	68- 73a- 67	31	36	38	307+ 335	300LAB- 48a	71- 52a- 54
18R	25	51- 59a- 61	41	20	44	34	332	63- 61a- 57
19S	18	62- 70a- 73	26	33	43	306	17	59- 58a- 66
20T	35	75- 51a- 60	45	21	24	301	309	77- 62a- 64
21U	22+ 30	55- 54a- 78	27	19	42	310	38	40
22V	23	58- 60a- 52	16	36	31	311	69-71a- 53	71- 52a- 54
23W	44	41	43	39	37	20	305	64- 61a- 57
24X	26	68- 73a- 67	47	33	46	307+ 308	333+ 24	59- 58a- 66
25Y	45	65- 57a- 74	29	21	32	27+ 302	300LAB- 48a	77- 62a- 64

26Z	40	19	30	31CBA	42	303	335	73-51a-75
27BG	25	16	19	37	22	332+17	61-55a-59	71-52a-54
28BH	39	43	46	24	18	301+306	312	33
29BI	47	63-60a-52	27	32	35	304+308	21	59-58a-66
30CJ	34C c/o AQ return to Barstow	69-71a-53	42	36	41	307+20	51-61a-60	77-62a-64
31CK	38	57-73a-70	22	30	23	37	309	75-51a-73

Special Trains

29LABC	M1101	To AQ pm	3/1
33LABC	M1138	To AQ pm	3/2
2913	Lite	To AQ	3/7
23LABC	M1253	To AQ pm	3/9
308LAB	TAS274 via Grand Canyon	To AQ pm	3/12
47LABC	M1527	To AQ pm	3/20
334LAB	BxC Special	To Belen pm	3/23

Miscellaneous

3-8-53 60 85-80a-8
3/14 4 H 22
3/15 2/23 47
3/20 70 2929
3/21 75 2929
3/23 4 H 47
3/24 3-23 300LAB-48a
3/28 DHQ 27
3/29 2/23 78-54a

Westbound from Belen/Albuquerque April 1953

April	3	7	2-7	17	19	21	PS23	CC23	123
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1A	77-62a-64	36	20	40	45	41	34LAB	300LAB-48a	35
2B	73-51a-75	22	54-52a-71	25	42	17	302	335	63-60a-52
3C	43	26	21	310	19	44	304	306	69-71a-53
4D	55-59a-61	24	33	32	30	47	301	314 New	57-73a-70
5E	66-58a-59	16	300LAB-48a	41	40	23	37	305	67-54a-60
6F	28	31		25	36	38	309 90%	78-61a-51	65-55a-68
7G	63-60a-52	17		19	22	46	312	308	39
8H	57-73a-70	21	43	30	44	18	302	27	76-53a-74
9I	55-59a-61	33	41	26	24	20	307 Blr down B unit	311	45
10J	59-58a-56	36	34	16	23 90%	35 90%	313	335LAB B unit s/o Pecos Divn	69-71a-53
11K	73-51a-60	46	38	28	25	42	302LAB-335B	77-62a-64	58-54a-67
12L	52-60a-76	39		31	19	32	304	314	40
13M	57-56a-72	29		26	30 90%	47	310	306	51-57a-62

14N	55-59a-61 c/o Winstl flat spots-259	24		43	20	37	301	311	54-52a-78 85%
15O	59-58a-66	25		44	16	33	305	309	74-55a-65
16P	41	38	75-61a-53	19	42	17	312	308	21
17Q	76-60a-77	32	27	45	28	40	303LAB-48a 90%	302	36
18R	30	18	26	34	31	43	314	311+ 2900	63-73a*-67 *85%
19S	64	16		44	37	23	22	313	56-53a-69
20T	55-62a-61	25		42	19	46	306	307	60-51a-73
21U	75-51a-53	28		38	33	39	57-56a	20	52-71a-68
22V	31	32	311	17	36	47	308	77-60a	54-57a-51
23W	24	23	34	30	18	26	310	305	65-52a-78
24X	56-59a-69	43	16	44	37	41	304	309	45
25Y	29	22	47	19	25 90%	21	312	35CB-48a	75-55a 66

