Great Northern Railway, Cascade Division, Main Line
Feb 2nd To Feb 5th =1949=

A Night on Third Trick with Ed Khatain

What follows is probably a typical night during this period when the challenge for the dispatcher was to weave a freight train or two into a mix of heavy passenger traffic and do so all within the power limitations of the electrical system. The night starts with No 4 and No 27 (which is late) getting out at opposite ends of the zone with no limitations, using up 11250 KW.

At 1230, Dispatcher Ed Khatain limits No 4 to 1000 amps to provide for X5016West out of Appleyard, which he restricts on power to Cashmere (including no power on one of the Westinghouse helper sets). This allows for No 28 to get out with a big GE with no amp restriction. After No 27 tips over at Berne and goes into regeneration, Ed clears X5016West out of Cashmere with amp order 213, which calls for increasing power, including that of the idling double cab helper. This now brings power consumption up to 16500 KW.

He then restricts No 28 to 1600 amps at Scenic, knowing that it will soon enter Cascade tunnel with the grade dropping from 2.2 to 1.57%. Shortly after, No 28 will be on regeneration at Berne. When the X5016West gets up to Leavenworth, Ed gives him 5 mins help on order no 213, extending the time from 450 to 455am Before having to drop to 300 amps.

No 3 and No 1 are both running late so he wants to give them maximum power and clears No 3 first at 431am with a likely pair of GE's. We're now up 19700 KW. At 445 am, he has X5016West drop amperage to allow No 1 to get out unrestricted, being cleared at 449am. No 1 probably didn't get out until 450 or possibly as late as 501 am, but if it was drawing 5500 KW with the big GE 5019, and the X5016 West had not yet gone into regeneration, the total demand would have been 22,900 KW.

Was this the night Ed exceeded the 20,000 KW limit? Without the train sheets we don't know exactly what time these two events occurred, but based on the OS at Scenic, the X5016 West should have crested at 454am, which would have limited the overcurrent to a period of 5 mins or less. Surely Ed Khatain was well aware of the 5 min “fudge factor” in the power contract and used it to his best advantage.

Finally, after Nos 1 and 3 go into regeneration, having departed Merritt 4 mins apart with Ed protecting the “streamliner” with a pass order, with X5016 West is likely getting in the clear at Sky. A little earlier, X5006West gets out of Appleyard with 1000 amps on one cab only to Cashmere, and then picks up to 1100 on all three locomotives for 10200 KW, just about 620am, the time No 3 has tipped over.

Just another night on third trick...
To EK

805 /
965 /
969 /

288 JCS
289 /
290 /
304 /
305 /
307 /

JCS <John C. Shuman>

NO 27 WC 1145 Pm /
NO 1 = 20 mins late /
NO 3 = WC 415 AM /

=Clearances=

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**308 to C&E NO 442 at KY**

C&E ENG 5016 at WD

**COM 1142 PM**

ENG 5016 RUN EXA WENATCHEE TO SKYKOMISH HAS RIGHT OVER NO 442 ENG UNKNOWN WENATCHEE TO SKYKOMISH

**309 to C&E NO 4 at KY**

**COM 1148 PM**

AFTER TWELVE THIRTY 1230 AM REDUCE TO ONE THOUSAND 1000 AMPERES

**310 to C&E EXTRA 5016 WEST at WD**

**COM 1154 PM**

DO NOT EXCEED SEVEN HUNDRED 700 AMPERES ON ENG 5016 AND NINE HUNDRED TWENTY FIVE 925 AMPERES ON ENG 5002 AND USE NO POWER ON ENG 5000 UNTIL NO 28 HAS PASSED BERNE THEN DO NOT EXCEED NINE HUNDRED 900 AMPERES ON ENG 5016 AND ELEVEN HUNDRED FIFTY 1150 AMPERES ON ENG 5000 AND 5002

**311 to C&E NO 3 at WC**

**C&E EXA 5016 WEST at WD**

NO 3 ENG UKNOWN WAIT AT WENATCHEE

<Marked “Bust” in colored pencil>
201 to C&E NO 1 at WC  
C&E EXA 5016 WEST at WD  
COM 1201 AM  
1202 AM

NO 1 ENG UNKNOWN WAIT AT  
WENATCHEE UNTIL FOUR THIRTY FIVE 435 AM  
LEAVENWORTH FIVE NAUGHT FIVE 505 AM  
MERRITT FIVE THIRTY 530 AM

