

1. Weather conditions and temperature shall be reported at least once in six hours by and recorded for at least one station on each dispatching district and shall be recorded for such other stations as report weather conditions.
2. Each train dispatcher shall sign his name and record the time of going on and off duty in the space provided.
3. The A. M. and P. M., as the case may be, shall be shown at the initial and final train dispatching.
4. The number of cars in each train shall be shown at least at one station and at such other stations as the carrier may determine.
5. The number of trains passing each station shall be recorded; where trains stop at reporting stations, both arriving and departing time shall be recorded.

## RECORD OF WEATHER

| PLACE       | TIME 12:01 A.M.      | TIME 6:00 A.M.       | TIME 12:01 P.M. | TIME 6:00 P.M.         |
|-------------|----------------------|----------------------|-----------------|------------------------|
| SPRING HILL | 47° <i>clay calm</i> | 45° <i>clay calm</i> |                 | 48° <i>clay calm</i>   |
| LATTA       | 48° <i>clay calm</i> | 45° <i>clay calm</i> |                 | 48° <i>clay calm</i>   |
| BEDFORD     | 48° <i>clay calm</i> | 46° <i>clay calm</i> |                 | 47° <i>clay lt. w.</i> |
|             |                      |                      |                 |                        |
|             |                      |                      |                 |                        |
|             |                      |                      |                 |                        |

THE MILWAUKEE ROAD NE FORMERLY  
Form 435  
CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY

SOUTHERN DIVISION

### DISPATCHER'S RECORD OF MOVEMENT OF TRAINS

TIME TABLE NO. 6 PLACE: SPRING HILL DATE Friday March 22 1985

2011-22 Directed Sam 96920 at D-diff at 845am - 30F - Rantier Des mated - 850am  
B Krang v R/T mated 915am  
Cav mated 1Pm + Troch clear + etc for Normal Speed at 145Pm

See back of Sheet about Casing Accident at Crane

### DISPATCHER DUTY

| DISPATCHER DUTY     |              |               | HIGHEST NO<br>BULLETIN | TIME WATCH<br>COMPARED |
|---------------------|--------------|---------------|------------------------|------------------------|
| <i>J. Edwards</i>   | FROM 1201a   | M. To 601a M. | A-29                   | —                      |
| <i>J. Edwards</i>   | FROM 601     | M. To 201 P.  | A-29                   | 601a M.                |
| <i>E.E. Edwards</i> | FROM 201 P.  | M. To 1001 P. | A-29                   | 201 P.                 |
| <i>J. Edwards</i>   | FROM 1001 P. | M. To 12m M.  | A-29                   | 1001 P.                |