26Z	75-61a-53	38		42	33	27	335	303	62-58a-67
27BG	54-60a-51	31		30	36	40	314	300	72-70a-59
28BH	24	37		23	18	39	73-54a-60	302	58-59a-63
29BI	55-62a-61	41	341LA-343AL New for Valley Dv	25	45	28	313	307	52-51a-64
30CJ	57LA-71	33	44	20	43	16	308	56-53a-69	77-56a-76

Eastbound into Belen/Albuquerque April 1953

April	4	8	18	20	22	PS24	CC24	124
1A	33	67-54a-60	26	44	19	305+310	333	71-72a-54
2B	18	65-55a-68	24	32	46	303	311	61-59a-55
3C	20	39	16	41	40	313	34	59-58a-66
4D	35	45	28	25	36	302+300LAB-48a	64-62a-77	31
5E	42	74-53a-76	17	19	22	304+335 to Nds	54-52a-58 Failed Nds-335	52-60a-63
6F	32	69-71a-53	21	30	44	310+306	43 B unit down	70-73a-57
7G	47	23	33	26	24	301+314	41	61-59a-55

8H	37	67-54a-58	36	16	40	305+309	73-51a-60	59-58a-66
9I	31	51-57a-62	28	38	25	312	308	46
10J	17	75-56a-72	39	44	19	22	302LAB-48a	76-60a-52
11K	43	78-52a-54	29	26	30	307	311	72-56a-75
12L	33	65-55a-74	24	45	20	313+18	41	61-59a-55
13M	23	36	25	34	16	28	335	66-58a-59+303
14N	46	69-53a-56	38	19	42	314+304	31	75-61a-53
15O	39	67-73a-63	26	32	40	306	35CBA	77-60a-76* *85%
16P	47	60-51a-73	30	29	43	310	311	72*-56a-57+ *s/o AQ frozen pinion, return Barstow
17Q	24	52-71a-68	16	44	37	305	309	58-54a-64
18R	33	54-57a-51	25	42	19	308	312	61-62a-55
19S	21	65-52a-78	38	41	53-51a-75 Use Alco Account 17	302	303	28

					Damaged by rocks			
20T	27	45	31	17	36	314+ 311	32	77-60a- 76* *c/o AQ dead return Dead #2 4/22
21U	40	66- 54a- 74	30	26	18	313	300LAB- 48a	34+ 23
22V	22	72- 72a- 59	16	44	37	306	307	69-53a- 56
23W	42	67- 58a- 62	19	39	25	46	73-54a- 60	61-62a- 55
24X	20	58- 59a- 63	38	28	33	47	308	53-61a- 75
25Y	17	52- 51a- 64	31	30	36	32	311	51-60a- 54+ 305 to protect main trains Pueblo
26Z	26	77- 56a- 76	24	23	18	44	309	37+ 301 to protect main trains Pueblo
27BG	16	43	41	21	45	304+ 312	19	69-53a- 56
28BH	47	27	21	33	22	303	335	71- 57AL
29BI	38	74- 52a- 65	36	29	42	314	300	78-72a- 68

30CJ	30	67-55a-53	40	18	31	301	302	51-70a-59
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Special Trains

27LABC	Speical	To Belen	4/4
27LABC	Speical	To Belen	4/11
20LABC	Speical	To Belen	4/17
43LABC	M2175	To AQ pm	4/22
35-48A-35BC	M2354	To AQ pm	4/29

Miscellaneous

4/12 74 33
 77 33CBAL

Westbound from Belen/Albuquerque May 1953

May	3	7	2-7	17	19	21	PS23	CC23	123
1A	68-72a-78	29	306LAB-48a	36	42	17	310	305	22
2B	59-70a-51	40	35	18	31	26	46	312	74-52a-65
3C	58-59a-63	28		23	39	32	314	311	27 90%
4D	55-62a-61	25		309	41	47	304	19	67-55a-53
5E	57LA-71	16		44	33	38	302	335	37
6F	29	36	336 new	22	17	30	300	70-54a-60	20
7G	59-61a-51	46	18	40	35	45	303	301	52-51a-64
8H	58-59a-63	28	19	27	32	24	305	313	76-60a-54