<201 begins new numbering sequence for new calendar day>

202 to C&E NO 4 at MA  
C&E NO 27 at WC  
COM 1205 AM  
1205 AM

NO 4 ENG 5012 MEET NO 27 ENG 5011 AT WINTON

203 to C&E NO 28 at KY  
C&E NO 27 at WC  
COM 1208 AM  
1208 AM

NO 28 ENG 5019 MEET NO 27 ENG 5011 AT SCENIC  
NO 28 TAKE SIDING

204 to C&E NO 442 at JN  
C&E ENG 2050 at KY  
COM 1222 AM  
1222 AM

ENG 2050 RUN EXTRA SKYKOMISH TO GOLD BAR HAS  
RIGHT OVER NO 442 ENG 2117 SKYKOMISH TO  
GOLD BAR

205 to C&E EXA 5016 WEST at WD  
COM 1226 AM

ALL REGULAR CASCADE DIVN TRAINS DUE AT  
WENATCHEE AT OR BEFORE TWELVE TEN 1210 AM  
HAVE ARRIVED OR LEFT

206 to OPR at WD  
OPR at CH  
COM 1227 AM  
1237 AM

ORDER NO 304 OF FEB 2ND IS ANNULLED
207 to OPR at WD
    OPR at CH   COM 1238 AM
    OPR at KY
    OPR at W
    OPR at JN
    OPR at WD

208 to C&E NO 1 at WC
    C&E NO 28 at KY
    COM 1246 AM

NO 28 ENG 5019 HAS RIGHT OVER NO 1 ENG UNKNOWN
SKYKOMISH TO CROSSES NO 4 WENATCHEE

209 to C&E NO 442 at JN
    COM 1259 AM

ALL REGULAR TRAINS DUE AT LOWELL AND SKYKOMISH
AT OR BEFORE TWELVE TEN 1210 AM HAVE PASSED

NO SIGNALS ON NO 27 NO 3 AND NO 1 ARRIVING AND
NO 28 LEAVING SKYKOMISH

210 to C&E NO 27 at KY
    C&E EXA 2050 WEST at KY
    C&E NO 442 at W
    C&E YD ENGS at W
    COM 124 AM

NO 27 ENG 376 WAIT AT
SKYKOMISH UNTIL TWO FORTY FIVE 245 AM
INDEX THREE NAUGHT FIVE 305 AM
GOLD BAR THREE TWENTY 320 AM
MONROE THREE THIRTY FIVE 335 AM
SNOHOMISH THREE FORTY TWO 342 AM

211 to C&E NO 3 at KY
    C&E NO 442 at W
    COM 128 AM
    C&E NO 404 at W
    C&E YD ENGS at W

NO 3 ENG 2506 WAIT AT
SKYKOMISH UNTIL SIX TWENTY FIVE 625 AM
GOLD BAR SIX FIFTY NINE 659 AM
MONROE SEVEN FIFTEEN 715 AM
212 to C&E YD ENGS at W  COM  130 AM

ALL FIRST CLASS TRAINS DUE AT LOWELL AT OR BEFORE ONE TEN 110 AM HAVE PASSED

213 to C&E EXA 5016 WEST at OM  COM  143 AM

ORDER NO 310 OF FEB 2ND IS ANNULLED

DO NOT EXCEED EIGHT HUNDRED 800 AMPERES ON ENG 5016 AND ONE THOUSAND FIFTY 1050 AMPERES ON ENGS 5000 AND 5002 UNTIL FOUR TWENTY FIVE 425 AM THEN REDUCE TO SEVEN HUNDRED 700 AMPERES ON ENG 5016 AND NINE HUNDRED TWENTY FIVE 925 AMPERES ON ENGS 5000 AND 5002 UNTIL FOUR FIFTY 450 AM THEN REDUCE TO THREE HUNDRED 300 AMPERES ON ENGS 5016 5000 AND 5002 UNTIL NO 1 HAS PASSED BERNE THEN DO NOT EXCEED NINE HUNDRED 900 AMPERES ON ENG 5016 AND ELEVEN HUNDRED FIFTY 1150 AMPERES ON ENGS 5000 AND 5002

214 to C&E NO 28 at MA  COM  146 AM
    C&E EXA 5016 WEST at OM  147 AM

NO 28 ENG 5019 MEET EXA 5016 WEST AT CHUMSTICK

NO 28 TAKE SIDING

215 to C&E NO 28 at MA  COM  151 AM

DO NOT EXCEED SIXTEEN HUNDRED 1600 AMPERES

216 to C&E NO 1 at WC  COM  221 AM
    OPR at WC  222 AM
    C&E EXA 5016 WEST at CH