## SOUTHWARD

VIA B&O - IHB - CONRAIL - MILW. *201672/26*

NORTHWARD

**SOUTHWARD** *Cities* ✓ *2047221* ✓ *188220* ✓ **ELEVENTH SUBDIVISION**

NORTHWARD

|  |  |  |  |  |  |  |  |  |  |                              |  |  |  |  |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|------------------------------|--|--|--|--|--|--|--|--|--|----------------------|--|--|--|--|--|--|--|--|--|----------------------|--|--|--|--|--|--|--|--|--|----------------------|--|--|--|--|--|--|--|--|--|
|  |  |  |  |  |  |  |  |  |  | ELEVENTH SUBDIVISION         |  |  |  |  |  |  |  |  |  | NORTHWARD            |  |  |  |  |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | SOUTHWARD                    |  |  |  |  |  |  |  |  |  | NINTH SUBDIVISION    |  |  |  |  |  |  |  |  |  | NORTHWARD            |  |  |  |  |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | YARD ENGINES AND WORK TRAINS |  |  |  |  |  |  |  |  |  | MEN DEADHEADING      |  |  |  |  |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |                      |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | DISTANCE                     |  |  |  |  |  |  |  |  |  | OFFICE DESIGNATION   |  |  |  |  |  |  |  |  |  | DISTANCE             |  |  |  |  |  |  |  |  |  | OFFICE DESIGNATION   |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | ENGINE                       |  |  |  |  |  |  |  |  |  | ENGINE               |  |  |  |  |  |  |  |  |  | ENGINE               |  |  |  |  |  |  |  |  |  | ENGINE               |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | CONDUCTORS                   |  |  |  |  |  |  |  |  |  | CONDUCTORS           |  |  |  |  |  |  |  |  |  | CONDUCTORS           |  |  |  |  |  |  |  |  |  | CONDUCTORS           |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | Train Crew on Duty           |  |  |  |  |  |  |  |  |  | Train Crew on Duty   |  |  |  |  |  |  |  |  |  | Train Crew on Duty   |  |  |  |  |  |  |  |  |  | Train Crew on Duty   |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | Due for Rest                 |  |  |  |  |  |  |  |  |  | Due for Rest         |  |  |  |  |  |  |  |  |  | Due for Rest         |  |  |  |  |  |  |  |  |  | Due for Rest         |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | Engine Crew Released         |  |  |  |  |  |  |  |  |  | Engine Crew Released |  |  |  |  |  |  |  |  |  | Engine Crew Released |  |  |  |  |  |  |  |  |  | Engine Crew Released |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | Caboose                      |  |  |  |  |  |  |  |  |  | Caboose              |  |  |  |  |  |  |  |  |  | Caboose              |  |  |  |  |  |  |  |  |  | Caboose              |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | TRAIN                        |  |  |  |  |  |  |  |  |  | TRAIN                |  |  |  |  |  |  |  |  |  | TRAIN                |  |  |  |  |  |  |  |  |  | TRAIN                |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | ENGINE                       |  |  |  |  |  |  |  |  |  | ENGINE               |  |  |  |  |  |  |  |  |  | ENGINE               |  |  |  |  |  |  |  |  |  | ENGINE               |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | BENSenville YARD             |  |  |  |  |  |  |  |  |  | BENSenville YARD     |  |  |  |  |  |  |  |  |  | BENSenville YARD     |  |  |  |  |  |  |  |  |  | BENSenville YARD     |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | 5.0                          |  |  |  |  |  |  |  |  |  | 5.0                  |  |  |  |  |  |  |  |  |  | 5.0                  |  |  |  |  |  |  |  |  |  | 5.0                  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | BROADVIEW                    |  |  |  |  |  |  |  |  |  | BROADVIEW            |  |  |  |  |  |  |  |  |  | BROADVIEW            |  |  |  |  |  |  |  |  |  | BROADVIEW            |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | 7.5                          |  |  |  |  |  |  |  |  |  | 7.5                  |  |  |  |  |  |  |  |  |  | 7.5                  |  |  |  |  |  |  |  |  |  | 7.5                  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | ARGO                         |  |  |  |  |  |  |  |  |  | ARGO                 |  |  |  |  |  |  |  |  |  | ARGO                 |  |  |  |  |  |  |  |  |  | ARGO                 |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | 5.6                          |  |  |  |  |  |  |  |  |  | 5.6                  |  |  |  |  |  |  |  |  |  | 5.6                  |  |  |  |  |  |  |  |  |  | 5.6                  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | CHICAGO RIDGE                |  |  |  |  |  |  |  |  |  | CHICAGO RIDGE        |  |  |  |  |  |  |  |  |  | CHICAGO RIDGE        |  |  |  |  |  |  |  |  |  | CHICAGO RIDGE        |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | 4.9                          |  |  |  |  |  |  |  |  |  | 4.9                  |  |  |  |  |  |  |  |  |  | 4.9                  |  |  |  |  |  |  |  |  |  | 4.9                  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | WHEATON                      |  |  |  |  |  |  |  |  |  | WHEATON              |  |  |  |  |  |  |  |  |  | WHEATON              |  |  |  |  |  |  |  |  |  | WHEATON              |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | 1.3                          |  |  |  |  |  |  |  |  |  | 1.3                  |  |  |  |  |  |  |  |  |  | 1.3                  |  |  |  |  |  |  |  |  |  | 1.3                  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | BLUE ISLAND                  |  |  |  |  |  |  |  |  |  | BLUE ISLAND          |  |  |  |  |  |  |  |  |  | BLUE ISLAND          |  |  |  |  |  |  |  |  |  | BLUE ISLAND          |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | 0.5                          |  |  |  |  |  |  |  |  |  | 0.5                  |  |  |  |  |  |  |  |  |  | 0.5                  |  |  |  |  |  |  |  |  |  | 0.5                  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | DOLTON                       |  |  |  |  |  |  |  |  |  | DOLTON               |  |  |  |  |  |  |  |  |  | DOLTON               |  |  |  |  |  |  |  |  |  | DOLTON               |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | 3.6                          |  |  |  |  |  |  |  |  |  | 3.6                  |  |  |  |  |  |  |  |  |  | 3.6                  |  |  |  |  |  |  |  |  |  | 3.6                  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | CALUMET PARK                 |  |  |  |  |  |  |  |  |  | CALUMET PARK         |  |  |  |  |  |  |  |  |  | CALUMET PARK         |  |  |  |  |  |  |  |  |  | CALUMET PARK         |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | 4.7                          |  |  |  |  |  |  |  |  |  | 4.7                  |  |  |  |  |  |  |  |  |  | 4.7                  |  |  |  |  |  |  |  |  |  | 4.7                  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | GIBSON                       |  |  |  |  |  |  |  |  |  | GIBSON               |  |  |  |  |  |  |  |  |  | GIBSON               |  |  |  |  |  |  |  |  |  | GIBSON               |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | 5.0                          |  |  |  |  |  |  |  |  |  | 5.0                  |  |  |  |  |  |  |  |  |  | 5.0                  |  |  |  |  |  |  |  |  |  | 5.0                  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | HIGHLAND                     |  |  |  |  |  |  |  |  |  | HIGHLAND             |  |  |  |  |  |  |  |  |  | HIGHLAND             |  |  |  |  |  |  |  |  |  | HIGHLAND             |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | 3.4                          |  |  |  |  |  |  |  |  |  | 3.4                  |  |  |  |  |  |  |  |  |  | 3.4                  |  |  |  |  |  |  |  |  |  | 3.4                  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | HARTSDALE                    |  |  |  |  |  |  |  |  |  | HARTSDALE            |  |  |  |  |  |  |  |  |  | HARTSDALE            |  |  |  |  |  |  |  |  |  | HARTSDALE            |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | 4.6                          |  |  |  |  |  |  |  |  |  | 4.6                  |  |  |  |  |  |  |  |  |  | 4.6                  |  |  |  |  |  |  |  |  |  | 4.6                  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | ST JOHN                      |  |  |  |  |  |  |  |  |  | ST JOHN              |  |  |  |  |  |  |  |  |  | ST JOHN              |  |  |  |  |  |  |  |  |  | ST JOHN              |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | 17.5                         |  |  |  |  |  |  |  |  |  | 17.5                 |  |  |  |  |  |  |  |  |  | 17.5                 |  |  |  |  |  |  |  |  |  | 17.5                 |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | SCHNEIDER                    |  |  |  |  |  |  |  |  |  | SCHNEIDER            |  |  |  |  |  |  |  |  |  | SCHNEIDER            |  |  |  |  |  |  |  |  |  | SCHNEIDER            |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | 17.0                         |  |  |  |  |  |  |  |  |  | 17.0                 |  |  |  |  |  |  |  |  |  | 17.0                 |  |  |  |  |  |  |  |  |  | 17.0                 |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | HOBOK                        |  |  |  |  |  |  |  |  |  | HOBOK                |  |  |  |  |  |  |  |  |  | HOBOK                |  |  |  |  |  |  |  |  |  | HOBOK                |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | 15.0                         |  |  |  |  |  |  |  |  |  | 15.0                 |  |  |  |  |  |  |  |  |  | 15.0                 |  |  |  |  |  |  |  |  |  | 15.0                 |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | KENTLAND                     |  |  |  |  |  |  |  |  |  | KENTLAND             |  |  |  |  |  |  |  |  |  | KENTLAND             |  |  |  |  |  |  |  |  |  | KENTLAND             |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | 4.5                          |  |  |  |  |  |  |  |  |  | 4.5                  |  |  |  |  |  |  |  |  |  | 4.5                  |  |  |  |  |  |  |  |  |  | 4.5                  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | SHEFF                        |  |  |  |  |  |  |  |  |  | SHEFF                |  |  |  |  |  |  |  |  |  | SHEFF                |  |  |  |  |  |  |  |  |  | SHEFF                |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | 20.5                         |  |  |  |  |  |  |  |  |  | 20.5                 |  |  |  |  |  |  |  |  |  | 20.5                 |  |  |  |  |  |  |  |  |  | 20.5                 |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | TAB                          |  |  |  |  |  |  |  |  |  | TAB                  |  |  |  |  |  |  |  |  |  | TAB                  |  |  |  |  |  |  |  |  |  | TAB                  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | 120.0                        |  |  |  |  |  |  |  |  |  | 120.0                |  |  |  |  |  |  |  |  |  | 120.0                |  |  |  |  |  |  |  |  |  | 120.0                |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | 127.5                        |  |  |  |  |  |  |  |  |  | 127.5                |  |  |  |  |  |  |  |  |  | 127.5                |  |  |  |  |  |  |  |  |  | 127.5                |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | SLOAN                        |  |  |  |  |  |  |  |  |  | SLOAN                |  |  |  |  |  |  |  |  |  | SLOAN                |  |  |  |  |  |  |  |  |  | SLOAN                |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | 9.9                          |  |  |  |  |  |  |  |  |  | 9.9                  |  |  |  |  |  |  |  |  |  | 9.9                  |  |  |  |  |  |  |  |  |  | 9.9                  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | CAMP                         |  |  |  |  |  |  |  |  |  | CAMP                 |  |  |  |  |  |  |  |  |  | CAMP                 |  |  |  |  |  |  |  |  |  | CAMP                 |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | 143.6                        |  |  |  |  |  |  |  |  |  | 143.6                |  |  |  |  |  |  |  |  |  | 143.6                |  |  |  |  |  |  |  |  |  | 143.6                |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | WYTON                        |  |  |  |  |  |  |  |  |  | WYTON                |  |  |  |  |  |  |  |  |  | WYTON                |  |  |  |  |  |  |  |  |  | WYTON                |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | 4.5                          |  |  |  |  |  |  |  |  |  | 4.5                  |  |  |  |  |  |  |  |  |  | 4.5                  |  |  |  |  |  |  |  |  |  | 4.5                  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | LYONS                        |  |  |  |  |  |  |  |  |  | LYONS                |  |  |  |  |  |  |  |  |  | LYONS                |  |  |  |  |  |  |  |  |  | LYONS                |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | 11.5                         |  |  |  |  |  |  |  |  |  | 11.5                 |  |  |  |  |  |  |  |  |  | 11.5                 |  |  |  |  |  |  |  |  |  | 11.5                 |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | HIGHTS FARM                  |  |  |  |  |  |  |  |  |  | HIGHTS FARM          |  |  |  |  |  |  |  |  |  | HIGHTS FARM          |  |  |  |  |  |  |  |  |  | HIGHTS FARM          |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | 7.1                          |  |  |  |  |  |  |  |  |  | 7.1                  |  |  |  |  |  |  |  |  |  | 7.1                  |  |  |  |  |  |  |  |  |  | 7.1                  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | CHIES                        |  |  |  |  |  |  |  |  |  | CHIES                |  |  |  |  |  |  |  |  |  | CHIES                |  |  |  |  |  |  |  |  |  | CHIES                |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | 12.5                         |  |  |  |  |  |  |  |  |  | 12.5                 |  |  |  |  |  |  |  |  |  | 12.5                 |  |  |  |  |  |  |  |  |  | 12.5                 |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | MIDLAND                      |  |  |  |  |  |  |  |  |  | MIDLAND              |  |  |  |  |  |  |  |  |  | MIDLAND              |  |  |  |  |  |  |  |  |  | MIDLAND              |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | 7.3                          |  |  |  |  |  |  |  |  |  | 7.3                  |  |  |  |  |  |  |  |  |  | 7.3                  |  |  |  |  |  |  |  |  |  | 7.3                  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | VERMILLION                   |  |  |  |  |  |  |  |  |  | VERMILLION           |  |  |  |  |  |  |  |  |  | VERMILLION           |  |  |  |  |  |  |  |  |  | VERMILLION           |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | 11.0                         |  |  |  |  |  |  |  |  |  | 11.0                 |  |  |  |  |  |  |  |  |  | 11.0                 |  |  |  |  |  |  |  |  |  | 11.0                 |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | BUNGO                        |  |  |  |  |  |  |  |  |  | BUNGO                |  |  |  |  |  |  |  |  |  | BUNGO                |  |  |  |  |  |  |  |  |  | BUNGO                |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | 8.4                          |  |  |  |  |  |  |  |  |  | 8.4                  |  |  |  |  |  |  |  |  |  | 8.4                  |  |  |  |  |  |  |  |  |  | 8.4                  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | PRESTON                      |  |  |  |  |  |  |  |  |  | PRESTON              |  |  |  |  |  |  |  |  |  | PRESTON              |  |  |  |  |  |  |  |  |  | PRESTON              |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | 0.7                          |  |  |  |  |  |  |  |  |  | 0.7                  |  |  |  |  |  |  |  |  |  | 0.7                  |  |  |  |  |  |  |  |  |  | 0.7                  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | VAN                          |  |  |  |  |  |  |  |  |  | VAN                  |  |  |  |  |  |  |  |  |  | VAN                  |  |  |  |  |  |  |  |  |  | VAN                  |  |  |  |  |  |  |  |  |  |