9I	55-62a-61	33	41	308	47	43	311	62-58a*-72 *85%	68-56a-77
10J	57-54a-71	37		26	31	25	34	75-71a-66	39
11K	29	22		35	30	21	312	306	56-52a-74
12L	59-61a-51	18		32	46	23	44	307	67-55a-65
13M	58-59a-63	19		47	24	17	304	26 90%	60-53a-70
14N	55-62a-61	41	40	31	43	38	310	343LA-341AL	16 90%
15O	66-71a-75	36	27	309	37	33	305	300	78-51a-64
16P	74-52a-56	46	28	45	25	22	313	302	54-73a-53
17Q	59-61a-51	44		23	18	20 to AQ 72-58a-62	301	303 85%	75-58a-62 to AQ 20 *B unit s/o Winsl
18R	58-59a-63	47		35	26	30	42	336	57-54a-71
19S	55-62a-61	16		40	21	34	39	311LAB-20B	70-60a-76
20T	66-71a-75 to Ndles-	27		22	17	32	29	314	67-55a-68

	55-60a-70* *Dead								
21U	77-70a-52	18	38	36	46	19	308	306	43
22V	72-58a-62	20C-48a-20AL	45	26	44	24	307	304	37
23W	74-54a-71	42	29	35 90%	23	41	302	312	64-53a-60
24X	67-55a-68	17		22	40	25	21	310	53-72a-78
25Y	51-52a-73	46		303	28	39	300	66-71a-75	57-73a-54
26Z	16	26		38	18	30	314	301	59-61a-63
27BG	77-59a-65	37 90%	41	45	43	47	305	309	32 A unit c/o
28BH	74-54a-71	29	36	40	42	27L-20B-27BC	311	307	61-62a-58
29BI	67-55a-68	28	23	17	25	44	313	336	55-56a-52
30CJ	56-73a-54	38	24	22	39	19	310	308 3/23 340 New To Winstl	35
31CK	70-51a-78	43	62-72a-76	38	19	33	303	306	60-70a-64

Special Trains

31LABC	TAL 89	From AQ am	5/6
42LABC	M 2265-66	From Belen am	5/9

(1 unit down)			
2928	TAC 54 as Sec 23 U	From Belen	5/22

General Information

5/2 82 191-192
5/3 81 192-191
5/3 124 17LABC
5/4 19 42LABC
5/8 70 2929
5/9 75 2929
5/11 24 313LAB
5/12 17 308LAB
5/16 142 2602
5/24 3/51 34LABC
5/24 2/76 335LAB
5/25 2/29 335LAB

Eastbound into Belen/Albuquerque May 1953

May	4	8	18	20	22	PS24	CC24	124
1A	37	72-58a-62	28	23	39	313	307	58-59a-63
24	24	66-71a-75	25	45	41	308	70-54a-60	61-62a-55
3C	43	52-51a-64	16	44	33	310+305	66-71a75	71-57AL
4D	42	76-60a-54	29	26	17	312	306	31+36* *to AQ for spcl
5E	21	68-56a-77	46	40	26	311+314	35	51-61a-59
6F	23	39	28	27	32	309	304	63-59a-58

7G	25	74-52a-56	33	44	47	19	302	61-62a-55
8H	38	16	37	17	31	300	34	71-54a-57
9I	36	65-55a-67	29	35	30	343LA-341AL	303	22
10J	45	60-53a-70a-18	18	32	46	301+305	27	59-61a-51
11K	20	78-51a-54	19	47	24	336+313	42	63-59a-58
12L	33	62-58a-72	41	31	43	311	39	61-62a-55
13M	34	53-73a-54	25	30	37	308	314	66-71a-75
14N	32	71-54a-57	29	46	22	312	306	74-62a-56
15O	35	70-60a-76	44	23	18	304	307	51-61a-59
16P	24	67-53a-68	47	19	26	343LA-341AL	310	53-59a-58
17Q	41	43	16	40	21	300+305	38	61-62a-55
18R	25	52-70a-77	27	22	17	309+313	33	75-71a-66
19S	28	64-53a-60	18	36	46	302+301	45	52-70a-77
20T	35	53-72a-78	20C-48a-20AL	26	44	42	336	62-58a-72

