Superintendent
Trainmaster
Trainmaster
Chief Dispatcher
Night Chief Dispatcher

Form 1543 Special

The Atchison, Topeka and Santa Fe Railway Company

PANHANDLE DIVISION—FIRST DISTRICT

DISPATCHERS' RECORD OF MOVEMENT OF TRAINS

Time Table No. 80

Place Wellington Day Sunday Date Jan 18 1952

DISPATCHERS ON DUTY

Dispatcher from 11:59 pm to 7:59 am
Dispatcher from 7:59 am to 3:59 pm
Dispatcher from 3:59 pm to 11:59 pm
Dispatcher from to

WESTWARD

Train	1	3	5	7	9	11	13	15	17	19	21	23	25	27	29	31	33	35	37	39	41	43	45	47	49	51	53	55	57	59	61	63
Engine	2904	4093	2911	2915	3773	3103	3170	2920-3767	3778	2903	3509	2911	2927	3415	3765	4160	3509	52	304													
Conductor	R.R. Potts	L.L. Foote	G.D. Chung	W.E. Richards	M.E. Brown	H.H. Hughes	G.Wood	W.E. Smith	C.E. Smith	Fay Crouch	W.E. Hebert	W.H. Hefner	C.E. Gilley	R.E. Rogers	C.B. Bear	G.W. Cox	C.E. Hoyle	C.E. Gilley	W.F. Hoff													
Engineman	C.E. Bell	W.E. Dixon	E.J. Wood	O.E. Gee	C.E. Clark	R.W. Miller		O.W. Smith																								
Engineman									O.R. Miller																							
Fireman	C.B. Elliott	M.E. Mason	E.E. Mainey	E.E. Dean	E.E. Sanders	E.E. Stiles			P.E. Miller																							
Fireman									R.C. Hall																							
Brakeman	R.D. Hanson	O.L. Stewart	L.E. Pruitt	H.E. Bryant	H.E. Hewitt	H.E. Nichols	O.L. Hanson	H.C. Cole	J.E. Gilley	O.E. Hilton	H.E. Hewitt	O.E. Hilton	O.E. Hilton	O.E. Brooks	H.E. Dixon																	
Brakeman	R.E. Elliott	R.L. Young	E.E. Smith	H.E. Nichols	H.E. Hewitt	H.E. Nichols		H.E. Smith	J.E. Gilley						O.E. Hilton																	
Porter																																
Chair Car Attendant																																
Chair Car Attendant																																
Connection Arrived			1130 pm		920 A		745 pm				1120 am	930 am	150 pm		330 am	200 pm	405 pm	325 pm	707 pm	500 am		330 am
Time Train Crew Went On Duty			1110 pm	900 pm	730 pm		725 pm	815 pm	700 am		1105 am	725 pm	540 pm	500 am	335 am	150 am	355 pm	320 pm	535 pm	655 pm	325 pm	325 pm
Time Engine Crew Went On Duty			"	"	"		"	"	"		"	725 pm	540 pm	500 am	335 am	150 am	755 am	720 am	535 pm	655 pm	325 pm	325 pm
Time Train Crew Must Be Released			310 pm	100 pm	11:00 pm	1125 pm	715 am	1100 pm			830 am	305 am	1125 pm	900 pm	735 pm	540 am			935 pm	1055 pm	735 pm	735 pm
Time Engine Crew Must Be Released			"	"	1130 am		"	"					1125 pm	900 pm	735 pm	540 am	"		935 pm	1055 pm	735 pm	735 pm
Tonnage Leaving			3743	2350	3650	3515	3700	50			1975	3320	3345	3010	1245	385	3460	492	920	738	1141	1230
Tonnage Arriving			3743	1905	3650	3515	3700	50			1975	3255	3990	3010	900	385	3460	492	920	733	1141	1230
Highest Tonnage Handled			3743	2350	3650	3515	3700	50			1975	3255	3990	3010	1245	385	3460	492	920	733	1141	1230
Cars			99	41-61	94	91	95				79	96-110	86-92	97	110	89	77	6	10	3	14	15
Symbol			1-98-R	Ex 2nd	88-11-R	94-R	Dng	95-R		Dng Train	3-63-P		91-Q	91-Q	119-R	2-94-Q	3-53-P	2-7-Q	R	R	TAC-111	88-25-Q	P3-25-Q

