

STATION RECORD OF TRAIN MOVEMENTS

C. T. 355-B R-2
8-65 THE PENNSYLVANIA RAILROAD COMPANY

REGION *Western* DIVISION *Backup* STATION *Summit* DATE *March 31, 1968*

OPERATOR	ON DUTY	OFF DUTY	LEVERMAN	ON DUTY	OFF DUTY	WEATHER	Temp.	Time	INSTRUCTIONS
<i>Mc Frederick</i>	<i>12:01 A.M.</i>	<i>7:00 A.M.</i>		M	M				1. This record shall be made at each station, office, or place from which the time of arrival, departure, or passing of trains is reported by telephone. 2. Each operator and leverman shall enter time on and off duty in the space provided.
<i>Ben Booth</i>	<i>7:00 A.M.</i>	<i>3:00 P.M.</i>		M	M				
<i>John P. Fraker</i>	<i>3:00 P.M.</i>	<i>11:00 P.M.</i>		M	M	<i>Light Rain</i>	<i>59° F.</i>	<i>8:00 P.M.</i>	
<i>Mc Frederick</i>	<i>11:00 P.M.</i>	<i>12:00 A.M.</i>		M	M				

TRANSFER RECORD

	AT <i>7:00 A.M.</i>	AT <i>3:00 P.M.</i>	AT <i>Clear P.M.</i>
TRAIN ORDERS TO BE DELIVERED:	<i>201</i>	<i>NO-201-203</i>	<i>No. 201</i>
MESSAGES TO BE DELIVERED:	<i>NONE</i>	<i>NONE</i>	<i>NONE</i>
OVERDUE TRAINS:	<i>NONE</i>	<i>NONE</i>	<i>NONE</i>
TRAIN ORDER SIGNAL DISPLAYED:	<i>NONE</i>	<i>NONE</i>	<i>NONE</i>
TRAIN ORDERS IN EFFECT:	<i>201</i>	<i>NO-201-203</i>	<i>No. 201</i>
REQUIREMENTS RULE 11, CT 405 FULFILLED:			
READ, UNDERSTOOD AND SIGNED	<i>Ben Booth</i>	<i>John P. Fraker</i>	<i>Mc Frederick</i>

West WARD *Ted Appleman Called 8:55 P.M. for A.C.* *East* WARD *B. Shannon Called 4:45 P.M. for SI acct CP-7 Got Approach Block at Home Signal Nothing in Block Between St + NY*

TRAIN	ENG.	Time Block Given	Time Departed	Trk	Time Block Received	Time Arrived	Trk	Time Departed	Trk	Time Block Cleared	REMARKS	TRAIN	ENG.	Time Block Given	Time Departed	Trk	Time Block Received	Time Arrived	Trk	Time Departed	Trk	Time Block Cleared	REMARKS												
Smith												Summit												Labre											
Which 31, 1968																																			
PR-3	6118		1230	3				119	1	228		Bo-104	3559		1230	2					103	2	120												
Bo-97	1085		305	3				347	1	434		AST-2	6165		102	2					125	2	141												
PR-3	6112		442	1				456	1	504		PR-8	6323		245	4					321	2	343												
PR-3	6158		604	1				623	1	635		PR-32	6379		410	2					420	2	434												
Bo-97	2327		617	1				648	1	701		CIN-2	6589		905	4					953	2	1021												
3	4287		720	1				733	1	740		TT-4	6097		925	2					943	2	1007												
11	4226		803	1				820	1	828		HOP-2X	2609		1013	2					1031	2	1047												
PMC-3	6153		830	1				900	1	921		SW-10	6089		1133	4		1156	4		132	2	754												
DJ3A	6130		1151	1				1227	1	1238		10	4315		1245	2					102	2	114												
Bo-85	3547		1221	1				1255	1	128		SW10A	2199		120	4					159	2	223												
HI+WI-EX	7212		1245	3				123	1	139	No-10 BY X AT 109	SW8-A	6501		138	4					210	2	255												
PR-15	6157		110	3		222	1	242	1	255	S/O 31X24-2396m W.B.	SW-6A	2217		342	2					409	2	432												
13	4243		151	1				207	1	216		#102	8008	Go	449	4			4		529	2	553												
LITIX	6028		158	1				214	1	224		Shop-2X	1514		535	2					556	2	620												
PWC-7	2433		250	1		320	1	356	1	415	P/O 31X24-2396 off 306.5	SE No. 4	4297		720	2					733	2	745												
PR-15B	6204		354	1				420	1	434		SW-10B	2327		828	4		903	4		931	2	955	Held for #30											
TT-3	6143		527	1				547	1	556		No. 30	4284		915	2					925	2	938												
CP-7	2340		608	1				640	1	701	Approach Block at Home Signal - Stop + Go at T Signal 1249	SW-6	2338		1011	2								Stalled at #30 See Note											
PR-11	2261		756	1				823	1	835		AST-2	6172		1048	4					1114	2	1137												
PR-9	2414		806	1				830	1	852		104	6934		1115	4					1136	2	1155												

