

87 REPORT EASTERN DIVISION MARCH 18, 1967

JHB VJD (4) JPK (3) JDW (2) OHS OEF GRC JMT BVD DF
 WWF JCC HJL TRB GEW RNS LMA ESW BGI WHD LJT FJS DLW
 HHK
 JFC BCD FRW GAM
 JMG ERT
 JMW
 MLT CRB
 CCL GRC CLM
 GMK
 WDS

Building
 SpgfldYd
 St Louis
 TennYard
 L'dnwood
 Thayer
 Ft Scott
 KansCity
 Joplin
 Wichita

1	17	SL	05"	MO	25"	SL 05" Mail, SA 10" 438, NB 25" Psgrs
2	17	MO	OT	SL	55"	MF 10" 30, SP 27" Svc Eng 08" S&A
101	17	KC	OT	MF	25"	V to NS 45" 36 ahead, SP 10" SSA, CR 05" Psgrs, DX 05" Psgrs, SA 25" 37
30	16	MO	1050AM	NS	1228PM	PD to GN 30" 139 ahead, EW 10" 136, TH 07" Mail, HX 10" MOP 10" Mail, Bay 10" Insp, RI 15" 138
				LW	925PM	45-36-4541, 4-U, didnot move 330 Conn, MO 1'35" Conn, V 20" Eff Test, SP 1250 115PM Same, 40U, SP 25" Insp CY PU & Change Engs, MP 169, 20" Eng trbleU719 PR 25" Eng trble U 719, BJ 35" Turn Engs, CF 30" 37
31	17	LW	540AM	SP	100PM	52-28-3989, 4-U, LW 1'40" M/U, VA 15" 34, CB 20" SO, RA 15" 438, BJ 15" SO MF 25" Emergency Stop Avoid Accident
34	16	NB	315AM	LW	655AM	VA 20" S/O, Into LW 20-55-3320
34	17	MO	830PM	RK	450AM	10-37-2226, 3-U, MO 1'00" Conn, SP1000 1105PM 21-56-3357, 4-U, 1'05" MU, Mvd 61 Conn, SF 15" 37, NA 25" Insp & 437
36	16	MO	1100AM	SP	220PM	43-21-3778, 4-U, MO 5'00" MU, V 20" Eff Test, AU 1'15" PU, Into SP 69-29-5568
36	16	SP	430PM	LW	100AM	38-25-3547, 4-U, SP 2'30" 730 & 235 Conn, DX 30" X West, NB 55" 37 & 41, CB 25" PU, CF 15" 437, PA 25" PU
37	17	LW	435PM	Teed	1159PM	69-12-4901, 3-U, 29 Autos 8 TOFC, VA 40" PU 8 Autos, RO 25" Insp, SP 1230 130AM 69-21-5687, 3-U, 30" MU
38	16	AF	240AM	KC	1235PM	26-49-3154, 4-U, NU 25" 137, CB 1'40" Fill, PN 20" Bks stkg UTLX 91083, HN 50" 139 & 101, Into KC 50-83-5501
39	17	LW	1000AM	MO	545PM	62-29-4758, 4-U, 14 Autos 5 TOFC, LW 15" Cab off 34, SP 350-440PM 49-16-3465, 4-U, 35" MU, Moved 236 Conn
60	17	SP	415PM	RO	1015PM	45-33-4074, 5-U, Crew off 235 & S/O BO MR 50" 61 & 133
61	17	RO	200PM	SP	740PM	68-29-5413, 4-U, RO 2'00" Engs off 38
130	17	AF	705PM	KC	545AM	28-31-2898, 5-U, AF 1'00" Conn 1'05" blocked by 139, Into KC 50-31-4383
131	16	NS	440AM	BJ	1150AM	SP 500-515AM 53-28-3882, 3-U, MB 10" 102
131	17	RO	1040PM	NS	400AM	79-19-5143, 3-U, RO 1'00" MU, SP 415 450AM 43-15-2975, 3-U, 05" M/U
133	17	RO	220PM	WSJ	510AM	87-27-5980, 4-U, UP Del'd 114/C 115 PM
				NS	801PM	RO 3'35" UP Conn, SP 820-825PM Same,
				BJ	345AM	TH 20" 138, Bay 20" Insp
				TY	445AM	NX 20" Light out, KCT 30" held out,
134	15	PD	340AM	KC	540AM	Into KC 71-34-5404
134	16	TY	1050AM	SP	1245AM	58-69-5987, 5-U, TY 1'30" Conn 1'20" M/U, & S/O B/O, Yale 35" Sw Eng, JO 30 S/O, TH 20" Fuel U 578, KG 35" 135, & 101, OD 15" 235, BN 20" Insp, CR 1'25" 133 & S/O SF 104442 off center
				BJ	1240PM	13-5-978, 4-U, GR 15" 131, PN 30" 137
134	16	SP	1145PM	KC	540AM	MV 20" Insp, RD 15" 131, SP 900-1030AM
136	16	TY	330AM	RO	415PM	81-22-6061, 4-U, 1'00" MU, HI 50" 61 & 133, 30th St 1'15" SO UP Conn
				KC	555PM	90-22-5754, 4-U, TY 1'30" Engs off 138, Fla St 1'00" Fill, JO 45" Insp & 133
136	17	TY	1030PM	WP	515AM	BX 20" S/O, Into AF 42-37-3870
				BJ	1240AM	68-34-5662, 4-U, RO 2'25" Engs off 60
137	16	SC	401AM	AF	520AM	
137	17	RO	1255AM	SC	520AM	