ORDER NO 201 IS ANNULLED

NO 1 ENG 5018 WAIT AT
WENATCHEE UNTIL FOUR FORTY FIVE 445 AM
LEAVENWORTH FIVE FIFTEEN 515 AM
MERRITT FIVE FORTY 540 AM
BERNE FIVE FIFTY THREE 553 AM
SCENIC SIX NAUGHT EIGHT 608 AM
TONGA SIX TWENTY 620 AM

217 to C&E EXTRA 5016 WEST at CH COM 224 AM
ORDER NO 213 SHOULD READ UNTIL FOUR FIFTY FIVE 455 AM INSTEAD OF UNTIL FOUR FIFTY 450 AM

218 to C&E NO 1 at WC COM 238 AM
C&E NO 3 at WC
NO 3 ENG 5014 RUN AHEAD OF NO 1 ENG 5018 WENATCHEE TO GROTTO

219 to C&E NO 3 at WC COM 248 AM
C&E EXA 3054 EAST at CH 248 AM
NO 3 ENG 5014 WAIT AT CASHMERE UNTIL FOUR FORTY FIVE 445 AM DRYDEN FOUR FIFTY THREE 453 AM FOR EXA 3054 EAST

220 to C&E NO 1 at WC COM 250 AM
C&E EXA 3054 EAST at CH 251 AM
NO 1 ENG 5018 WAIT AT CASHMERE UNTIL FIVE NAUGHT ONE 501 AM DRYDEN FIVE NAUGHT SEVEN 507 AM

221 to C&E EXA 3054 EAST at CH COM 253 AM
C&E ENG 5006 at WD 254 AM
ENG 5006 RUN EXA WENATCHEE TO SKYKOMISH HAS RIGHT OVER EXA 3054 EAST WENATCHEE TO SKYKOMISH
222 to C&E NO 1 at KY
   C&E NO 3 at KY
   C&E NO 442 at GB
   COM 257 AM 258 AM

NO 1 ENG 375 AND NO 3 ENG 2506 WAIT AT SKYKOMISH
UNTIL SIX FORTY 640 AM FOR NO 442 ENG 2117

223 to C&E ENG 3054 at CH
   COM 307 AM

ENG 3054 RUN EXA LEAVENWORTH TO WENATCHEE

NO 4 AND 27 HAVE PASSED LEAVENWORTH

224 to OPR at CH
   COM 308 AM

ORDER NO 305 OF FEB 2ND IS ANNULLED

225 to C&E EXA 5006 WEST at WD
   C&E EXA 3054 EAST at CH
   COM 311 AM 312 AM

EXA 5006 WEST WAIT AT
WENATCHEE UNTIL FIVE FORTY 540 AM
MONITOR FIVE FIFTY FIVE 555 AM
CASHMERE SIX TEN 610 AM
FOR EXA 3054 EAST

226 to C&E EXA 2048 WEST at KY
   C&E EXA 3100 WEST at KY
   C&E ENG 1712 at JN
   COM 319 AM 319 AM

ENG 1712 RUN PSGR EXA EVERETT TO SKYKOMISH
HAS RIGHT OVER EXA 2048 WEST AND EXA 3100 WEST
EVERETT TO SKYKOMISH

227 to C&E NO 442 at KY
   C&E EXA 5006 WEST at WD
   COM 323 AM 323 AM

NO 442 ENG UNKNOWN MEET EXA 5006 WEST AT SCENIC
NO 442 TAKE SIDING

228 to C&E EXA 5016 WEST at CK         COM 340 AM

ORDERS NO 213 AND 217 ARE ANNULLED

DO NOT EXCEED NINE HUNDRED 900 AMPERES ON ENG 5016
AND ELEVEN HUNDRED FIFTY 1150 AMPERES ON ENGS 5000
AND 5002 UNTIL FOUR FORTY FIVE 445 AM THEN REDUCE TO
SEVEN HUNDRED 700 AMPERES ON ENG 5016 AND NINE HUNDRED
TWENTY FIVE 925 AMPERES ON ENGS 5000 AND 5002 UNTIL
FOUR FIFTY NINE 459 AM THEN REDUCE TO THREE HUNDRED
300 AMPERES ON ENGS 5016 5000 AND 5002

229 to C&E NO 3 at WC
    C&E NO 1 at WC         COM 350 AM
    C&E EXA 3054 EAST at OM 350 AM