### FREIGHT TRAIN DELAYS

201122 Ya 1'10 W.O.T. Chg. hws SN 25 Train Padded GN 10 508/V GTW 10 RB 7/24 25 RB

## CONRAIL NOTIFIED OF TRAINS

2047C 21 Chgs 130 Am 1 Day P/U GN  
2047C 22 Chgs & Incls 230 Pm No Day 5/6 GN  
256C 22 Chgs 426 Pm 5/6 KA Pl/C No Day  
2047C 22 Chgs 1:35a 2/3 80 Day 8/6 P/U GN

## FREIGHT TRAIN DELAYS

2012-22-KV-1'35" long and 5 doublets in that column. 20" with 500 tons -  $\phi$  Ray 1'25" Resistant RA-1'55 3/4 21 PU 544 Trade Pub P/V SC 17 5/6 Va 30 Chg Cms Ray Up

256C-22-BD- 10" dia. test 31st 15" tin abd- 1st 3rd st 15" tin abd- octopus- 35" abd- 5N 1' or " mut 201- KN 10" 5/6- Chris 15" change crust, all used 12' low

204rc22 BV 1'35 wait on hill + list D/o fair list. 123rd St 25" train ahead. Stewart Ave 20" train ahead RN 40 5/6 + 1/4 AN 2'35 meet 189 + CR f12 hrs up

204TC21 1/2 25" oby across tail test. IC 20" redness train. RA 55-5% Ph Unit 17 Transit 201 oby 335Pa mP 303 15" held out of Yrs. New Albany 30"  
air trouble have posted.

198-189 VN 40" complete King & air test RA 50" Plu D 1'20" furnish mines RA 4' furnish Body switch yard & top to Van & lay up.

Day FRIDAY Date MARCH 22 19 85