21U	47	56-73a-54	30	21	23	303	311	71-54a-74
22V	39	73-52a-51	17	22	40	29	314	70-60a-55 Failed Ndls 75-71a-66 Off #3
23W	16	63-61a-59	46	27CB-20B-27L	32	306	308	68-58a-67
24X	19	61-62a-58	41	38	18	304+43	307+36	26
25Y	33	72-58a-62	37	45	34	312+24	41+23	65-59a-77
26Z	20LA-48a-20C	35	40	20	42	302	310	71-54a-74
27BG	22	60-70a-63	28	17	25	303+300	62-72a-76	68-55a-67
28BH	46	78-51a-70	38	18	39	301	314	54-73a-56
29BI	37	69-71a-75	43	16	21	305	309	78-51a-70
30CJ	32 B unit down	72-52a-73	42	41	45	307	311	65-59a-77
31CK	17	63-53AL	25	29	31	313	336	71-54a-74

Special Trains

18	Tap396	To AQ pm	5/5
41	M2548	To AQ pm	5/7
40	TAL 89	To AQ am	5/11

28	M2638	To AQ pm	5/13
40	M3100	To AQ pm	5/31
47	Plum Spcl XBK-30	To Belen pm	5/31

5-14 BK 339LAB New set up at Shopton being double-headed to Chicago

5/1953 Units 336 and 337 are assigned to Overland Pool, maintenance at Barstow.

Note: Units assigned to Coast Lines

80LA-81LA, 82L, 83L 85L and 48a (81L, 83L to Los Angeles)

Westbound from Belen/Albuquerque June1953

June	3	1—7	2-7	17	19	21	PS23	CC23	123
1A	77-59a-65	42		41	45	20LA-48a-20C	312	300	30
2B	74-55a-71	25		18	31	40	302	32LAC	69-71-a75
3C	67-55a-68	23	35	46	36	17	304	29	73-52a-72
4D	62-73a-54	24	38	37	27	39	301	314	53LA-63
5E	60-70a-64	33	43	47	16	22	305	309	59-61a-59
6F	74-54a-71	20	77-59a*65 *59A Down	307	42	44	303	311 3/23 308 via CG	55-62a-61
7G	29	36		46	40	28	313	336	66-62a-61
8H	67-55a-68	32		27	25	19	310	302 85%	78-51a-70* *down
9I	38	16		24	23	21	41	328	47
10J	60-70a-64	22	42	312	45	35	306	304	18
11K	55-56a-52	40	43	305	20	34	338 New	31L-48a-31BC	53-71a-75
12L	66-62a-61	25	17	27	46	28 2/21 37	311	51-57a-72	62-58a-54

13M	67-55a-68	23	24	19	32	33	300	314 3/23 340 via GC	57-53a-63
14N	39	26	74-54a-71	16	38	29	45	309- 3/23 263	77-73a-65
15O	20	42		31	21	44	301	337	59-72a-58
16P	55-56a-52	27		34	43	36	303	313	41
17Q	66-62a-61	28 B unit down	40	25	46	47	307	336	18
18R	63-57a-72	29	62-58a-54	24	33	35	308	310	73-60a-78
19S	77-73a-71	31	60-70a-64	39	32	19 2/21 22	314	302	69-71a-75
20T	59-72a-58	38	27	26	45	17	304	306	23 2/123 18 Off #18 Act eng Trouble
21U	55-56a-52	25		46 90%	41	37	312	311	57-53a-67 2/123 44
22V	66-62a-61	20		301	36LA-48A-36C	21	339	305	42
23W	36C-47a-36AL	32		39	33	43	338	337	68-55a-65 To Winsl 38
24X	77-73a-71	22	300	31	35	34	309	54-62+ 340	53-61a-70
25Y	30CBA-36a	23	47	45	313	28	302	59-72a-58	56-54a-51

26Z	60-70a-69	36L-48a-36BC	37	41	314	25 2/21 27	310	336	26
27BG	68-65AL	33	66-62a-61	42	44	29	307	303	17 2/123 339 via GC
28BH	35	38	76-59a-64	31	43	24	308	300	20 2/123 311
29BI	257 to AQ- 61- 62a*- 66 *Dead	45		21	34	32	312	306	52- 56a-55
30CJ	56-54a-51	25		46	23	22	40	309 B unit down Seligmn	63- 57a-?