NO 3 ENG 5014 AND NO 1 ENG 5018 WAIT AT MONITOR
UNTIL FOUR FORTY FIVE 445 AM FOR EXA 3054 EAST

230 to C&E NO 404 at W
    C&E YD ENGS at W         COM 355 AM
    C&E EXA NP 1803 WEST at SH 356 AM

ALL REGULAR TRAINS DUE AT SNOHOMISH AND LOWELL
AT OR BEFORE THREE FIFTY 350 AM HAVE PASSED

231 to OPR at WC         COM 413 AM

ORDER NO 307 OF FEB 2ND AND ORDER NO 208 ARE
ANNULLED

232 to C&E EXA 5006 WEST at WD         COM 425 AM

DO NOT EXCEED ONE THOUSAND 1000 AMPERES ON ENG
5006 AND USE NO POWER ON ENGS 5004 AND 5008 UNTIL
NO 3 HAS PASSED BERNE THEN DO NOT EXCEED ELEVEN
HUNDRED 1100 AMPERES AND USE POWER ON ALL CABS
233 to C&E NO 1 at WC
COM 447 AM

NO 3 HAS LEFT WENATCHEE

234 to C&E NO 3 at CH
C&E NO 1 at CH
COM 505 AM

ORDER NO 218 IS ANNULLED

NO 3 ENG 5014 RUN AHEAD OF NO 1 ENG 5018
WENATCHEE TO MERRITT

235 to OPR at KY
COM 455 AM

ORDER NO 222 IS ANNULLED

236 to C&E PSGR EXA 1712 EAST at JN
C&E ENG 2117 at KY
COM 459 AM

ENG 2117 RUN EXA SKYKOMISH TO GOLD BAR
HAS RIGHT OVER PSGR EXA 1712 EAST
SKYKOMISH TO GOLD BAR

THIS ORDER IS ANNULLED AT EIGHT FORTY 840 AM

= Clearances =

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237 to C&E EXA  5006 WEST at WD        COM  508 AM

ALL REGULAR CASCADE DIVN TRAINS DUE AT WENATCHEE
AT OR BEFORE FOUR FIFTY 450 AM HAVE ARRIVED OR LEFT

238 to C&E NO 1 at KY
    C&E NO 3 at KY
    C&E EXA 2117 WEST at KY
    OPR at KY        COM  523 AM
    C&E EXA NP 1803 WEST at SH  538 AM
    C&E YARD ENGS at W     540 AM
    C&E PSGR EXA 1712 EAST at JN  540 AM

ORDER NO 211 IS ANNULLED

NO 1 ENG 375 AND NO 3 ENG 2506 WAIT AT
SKYKOMISH UNTIL SIX FIFTY FIVE 655 AM
INDEX SEVEN TEN 710 AM
GOLD BAR SEVEN TWENTY FIVE 725 AM
SULTAN SEVEN THIRTY 730 AM
MONROE SEVEN THIRTY EIGHT 738 AM
SNOHOMISH SEVEN FORTY FOUR 744 AM

239 to C&E PSGR EXA 1712 EAST at JN        COM  533 AM
    C&E ENG NP 1803 at SH     534 AM

ENG NP 1803 RUN EXA SNOHOMISH JCT TO NP JCT HAS
RIGHT OVER PSGR EXA 1712 EAST SNOHOMISH JCT
TO NP JCT

NO 404 HAS PASSED SNOHOMISH

240 to C&E PSGR EXA 1712 EAST at JN        COM  545 AM

ALL REGULAR TRAINS DUE AT LOWELL AND SKYKOMISH
AT OR BEFORE FOUR TEN 410 AM HAVE PASSED

NO SIGNALS ON NO 3 AND NO 1 ARRIVING AT SKYKOMISH
241 to C&E ENG 2048 at KY

ENG 2048 RUN EXTRA SKYKOMISH TO EVERETT JCT

NO 404 HAS ARRIVED AT MONROE

242 to C&E EXA 5006 WEST at OM

NO 3 HAS PASSED BERNE

243 to C&E WESTWARD EXA TRAINS STARTING at WD

C&E EASTWARD EXA TRAINS at KY

C&E ENG 3119 at WC

ENG 3119 WORKS EXA SIX TEN 610 AM UNTIL SIX TEN 610 PM
BETWEEN WENATCHEE AND CASHMERE CLEARS PSGR EXA
5018 EAST AFTER ELEVEN TEN 1110 AM NOT PROTECTING
AGAINST EXA TRAINS UNTIL TWELVE TEN 1210 PM

