

TRAIN NO.	LOCOS (LEAD , NEXT)	CARS	TRAIN CAM #	Depart Time	ENGINEER	START LOC. TOWN-TRACK	END LOC TOWN-TRACK	TRAIN TYPE	DIR W ← E →	NON STOP	TOWNS																DISPATCHER		
											WEST								EAST										
											RW	DB	MS	BR	CV	EP	DW	UW	MR	LV	SP	NCE	NC	NCY	KS	CF	KT	WJ	TIME HOLD

203R	288	11		02:10	Al R	NCY-6	RW-W3	F	←		A														D						
503T	284	1		05:01	Jim Y	NCY	NCY	F	↔																D/A	W/R					
202	909	14		05:05	Herb B	RW-W2	WJ-E2	F	→		D														W				A		
100	554	3	1	05:30	Charles K	CV-1	WJ-CR1	P	→						D			S				S		S					A		
101	223	3	2	05:40	Ken C	NC-1	RW-W6	P	←		A	S	S		S			S				S		S/D							
x401R	269	10		06:01	Bill L	EP-N2	DB	C	↔	x		A				D									R						
X413	8512	10		06:10	Tom M	KS	NCY	C	←	x															A	W	D				
601	401	3	1	06:27	Charles K	WJ-E7	RW-W5	P	←		A	S	S					S				S		S					D		
646	338	3	2	06:28	Ken C	RW-W5	WJ-E6	P	→		D	S	S					S				S		S					A		
502T	270	5		07:20		NCY	NCY	F	↔										R							D/A					
x404	269	10		07:30	Bill L	DB	WJ-E5	C	→	x	D																		A		
504T	248	8		07:30		NCY	NCY	F	↔					W/R	W	W										D/A					
NCL 416	416	0		7:30		NCY	NCY	HLP	↔						R											D/A					

*Denotes Power Change at Nickel City Yard - See Power Change Sheet for Further Detail.

KEY																					
YARD CREW: Rich S / Pete L				HOSTLER: Bob R			CLEARFIELD: George M			DUBOIS PLANT: Jim R					Track Warrant Required						
TRAIN NO. SUFFIX:						TRAIN TYPE		NO STOPS	TYPE WORK				TRACK								
R - Train Reverses Direction - Different Destination than Departure						C - COAL / ORE		X - YES	R - REVERSES DIR		D-DEPART		1 - MAIN 1		4 - TRACK 4	CR1 - LOOP TRACK					
T- Turn - Departs and Returns to Departure Location.						F - FREIGHT		BLANK - NO	S - STATION STOP		A-ARRIVE		2 - MAIN 2		5 - TRACK 5						
X- Extra Train.						L - LOCAL FREIGHT			W - WORK				3 - MAIN/TRACK 3		6 - TRACK 6						
TOWNS						P - PASSENGER															
BR - BRISTOW		CF - CLEARFIELD		CV - CANOVA		DB - DUBOIS		DW - DRIFTWOOD		EP - EMPORIUM YARD		KT - KEATING		KS - KARTHAUS		LV - LAUREL VALLEY		MR - MILLS RIVER		MS - MONSERRAT	
NC - NICKEL CITY			NCE- NICKEL CITY EAST - INDUSTRIAL AREA				NCY - NICKEL CITY YARD			RW - RIDGWAY YARD			SP - SHEPPARDSFIELD		UW - UNDERWOOD			WJ - WATERLOO JUNCTION			

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											WEST								EAST								TIME HOLD	TIME CLEAR	TIME COMPLETE		
											RW	DB	MS	BR	CV	EP	DW	UW	MR	LV	SP	NCE	NC	NCY	KS	CF	KT	WJ			
x409	312	10		08:20		WJ-E4	DB	C	←			A												W				D			
X414	8512	5		09:03		NCY	KS	C	→	X														D	W	A					
BF3	8539	7	1	10:05	Charles K	WJ-E3	EP-N4	F	←															W				D			
X410	312	10		10:20		DB	WJ-E4	C	→	X		D																A			
513T	8510	2		10:45		DB	DB	F	↔			D/→ A←/R																			
x405	269	10		11:05		WJ-E5	EP-N2	C	←	X						A												D			
714	7600	10	2	11:10	Ken C	EP-N5	WJ-E3	F	→							D								W				A			
641	338	3		12:27		WJ-E6	RW-W5	P	←		A	S	S									S		S				D			
X423R	269	10		13:15		EP-N2	DB	C	↔			A				D															
222R	288			13:31		RW-W3	EP-N6	F	↔		D					A								W/R							
324	244	8		14:40		EP-N3	WJ-E5	F	→	X						D												A			
EC-9	8102	10		15:02		WJ-E1	RW-W3	F	←	X	A																	D			
X424R	269	10		15:30		DB	EP-N2	C	↔	X	D					A															