Special Trains

34	Directors Special	From Belen to Oakland via GC	6/2
3781	M3470	From Belen	

Miscellaneous

6/2 4 19
6/3 123 30
6/23 72 27
6/23 73 27CBAL
6/26 18 35
6/27 1-23 34
6/30 Dbhd 24
300

Eastbound into Belen/Albuquerque June 1953

June	4	8	18	20	22	PS24	CC24	124
1A	28	58-61a-59	23	35	44	310	308	68-55a-67

2B	19	55a- 56a- 52	24	38	27	303	306	54- 73a- 62
3C	21	66- 62a- 61	33	43	16	312	300	64- 70a- 60
4D	45	78- 51a- 70	20	41	42	302	31L- 48a- 31BC	65- 59a- 77
5E	25	18	36	46	40	304	29	71- 54a- 74
6F	23	72- 57a- 51	17	27	32	301	314	68- 55a- 67
7G	35	53- 71a- 75	38	24	47	305	309	16
8H	39-	54	22	43	33	303	311	64- 70a- 60
9I	44	57- 53a- 63	46	40	20	307	74- 54a- 71	52- 56a- 55
10J	36	77- 73a- 65	25	27	28	313	302	61- 62a- 66
11K	29	59- 72a- 78	23	19	32	308	328	68- 55a- 67
12L	21	41	26	38- Selign 16	16 to Selgin 38 2/22 47	304	306	45
13M	22	18	20	31	35	312	338	64- 70a- 60
14N	17	73- 60a- 78	27	34	43	305	311	52- 56a- 55

15O	37	69	28	25	46	300	314	61-62a-66
16P	19	32	29	24	33	309	38	72-57a-63
17Q	26	74-61a-70	39	21	23	301	31	71-73a-77
18R	34	42	27	43	45	303	313	58-72a-59
19S	36CAL 48a	68-75a-65	46	25	44 2/22 41	307	336	52-56a-55
20T	40	53-61a-70	18* To AQ 339 *failed	28	47	308	310	61-62a-66
21U	29	51-54a-56	32	39	33	314	302	72-57a-63
22V	24	54	22	31	35	304	306	71-73a-77
23W	41	23	27	45	17	311	312	58-72a-59
24X	46	76-59a-64	36LBA-48a	25	26	305	21	60-70a-69
25Y	18	20	33	42	44	301	338	61-62a-66
26Z	32	55-56a-52	35	31	39 2/22 43	309	300	72-57a-63
27BG	22	57-71a-67	45	28	34	302 85%	337	62-58a-54
28BH	47	70-53a-75	25	30	23	41	313	51-54a-56

29BI	17	58-72a-59	36	44	27	310	307	26
30CJ	29	73-60a-77	42	24 Wins 257 To AQ (22 Acct Eng Failed)	66-62a-61 Wins 24	302	314	20

Special Trains

47	Plum Special X BK-30	To Belen pm	5/31
36	Plum Special 1/XBK-31	To Belen am	6/1
340	Plum Special 2/XBK-31	To Belen pm	6/1
39	Plum Soocial XBK-2	To Belen pm	6/2
22	Plum Special XBK-3	To Belen pm	6/3
34	Plum Special XBK-6	To Belen pm	6/6
37	Plum Special XBK-7	To Belen pm	6/7
42	Grape Special To Winslow	Dbhd #8 to AQ pm	6/9
336	MX34	To Belen am	6/11
310	Extra Special	To Belen pm	6/11
24	Extra Special	To Belen pm	6/12
42	Extra Special	To Belen pm	6/13
40	Extra Special	To Belen pm	6/14
54-58a-62	Special	To Belen pm	6-15
340	#62	To Belen pm	6-17
337	DG-e	To Belen pm	6-18
30LAB-36L	M3586	To AQ pm	6-21
19	Bx Special	To Belen pm	6-23
37	Drag East	To Belen pm	6-25
339	#62	To Belen pm	6-25
68-55a-65	X/n Special	To Belen pm	6-25
38	M-3653	To AQ pm	6-26
340	MX34BG	To Belen pm	6-28
336	Bxc Special	To Belen am	6-30