INSTRUCTIONS

EASTWARD

Train	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54	56	58	60	62	64
Engine	3509	2445	3753		2911	3773	2920	3767	3778	2903	3173	2920	3767	3004	2911	3858																
Conductor	W.E. Hughes	W.D. Hughes	W.E. Richards		W.E. Brown	W.E. Hughes	W.E. Richards		W.E. Richards		W.E. Hughes	W.E. Richards		W.E. Hughes	W.E. Richards																	
Engineman	W.E. Dixon																															
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Fireman																																
Fireman																																
Brakeman																																
Brakeman																																
Porter																																
Chair Car Attendant																																
Chair Car Attendant																																
Connection Arrived			1200 am	1035 am	103 pm	514 A	900 pm	1000 pm			1130 pm			215 pm	325 pm	450 pm	505 pm	715 pm		310 pm
Time Train Crew Went On Duty			1250 am	1020 am	1000 am	10:10 A	900 pm	600 pm	610 pm		700 am	500 am	610 pm	330 am	330 pm	510 pm	530 pm	705 pm	800 pm	
Time Engine Crew Went On Duty			1250 am	"	100 pm	320 pm	"	1000 pm	1030 pm		700 am	"	"	"	"	"	"	"	"	
Time Train Crew Must Be Released			400 pm	1000 am	1000 am	220 am	345 am	1000 am	1010 am	530 am	1100 pm	900 am	610 am	330 am	330 am	350 am	550 am	12 noon		
Time Engine Crew Must Be Released			400 pm	220 am	230 am	220 am	100 pm	200 pm	1145 am	530 am	1100 pm	"	"	730 am	910 am	445 am	"	745 am		
Tonnage Leaving			1558	1732	913	140	1476	1148	1148	1600	2343	3336	4000	4750	3650	6300	5240	2300		
Tonnage Arriving			1558	1732	913	140	1476	1148	1148	4600	3343	3336	4000	4750	2132	6500	5240	5111		
Highest Tonnage Handled			1558	1732	913	140	1476	1148	1148	4600	3343	3336	4000	4750	3650	6500	5240	5111		
Cars			19	2	13	4	17	14	98-95	67	67	84	97	63-RD	11-H	1-11	77	83	114-111	114	115	32-93
Symbol			DHG-14-16	DHG-14-17	Q	R	Dmm 390	P5-24-Q	88-24-Q	88-24-Q	3-PD-6-SP3	3-PD-6-SP3	25X-Q	25X-P	Dng	86-R	120-Q	88-25-Q	88-25-Q	1595	88-24-Q	0-34-Q	0-34-Q	0-34-Q

Miles from Auditor	Stations	Miles from Reports	Miles from Reports	Stations	Miles from Auditor	County of Siding
238.9	WELLINGTON	108.8	6.5			
415-275	HARPER	71.7	6.5			
196-137	ATTICA	60.1	8.6			
468-100	KIOWA	38.9	6.1			
327-103	ALVA	20.8	4.3			
345.8	WAYNOKA					

ENGINE FAILURES

Train	Number of Cars	Kind	Destination	Station	Time	Date	Helper
91-Q	3	Loaded	Ea		100 pm	17	70-F
K	2	Loaded	Texico		315 am	18	70-F
K	1	Loaded	Santa Fe		315 am	18	70-F
3-53-P	2	C	Woodward		930 am	17	2nd

WEATHER

	4 A.M. Temp.	10 A.M. Temp.	4 P.M. Temp.	10 P.M. Temp.
Medicine Lodge	20	31	36	28
Wellington	20	31	36	28
Argonia				
Harper	24	34	40	30
Kiowa	27	34	40	30
Alva	27	34	40	30
Waynoka	27	34	40	30
Pratt				
Englewood				
Belvidere				

SPECIAL CARS MOVED

Initial and Number	From	To	Train	Party in Charge
AT 321	Waynoka	Lufkin	PO-25-Q	Mr Zucker
AT 33				Mr Duffey

WORK TRAINS

Engine	Conductor	Engineer	Limits	Out	In	Tied Up	Nature of Work

STOCK SHIPMENTS

Train	Number of Cars	Kind	Destination	Station	Loaded Time	Loaded Date	Loaded Helper
88-25-Q	1	C	Santa Fe (C)		6 pm	17	Ref
88-24-Q	3	C	Kansas City		4 am	18	Ref
5SKQ	1	C	Oklahoma City		2:45 pm	17	2nd
	1	C	Bowden, Neb. (Grain to Hoe)		350 am	17	2nd
	2	C	Omaha, Neb.	Kingsley	"	"	"
1093	3	C	Kansas City	Kingsley	9 am	18	2nd
	3	C	Kansas City	Kingsley	130 pm	18	2nd
BN34-N	4	C	Kansas City		1 pm	17	2nd
	2	C			150 pm	17	2nd
Dmm 390	2	C	Omaha, Neb.	Kingsley	330 pm	18	Ref
4-PD-6-SP3	2	C	St. Louis, Mo.	Kingsley	1030 pm	17	Ref

