

7419- W.C. Carrico on 2nd day 205A

STATION TRAIN MOVEMENT RECORD

STATION MT Tower W.Va DATE July 28, 1979

EMPLOYEES ON DUTY	ON DUTY	OFF DUTY	TRANSFER OF UNFINISHED BUSINESS		WEATHER
			ORDERS ON TABLE	MOTOR CAR LINEUPS ON TABLE	
<u>D.J. Shigley</u>	<u>1201 AM</u>	<u>645 AM</u>	<u>201 2252 2254 2260 2262 2264 2266</u>	<u>None</u>	<u>12 MN</u>
<u>H. Allrich</u>	<u>645 AM</u>	<u>240 PM</u>	<u>2252 2254 2260 2262 2264 2 MS's</u>	<u>None</u>	<u>8 AM</u>
<u>A.J. Cairn 1 1/2</u>	<u>240 PM</u>	<u>1045 PM</u>	<u>2252 2254 2260 2262 2264 4 MS's</u>	<u>None</u>	<u>4 PM</u>
<u>D.J. Shigley</u>	<u>1045 PM</u>	<u>1200</u>			

NORTH OR WEST

SOUTH OR EAST

NORTH OR WEST							SOUTH OR EAST							
TRAIN OR ENGINE	Time By Office In/Rear	Arrived	Departed	Track	Time By Office In Advance	REMARKS	TRAIN OR ENGINE	Time By Office In/Rear	Arrived	Departed	Track	Time By Office In Advance	REMARKS	
<u>W33 amt 268</u>	<u>1249</u>	<u>114</u>	<u>131</u>	<u>1</u>	<u>131</u>		<u>Extra 7613</u>	<u>1221</u>	<u>2</u>	<u>1246</u>	<u>2</u>	<u>148</u>	<u>7417-Ca</u>	
<u>Extra 7417</u>	<u>152</u>	<u>1</u>	<u>223</u>	<u>=</u>	<u>=</u>		<u>Extra 4257</u>	<u>121</u>	<u>2</u>	<u>146</u>	<u>205</u>	<u>3-2</u>	<u>306</u>	<u>7419-Ca 9683</u>
<u>Extra 7419</u>	<u>309</u>	<u>1</u>	<u>340</u>	<u>344</u>	<u>1</u>	<u>402</u>	<u>W33 amt 268</u>	<u>409</u>	<u>2</u>	<u>426</u>	<u>2</u>	<u>448</u>		
<u>Extra 7407</u>	<u>424</u>	<u>1</u>	<u>464</u>	<u>=</u>	<u>=</u>	<u>1402</u>	<u>Extra 4202</u>	<u>503</u>	<u>2</u>	<u>528</u>	<u>2</u>	<u>628</u>	<u>7419-Ca</u>	
<u>Extra 7419</u>	<u>632</u>	<u>1</u>	<u>705</u>	<u>706</u>	<u>1</u>	<u>723</u>	<u>Extra 4293</u>	<u>826</u>	<u>2</u>	<u>843</u>	<u>2</u>	<u>948</u>	<u>7419-CA "88"</u>	
<u>Extra 3695</u>	<u>754</u>	<u>1</u>	<u>822</u>	<u>1</u>	<u>854</u>	<u>"CC"</u>	<u>LM-909</u>	<u>=</u>	<u>=</u>	<u>850</u>	<u>2</u>	<u>917</u>	<u>1240-KING</u>	
<u>Extra 4011</u>	<u>831</u>	<u>1</u>	<u>858</u>	<u>915</u>	<u>1</u>	<u>9033</u>	<u>Extra 3767</u>	<u>1224</u>	<u>1</u>	<u>1246</u>	<u>1/2</u>	<u>140</u>	<u>7417-CA</u>	
<u>Extra 7414</u>	<u>1006</u>	<u>1</u>	<u>1035</u>	<u>1101</u>	<u>1</u>	<u>1119</u>	<u>Extra 7415</u>	<u>452</u>	<u>2</u>	<u>546</u>	<u>2</u>	<u>7K</u>	<u>7417-Ca - Pick up 7407 - out of Railroad</u>	
<u>Extra 7419</u>	<u>1008</u>	<u>1</u>	<u>1049</u>	<u>=</u>	<u>=</u>	<u>"Jet" 7417-Q</u>	<u>Extra 4261</u>	<u>739</u>	<u>2</u>	<u>=</u>	<u>754</u>	<u>2</u>	<u>820</u>	<u>7419-Ca</u>
<u>Extra 4016</u>	<u>132</u>	<u>1</u>	<u>159</u>	<u>1</u>	<u>237</u>	<u>"Helpin-Rel."</u>	<u>Extra 7561</u>	<u>1060</u>	<u>2</u>	<u>1114</u>	<u>2</u>	<u>1214</u>	<u>7419-Ca</u>	
<u>Extra 7417</u>	<u>143</u>	<u>1</u>	<u>215</u>	<u>216</u>	<u>1</u>	<u>246</u>								
<u>Extra 4205</u>	<u>433</u>	<u>1</u>	<u>503</u>	<u>608</u>	<u>1</u>	<u>625</u>								
<u>Extra 7419</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>620</u>	<u>1</u>	<u>637</u>								
<u>Extra 7417</u>	<u>703</u>	<u>1</u>	<u>731</u>	<u>=</u>	<u>=</u>	<u>=</u>								
<u>Extra 7419</u>	<u>823</u>	<u>1</u>	<u>852</u>	<u>853</u>	<u>1</u>	<u>913</u>								
<u>Extra 4934</u>	<u>855</u>	<u>1</u>	<u>=</u>	<u>920</u>	<u>2</u>	<u>942</u>								
<u>Extra 7417</u>	<u>=</u>	<u>=</u>	<u>=</u>	<u>1109 PM</u>	<u>1</u>	<u>1125 PM</u>								

Eng change

<u>855-110</u>	<u>7419</u>	<u>W.C. Carrico</u>	<u>115 PM</u>
<u>855-111</u>	<u>7417</u>	<u>M. J. Trust</u>	<u>1040 PM</u>
<u>855-112</u>	<u>7419</u>	<u>W.E. Trickett</u>	<u>610 PM</u>
<u>855-113</u>	<u>7417</u>	<u>W.C. Carrico</u>	<u>11 PM</u>

INSTRUCTIONS: 1. This record shall be made at each station from which the time of arrival, departure, or passing of trains is reported. 2. Each employee shall enter the time he goes on and off duty in the space provided for that purpose. The columns "Arrived" and "Departed" will be used to record the time of trains. The columns "Time By" office in rear and office in advance may be left blank where this information is not required. The column "Track" must be used in multiple track territory. When required this sheet must be mailed promptly to the Chief Train Dispatcher.