Westbound from Belen/Albuquerque July1953

July	3	7	2-7	17	19	21	PS23	CC23	123
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1A	41	26	36	44	27	18	39	304	54-58a-62
2B	17	42	52-51a-65	303	305	28	57-71a-67	338	70-53a-75
3C	31	34	37	310	38	30 2/21 29	19	336 3/23 340	58-72a-59
4D	53-55a-69	46	32	21	43	47	313	307 3/23 2917 to Winsl Only	73-60a-77
5E	56-54a-51	27		18	22	24	302	337 to Winsl failed-340 3/23 39 via GC	33 2/123 39
6F	57-71a-67	41		16	25	20	301	338	64-73a-71
7G	52-61a-65	19		38	36C-48a-36AL	23	312	314	72-56a-68 2/123 From Williams 340
8H	37	26	35	30	29	45 90%	54-51a-62	300	76-59a-55
9I	63-57a-75	21	40	18	31	44	308	311	59-72a-58
10J	?-53a-73	25	33	22	337	28 2/21 24	306	304 85% 3/23 2912	78-58a-60
11K	?-78	57-71a-67	305	23	39	27	303	2927	47- 3/123 330 via GC

12L	?69	29	2901	45	16	36 90%	17	302	46 2/123 307
13M	62- 51a	76- 59a- 63		37	32	31	334	35CBA- 48a	60-70a- 56
14N	59- 72a- 58	28		22	21	20	313	308	30
15O	33	27	52- 71a- 78	34 90%	24	44	312	339 2/23 2925 Winsl 307	77-73a- 77
16P	70- 53a- 73	45	41	305	18	19	304	338	75-57a- 53
17Q	68- 55a- 69	37	330	29	43	26 2/123 23	325	310 2/23 314	65-56a- 72
18R									
19S									
20T									
21U									
22V									
23W									
24X									
25Y									
26Z									
27BG									
28BH									
29BI									
30CJ									
31CK									

Miscellaneous

7/1 451 300
7/2 82 191-192
7/3 81 192-191
7/3 78 81-83
7/4 71 83-81
7/5 22 36

7/6 21 34
 7/6 70 2929
 7/7 75 2929
 7/8 80-83 192-191
 7/9 Ddnd 24 340
 7/10 2-7 35
 7/11 8 71-52a-77
 7/12 7 28
 7/14 DHQ 256
 7/15 DHQ 328
 7/16 2/23 3751
 7/16 DHQ 336
 7/17 146 2600
 7/19 78 81-83
 7/20 71 83-81
 7/21 24 300
 7/22 17 36
 7/23 75 336
 7/24 2-75 326
 7/27 Dbhd-4 312
 7/28 3-23 336
 7/31 Extra 260

Eastbound into Belen/Albuquerque July 1953

July	4	8	18	20	22	PS24	CC24	124
1A	43	53- 55a-69	33	20	38	308	312	65-61a- 52
2B	45	64- 73a-71	21	23	33	306	311	46
3C	25	55- 59a-76	27	18	22 2/22 39	309	304	51-54a- 56
4D	28	72- 56a-68	41	16	44	303	338	67-71a- 57
5E	42	62- 51a-54	17	38	36LA- 48a- 36C	19	336	59-72a- 58
6F	47+ 34	75- 60a-73	37	30	29	313+ 305	310	31
7G	32	73- 53a-70	21	18	43	307+ 340 to Williams	302	78-58a- 60

