

1. Weather conditions and temperature shall be reported at least once in six hours by and recorded 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 time of each movement.
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. Time of trains passing reporting stations 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	72° Clear Calm	64° Clear Calm	80° clear calm	84° clear calm
LATTA				
BEDFORD	71° P/C Calm	64° Clear Calm	82° clear calm	86° PC Calm

Form 435

DISPATCHER'S RECORD OF MOVEMENT OF TRAINS

TIME TABLE NO. 5 PLACE: SPRING HILL DATE Monday July 2 1984

HIGHEST NO. BULLETIN	TIME WATCH COMPARED
1	1
2	2
3	3
4	4
5	5
6	6
7	7
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91	91
92	92
93	93
94	94
95	95
96	96
97	97
98	98
99	99
100	100

EE Food	FROM 1201 A M. To 701 A M.	A-76	—
Campbell	FROM 701A M. To 301P M.	A-76	701Pm
Wade & L	FROM 301P M. To 1101P M.	A-76	301P
EE Food	FROM 1101 P M. To 1201 A M.	A-76	1101 Pm

SOUTHWARD										NORTHWARD										SOUTHWARD										NORTHWARD									
ELEVENTH SUBDIVISION										ELEVENTH SUBDIVISION										ELEVENTH SUBDIVISION										ELEVENTH SUBDIVISION									
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									
Train Crew Released										Train Crew Released										Train Crew Released										Train Crew Released									
Caboose										Caboose										Caboose										Caboose									
TRAIN										TRAIN										TRAIN										TRAIN									
OFFICE DESIGNATION										OFFICE DESIGNATION										OFFICE DESIGNATION										OFFICE DESIGNATION									
ENGINE										ENGINE										ENGINE										ENGINE									
0.0										0.0										0.0										0.0									
5.0										5.0										5.0										5.0									
12.5										12.5										12.5										12.5									
18.1										18.1										18.1										18.1									
23.0										23.0										23.0										23.0									
24.2										24.2										24.2										24.2									
28.7										28.7										28.7										28.7									
32.3										32.3										32.3										32.3									
37.0										37.0										37.0										37.0									
40.0										40.0										40.0										40.0									
43.4										43.4										43.4										43.4									
48.0										48.0										48.0										48.0									
52.5										52.5										52.5										52.5									
55.5										55.5										55.5										55.5									
59.5										59.5										59.5										59.5									
64.0										64.0										64.0										64.0									
68.0										68.0										68.0										68.0									
72.5										72.5										72.5										72.5									
76.5										76.5										76.5										76.5									
80.0										80.0										80.0										80.0									
84.0										84.0										84.0										84.0									
88.0										88.0										88.0										88.0									
92.0										92.0										92.0										92.0									
96.0										96.0										96.0										96.0									
100.0										100.0										100.0										100.0									
104.0										104.0										104.0										104.0									
108.0										108.0										108.0										108.0									
112.0										112.0										112.0										112.0									
116.0										116.0										116.0										116.0									
120.0										120.0										120.0										120.0									
124.0										124.0										124.0										124.0									
128.0										128.0										128.0										128.0									
132.0										132.0										132.0										132.0									
136.0										136.0										136.0										136.0									
140.0										140.0										140.0										140.0									
144.0										144.0										144.0										144.0									
148.0										148.0										148.0										148.0									
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164.0										164.0										164.0										164.0									
168.0										168.0										168.0										168.0									
172.0										172.0										172.0										172.0									
176.0										176.0										176.0										176.0									
180.0										180.0										180.0										180.0									
184.0										184.0										184.0										184.0									
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192.0										192.0										192.0										192.0									
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208.0										208.0										208.0										208.0									
212.0										212.0										212.0										212.0									
216.0										216.0										216.0										216.0									
220.0										220.0										220.0										220.0									
224.0										224.0										224.0										224.0									
228.0										228.0										228.0										228.0									
232.0										232.0										232.0										232.0									
236.0										236.0										236.0										236.0									
240.0										240.0										240.0										240.0									

CONRAIL NOTIFIED OF TRAINS

2011-2-01C Indpt + Chgo / 2011m 2 Days WKS 44
204TC2 chgo 1030 pm 3 Day No Wash

FREIGHT TRAIN DELAYS

201h-2-LV-1'7" Ergs on + in test - GBy - RR-10" 5/6 ergs 22-30 - Van 1' mut 304 + Lay up

257L02 LV 1/5 Ergs in Lin Jogg 30 mut No 204 MP 233 10" yep, shd RA 2'55" 5/6 wtd 29. P/L 206 ^{P/L} 10" 5/6 aww 15" P/L

XL-1 RA 50 Ergs in to P Body Full Load 3 15 5/6 in 25 RB RA 20 5/6 P/L RA 5/6 P/L Body Full 28 Roads + Lay legs

2047C1 ✓ 1'25 Chgo Bus a Mtnt 20' am RA 50 8/6 E_g 2066 P/V E_g 20 5/0 Q 2'05 Snow Ba Mile 72414 5/0 Nelt track MP 314 15 held out

104-105 BS 1'20 Engon fair. Chgo Ridge 20" RB at Pant Jet 1'5/0 t_{out} for B₅₀ to clear. Harvey 55" wait on ops for signal. RN 20" 5/0 P_{lt} air McDonald 20" 5/0 P_{lt} air Phoenix 35" wait on ops for signal. NV 20" train ahead Rose 15" copy 4/0

Day Monday Date Jan 2 1984