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<u>TRAIN NO. SUFFIX:</u>				<u>TRAIN TYPE</u>		<u>NO STOPS</u>		<u>TYPE WORK</u>				<u>TRACK</u>									
R - Train Reverses Direction - Different Destination than Departure				C - COAL / ORE		X - YES		R - REVERSES DIR		D-DEPART		1 - MAIN 1		4 - TRACK 4		CR1 - LOOP TRACK					
T- Turn - Departs and Returns to Departure Location.				F - FREIGHT		BLANK - NO		S - STATION STOP		A-ARRIVE		2 - MAIN 2		5 - TRACK 5							
X- Extra Train.				L - LOCAL FREIGHT				W - WORK				3 - MAIN/TRACK 3		6 - TRACK 6							
<u>TOWNS</u>				P - PASSENGER																	
BR - BRISTOW		CF - CLEARFIELD		CV - CANOVA		DB - DUBOIS		DW - DRIFTWOOD		EP - EMPORIUM YARD		KT - KEATING		KS - KARTHAUS		LV - LAUREL VALLEY		MR - MILLS RIVER		MS - MONSERRAT	
NC - NICKEL CITY			NCE- NICKEL CITY EAST - INDUSTRIAL AREA				NCY - NICKEL CITY YARD			RW - RIDGWAY YARD			SP - SHEPPARDSFIELD			UW - UNDERWOOD			WJ - WATERLOO JUNCTION		

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											RW	DB	MS	BR	CV	EP	DW	UW	MR	LV	SP	NCE	NC	NCY	KS	CF	KT	WJ			
5242T	248			16:05		NCY	NCY	F	↔					W /R	W							W			D/A						
X425	315	10		16:21		WJ-E4	DB	C	←		A										W							D			
713	7600			16:25		WJ-E3	EP-N5	F	←							A								W				D			
522T	270			16:35		NCY	NCY	F	↔									R	W	W	W			D/A							
521T	416			16:55		NCY	NCY	L	↔												R	W		D/A							
672	334	3		17:05		RW-W6	WJ-E7	P	→		D	S	S					S			S		S					A			
128	223	3		17:43		RW-W6	WJ-E8	P	→		D	S	S		S			S			S		S					A			
127	554	3		17:45		WJ-CR1	RW-W6	P	←		A	S	S		S			S			S		S					D			
525T	284			18:15		NCY	NCY	L	↔															D/A	W						
X426	315	10		18:21		DB	WJ-E4	C	→	X		D																A			
223	909			19:01		WJ-E2	RW-W2	F	←		A													W				D			
224	920			19:15		RW-W1	WJ-E1	F	→		D													W				A			
622	334	3		19:45		RW-W5	WJ-E6	P	→		D	S	S					S			S		S					A			

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John V

523T	284			20:04		NCY	NCY	F	↔												D/A	W/R						
BF-4	8539			20:10		EP-N4	WJ-E3	F	➡						D							W				A		
X427R	269	10		20:23		EP-N2	DB	C	↔	x		A			D													
520T	8510			21:30		DB	KS	F	↔		D/A		W/R															
653	338	3		21:58		WJ-E7	RW-W5	P	⬅		A	S	S								S		S			D		
325	244	8		22:30		WJ-E5	RW-W4	F	⬅	x	A															D		
EC-2	2268	10		23:01		EP-N1	WJ-E5	C	➡	x					D											A		
X428R	269	10		23:01		DB	EP-N2	C	➡	x	D				A													
526	278			23:01		NCY	KT	F	➡													D			A			

KEY

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