8H	27	46	22	337	24	301	339	25
9I	36	60-70a-56	23	20	39	312+314	338	67-71a-57
10J	19	53-62a-61	29	45	38 2/22 16	65-51a-52	300	68-55a-69
11K	26	71-73a-77	37	31	30	308+311	35CBA-48a	55-59a-76
12L	44	62-56a-72	28	22	21	306	304	58-72a-59
13M	40+ 47	63-57a-75	33	39	24	303+ 342LA- 344AL to Ben len	337	27
14N	23	25	43	45	18	302+ 305	78-71a-52	73-58a-70
15O	17+ 333	57-58a-67	29	36	16	32	37	69-55a-58
16P	35+ 22	65-51a-54	21	31	46	309	308 3/24 313	56-70a-60
17Q	28	61-62a-51	24 90%	34 90%	30 2/22 20	312	55-54a-64	58-61a-59
18R	27	77-73a-72	33	19	44	304	18	78-71a-52
19S								
20T								
21U								
22V								
23W								
24X								
25Y								
26Z								
27BG								
28BH								
29BI								
30CJ								
31CK								

Special Trains

34	Extra Special	To Belen pm	7/2
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35	Drag	To Belen am	7/3
40	M3803	To AQ pm	7/3
32	M3779	To Belen am	7/3
66-61a-52	TAS 486	To AQ am	7/6
2917+26	DGE	To Belen am	7/6
33	QRJ7	To Belen pm	7/8
335	QLAHB	To Belen am	7/9
41	XVK9	To Belen pm	7/9
2912	Drag	To Belen	7/14
2927	Drag	To Belen	7/15
2901	Dbhd PUX	To Belen	7/15
2925	Extra Special from Winslow	To Belen	7/7
339	Drag East	To Belen am	7-2
37	Tas 481	To Aq am	7-2

Miscellaneous

7-31 Helper 147LA Help DHQ

Westbound from Belen/Albuquerque August 1953

Aug	3	7	2-7	17	19	21	PS23	CC23	123
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Miscellaneous

8/2 Dbhd8 76-52a-57

8/3 3/23 308

8/5 191-192

8/10 to 8/15, 8/17

Fallbrook Turn 3006, 3007, 3008 1 per day

8/18 18 44

8/19 2/23 34

8/21 2/22 29

8/22 2/23 335

8/23 2/7 18

Eastbound to Belen/Albuquerque August 1953

August	4	8	18	20	22	PS24	CC24	124
1A								
2B								
3C								
4D								

12L								
13M								
14N								
15O								
16P								
17Q								
18R								
19S								
20T								
21U								
22V								
23W								
24X								
25Y								
26Z								
27BG								
28BH								
29BI								
30CJ								

Miscellaneous

9 70-75 415LA

9 82 90

9/28/53 13-14 84L Begin Service El Paso and Albuquerque

10-18 61 80LA-48A

Westbound from Belen/Albuquerque October 1953

Oct								
1A								
2B								
3C								
4D								
5E								
6F								
7G								
8H								
9I								
10J								
11K								
12L								

18R									
19S									
20T									
21U									
22V									
23W									
24X									
25Y									
26Z									
27BG									
28BH									
29BI									
30CJ									

Miscellaneous

11/1 136 170LAC
11/4 Extra 212
11/4 ExW 246
11/6 BCS 148LA
11/6 7 45
11/7 ExE 211
11/8 ExW 170LA-148B-170C
11/9 CHOP ExE 225
11/11 Dbhd-NCX 203
11/12 Hlpr 2650
11/12 ExE 230
11/13 ExW 260LA-206AL
11/14 ExE 237+236
11/14 LAF-W 146LC
11/15 Hlpr 2688
11/17 ExE 228
11/17 Help3 Xw 223
11/18 ExE 203
11/19 3/35W 258
11/20 CTX-E 258
11/21 ExW 225
11/22 SBX-E 232
11/22 SCX-w 267
11/23 BCS-E 223
11/25 WZH3W 243
11/26 Help SBX 2671-2690
11/28 SBX-E 212
11/28 StockW 206
11/30 SWG-E 215

7G								
8H								
9I								
10J								
11K								
12L								
13M								
14N								
15O								
16P								
17Q								
18R								
19S								
20T								
21U								
22V								
23W								
24X								
25Y								
26Z								
27BG								
28BH								
29BI								
30CJ								
31CK								

Note:

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