DELAYS WESTWARD

15-23-Q	304	Stp 40 Cam 2 Jam K 1-Jt VO-Jt Ft 5 Nod in yard
88-22-Q	52-6A-16	Stp 25 Cam 20 Jam 4 K N 3-Jt VO-Jt
Mam 6-PT-TAC-111	3509	Wg 1:05 Cam 15 Dur 2x10 2936 Q 05 (W) 20 18 X 3445 Mk 5 Out
2-53-P	2927	Pk 35 Cam 2 Dur 15 3509 Jam 20 X Bear
2-94-R	2911	Stp 13 Cam 15 air 43 follow 43 Mt 3 Twice Q 01 (W) 3767 16 X 3773
11-Q	2901	Wg 1:05 Pick 23 air 33 2 Dur Bear OC 6 (W)
91-Q	3778	Pk 10 Jam Jam Bear OC 13 2 Dur Bear 20 15 (W)
105-R	3745	Stp 30 Cam Ref 4 (W) 1645 Pu 08 2701 Mt 20 Q 02 Pick 10 2770 Q 01 2770 Q 02 2768 Q 07
2-7-Q	3415	Wg 10 Cam 10 Jam 10 Dur 05 Mt 20 Pick
119-R		Wg 1:00 Cam 45 Jam 3 Dur 05 Follow (W) 02 Clear Follow 15 OT 05 Wlates 1:00 Dur 3 Pickup
		Pk 05 Mt 25 Clear Ref out 15 Clear Follow 2 Pk 3 Mt 25 Cont Pk 19 Clear 2 Ref out 2 Clear 2 Mt
Dmm 390	3170	Wg 10 Cam Jam 10 Jam 10 Dur 10 Mt 10 Pk 10 Mt 10 Clear
4-PD-6-SP3	4093	Pk 30 Cam 20 Q 01 (W) 15 Ref out Pk 5 Cont 5 Cont 20 Q 20 Ref
91-R	2915	Pk 25 Cam 20 Change Bags 2 Turn in Q 02 (W) Clear Bunk 10 Rd Blocks Mt 07 Mt 2-24
Dmm 390-R	2917	Pk 30 Pu Bag 2 Turn in 35 Pk Cam Q 02 (W) Clear 2 Clear 20 Mt 2-24
1-98-R	2904	Pk 20 Cam 10 Bag 10 Cam Release 07 Ref 2nd 2nd 20 Q 02 (W) Clear

DELAYS EASTWARD

DHG-14-16	3509	Wg 1:15 Jam Jam Wg 15 Cont Mt Clear Pk 7 Jt
DHG-14-17	3445	Stp 15 Cam 10 Dur air Clear 5 air K 9 OT 30 Clear (W) 02 Pk 6 (W)
Mam 6-PT-TAC-111	3253	Stp 9 Cam 5 for signal 30 1 Pk 6 2 Cam 1 Pk 2 Q 2 Pk 2 Pk 1 air 1
Bm 34-N	3767	Wg 55 Cam 25 air 10 Jam K 30 Cont 2 Mt 30 Clear Clear 10 Jam around Jam Pk 8
4-PD-6-SP3	2915	Pk 35 Cam 15 Jam 23 Ref
BN 34-N-0-SP3	3773	Wg 20 Cam 110 Cam 20 air 15 Dur 20 5 (W) 20 Pk 5 (W) K 0 Kansas
1-SK-Q	2901	Wg 10 Cam 25 air 15 Jam 23 Pk 15 Jam Jam 20 5 (W) 20 Pk 5 Jam air 5 Jam
5-RY-D	3776-4002	Wg 35 Cont 30 Pu 110 Cam Jam Wg 30 K 5 (W) 13 Pk 5 Jam Pk 10 (W) K 20 X 2700-3767
4-PD-6-D	3778	Stp 5 Cam Jam Cam 4 Jam (W) K 5 Cam Pk 17 (W) K 15 X 3415
Dmm 390	4093	Pk 25 Cam 25 Jam 25 (W) 55 Clear Follow 15 Clear Follow Ref out of 3R 4280 K 30 Cont out 20 Jam Jam Jam Ref Pu 30 Cont Mt Clear 130 Mt 22 Ch, avg 2 Pu Mt 10 Cont x 3170
12-PD		Pk 05 Wlates 130 Wlates Ref out 20 Jam Ref Q 05 Pick up Fo 20 Jam 2 Pu Ch 15 Mt x Ref Wg 20 Pu
6-PD-6-D	2920	Pk 110 Cam Jam 7 Pu Ref 3 Jam 3
4-PD-6-D	3767	Pk 45 Cam 7 Cam Q 05 (W) Jam 25 Pu Q 20 Mt Jam Jam
15-24-Q	28	Wg 55 Wg 10 Q (W) Pk 5 Q 2 Jam Jam Wg 15 Ref
88-24-Q	300	Wg 7 Cont Wg 15 Pk 7 Pk Wg Wg
Mam 390	3404	Wg 15 Jam Jam Ref Wg Pk 3 Pu 3 Pu K 4 X 4 Pu 4 Pu 20 3 Ref Jam 25 Q 15 Jam Jam 15 X 2800 Ref
4-PD-6-D	2911	Pk 135 Jam 7 Pu K 1 30 Wg 15 Jam Wg 15 Jam Q 02 Pk 1 Pu 2 Jam
88-24-Q	2904	Pk 30 Cont 30 Jam 25 Q 02 (W) 2 Pu 2 Q 2 Pu 3 K 3 X 2 Pu 1 Pu Pull

MEMORANDUM OF EXTRAORDINARY OR UNUSUAL OCCURRENCES