244 to C&E EASTWARD EXA TRAINS at RO

C&E WESTWARD EXA TRAINS at KY

C&E ENG 3212 at KY

ENG 3212 WORKS EXA SIX THIRTY 630 AM UNTIL NINE
THIRTY 930 PM BETWEEN SKYKOMISH AND INDEX
CLEARS EXA 2117 WEST AFTER SIX THIRTY 630 AM
CLEARS PSGR EXA 1712 EAST AFTER NINE TEN 910 AM
NOT PROTECTING AGAINST EXA TRAINS UNTIL
TWELVE TEN 1210 PM EXCEPT PROTECTS AGAINST
EXA 2048 WEST AFTER SIX THIRTY 630 AM
EXA 3100 WEST AFTER NINE THIRTY 930 AM
EXA 2054 WEST AFTER TEN THIRTY 1030 AM

<Lineup Page>

Betw WC + Ky until 1 pm

Oprs WD + No 1 By CK 558 AM
WC - No 3 Left CK 602 AM
OM + Psgr Exa 5018 East Lv Ky 830 AM / 607 Am
CH + No 6 O.T.
CK + Exa 5016 West By Ma 518 Am
BR + Exa 5006 West By WC 550 Am
Ma + No 441 Lv WC O. T.
Ky + No 442 Lv Ky 730 Am
Eng 3119 Works Betw W.C. + Ky
Eng X838 Hi Car Works Betw C.H. + BR

Betw Ky + W Until 1 Pm

Oprs Ky + No 1 Lv Ky 655 Am
Ro + No 3 Lv Ky 715 Am / 614 Am
SH + Psgr Exa 1712 East Lv Jn 7 Am
W No 6 O. T.
PG + Exa 2117 West a GB Hpr Left
Jn + Sky at 540 Am
Exa 3100 West Local is called
At Sky for 645 Am
Exa 2048 West Lv Ky 720 Am
Exa 2054 West Lv Ky 1030 Am
GB Hpr Lv Ky Noon
Exa East Lv W Noon
Eng 3212 Works Betw Ky + NX

245 to C&E NO 442 at MA COM 647 AM
C&E WORK EXA X838 at CH 648 AM
C&E WORK EXA 3119 at WC 649 AM

NO 442 ENG 5017 WAIT AT
BERNE UNTIL NINE FORTY 940 AM
MERRITT TEN TWENTY 1020 AM
CASHMERE ELEVEN TEN 1110 AM

246 to OPR at JN COM 651 AM
ORDER NO 239 IS ANNULLED

247 to OPR at KY COM 702 AM
ORDER NO 308 OF FEB 2ND IS ANNULLED
248 to C&E NO 442 at KY  COM   706 AM

DO NOT LEAVE SKYKOMISH UNTIL EXTRA 5006 WEST HAS PASSED BERNE

THEN DO NOT EXCEED NINE HUNDRED 900 AMPERES ON ENG 5017 AND ELEVEN HUNDRED FIFTY 1150 AMPERES ON ENGS 5000 AND 5002

249 to C&E WESTWARD EXA TRAINS STARTING at WD  COM   712 AM
       C&E EASTWARD EXA TRAINS at MA 713 AM
       C&E ENG X838 at CH 714 AM

ENG X838 WORKS EXA SEVEN THIRTY 730 AM UNTIL FIVE THIRTY 530 PM BETWEEN LEAVENWORTH AND BERNE CLEARS EXA 5006 WEST AFTER SEVEN THIRTY 730 AM CLEARS PSGR EXA 5018 EAST AFTER TEN FIFTY 1050 AM NOT PROTECTING AGAINST EXA TRAINS UNTIL TWELVE TEN 1210 PM

250 to C&E WORK EXA X838 at CH  COM   715 AM

ALL REGULAR TRAINS DUE AT LEAVENWORTH AT OR BEFORE SEVEN TEN 710 AM HAVE PASSED

EXA 5006 WEST HAS LEFT LEAVENWORTH

<Transfer Page>

To   WBJ  8 am

| 805 / | 308 EK |
| 965 / | 221 /   |
| 969 / | 226 /   |
|       | 227 /   |
|       | 232 /   |
|       | 236 /   |
|       | 238 /   |
|       | 240 /   |
|       | 241 /   |
|       | 243 /   |
|       | 244 /   |
|       | 245 /   |
<Next order was No 251 issued by W. "Bud" Jones and completed at 741 am>

*** End ***

Beginning his career with the Great Northern as a telegrapher in 1940, Ed Khatain eventually became Seattle Chief Dispatcher in 1967, retiring from Burlington Northern in 1981. Ed passed away on July 1, 2010 at the age of 89.

Transcription by: John Pomykata, Omaha, NE

Source: train order logbooks from Dave Sprau Collection, GNRHS Archives

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