134	15	PD	340AM	KC	540AM	NX 20" Light out, KCT 30" held out, Into KC 71-34-5404
134	16	TY	1050AM	SP	1245AM	58-69-5987, 5-U, TY 1'30" Conn 1'20" M/U, & S/O B/O, Yale 35" Sw Eng, JO 30 S/O; TH 20" Fuel U 578, KG 35" 135, & 101, OD 15" 235, BN 20" Insp, CR 1'25" 133 & S/O SF 104442 off center
134	16	SP	1145PM	KC	540AM	13-5-978, 4-U, GR 15" 131, PN 30" 137
136	16	TY	330AM	RO	415PM	MV 20" Insp, RD 15" 131, SP 900-1030AM
				KC	555PM	81-22-6061, 4-U, 1'00" MU, HI 50" 61 & 133, 30th St 1'15" SO UP Conn
136	17	TY	1030PM	WP	515AM	XXXXXXXXXX , XXXX , XX XXXXX XXXXX 90-22- 5754, 4-U, TY 1'30" Engs off 138, Fla St 1'00" Fill, JO 45" Insp & 133
137	16	SC	401AM	AF	520AM	BX 20" S/O, Into AF 42-37-3870
137	17	RO	1255AM	SC	520AM	68-34-5662, 4-U, RO 2'25" Engs off 60
138	TY	TY	750PM	MO	510AM	76-5-3488, 3-U, Sou deld 58/C 715 PM
435		BJ	935PM			Moved 24/C, TY 1'35" Conn, KCJ 53" Fil 49/C, SP 405-406AM Same
139	17	RO	800AM	AF	625PM	29-61-3622, 5-U, MPC15, 45" Bks Stkg, 800Line 136846, PD 45" SO Soo L 136846 15" MOP, HN 20" 38, GN 15" 101, CH 15" PU, CB 55" SO PU, BX 35" SO PU, MI 25" S/O, Into AF 58-55-5936
235	17	RO	545AM	BJ	100AM	70-25-6160, 4-U, RO 1'45" Engs off 130
				TY	150AM	DX 25" 136, HM 20" 38, SP 135-350PM 77 41-6578, 4-U, HX 20" SO, JO 50" 138 RI 40" 136, FD 50" Reduce (Ft Scott)
236	17	TY	530AM	SP	220PM	64-48-6491, 4-U, TY 5'30" MU, Baker 20, 131,
236	16	SP	1220PM	KC	720PM	27-45-3122, 3-U, SP 1'50" MU, NS 45" 235, PM 15" 101, FD 50" Fill, HM 15" 133
236	17	TY	505AM			39-98-5580, 4-U, TY 5'05" M/U
330	16	NA	335AM	SP	1015AM	51-10-4051, 4-U, MO 805-810A 45-10- 3783, 4-U, SP Same
330	17	WH	735PM	CV	445AM	20-21-1928, 3-U, NA 1245AM- XXXXXX 400AM
		Wichita		Cherryville		43-17-3747, 4-U
337	16	CY	325AM	WH	320PM	NA 835-1150AM 15-27-2076, 3-U, Into WH 15-7-1516
337	17	SP	1215AM	CY	320AM	49-72-5270, 4-U, SP 1'45" XXXXXX M/U & S/O 3 B/O'S, MO 135-255AM 35-52-3940
434	16	MO	1245PM	BJ	1020PM	74-20-5875, 4-U, Moved 6 lods off 330
135				TY	1140PM	XXXXXXXXXXXXXX , MO 1'15" Conn, SP 240 245PM Same, RI 55" 138 & 101, Yale to TY 30" Sw Eng ahead
437	17	LW	900PM	MO	345AM	54-7-3612, 3-U, 26 Autos 12 TOFC, LW 30" MU, SP 240-245AM Same
438	16	SP	530AM	LW	1240PM	SP 335-530AM 32-49-3603, 3-U, SP 25" M/U, CB 20" SO, SC 30" SO & 39, RK 20" Insp
438	17	MO	1250AM	SP	240AM	33-42-3950, 4-U, V 15" 337, RU 20" 37
439	17	SP	115PM	MO	300PM	22-54-2765, 5-U, SP 45" MU, BK 35" 36, No 2 & 434
731	17	SP	300AM	MO	425AM	63-20-54966 4-U, SP 1'40" 61 Conn, 3'20" MU, Into MO 57-18-4974,

BCR JCC SP

EF

No 235 Unit 5151 Engr Wills reduce train Ft Scott A/C broken Piston

JCC 530 AM....