Following is a transcription of Great Northern Ry. Train Dispatcher's Order Book, Form 1037, for the First Subdivision of the Cascade Division for train movements between Wenatchee and Everett, WA in 1955.

This book contains orders for all train movements including passenger, through and local freight, work trains and the high car. In addition, “amp orders” were used to manage the use of electrical power to comply with system limitations as well as demand limits, representing a unique aspect involving the duties of these train dispatchers. Finally, the change in power assignment to thru diesel operation on the Empire Builder is implemented.

Every effort has been made to transcribe the book as accurately as possible. There are variations in clearance and transfer page formats and not all names are spelled correctly. A list of the telegraphers at the various stations is noted at the end. A working knowledge of Time Table & Train Order (TT&TO) operation is assumed.

<cover>

Main Line
April 24, 1955
To
April 30, 1955

<transfer page>

TRAIN DISPATCHER'S ORDER BOOK  V.E.S.  April 24  19  55

Tfr to F. J. F.  1115 Pm

861
901
904
998

233  Exa east cleared at Ky.  Headend has 2 sets orders out of JN – 1 for helper.
234

No 4 out UD – OT – clrd JN

F. J. F.

V. E. S.  <Vance Shirley>
<Note: Transfer page indicates orders outstanding from shift being relieved as well as other pertinent information. 800 and 900 series orders pertain to track conditions, are recorded in a separate book, the contents of which are not displayed here.>

<Note: Telegraph calls, east to west, as follows:

WD  Appleyard
WC  Wenatchee
OM  Cashmere
DN  Dryden
CH  Leavenworth
CK  Merritt
MA  Scenic
KY  Skykomish
GO  Grotto
GB  Gold Bar
RO  Monroe
SH  Snohomish
W  Lowell
PG  Delta
D  Pacific Avenue
JN  Everett

<Note: Breaks between train orders will be shown with single line, ie.

Breaks between pages will be shown with double line, ie.

Date changes or dispatcher changes will be shown with new page header, ie.

TRAIN DISPATCHER'S ORDER BOOK  F J F    Apr 25   19 55

Once new page date is indicated as above, it will not be shown on individual orders. Times “SD Rec’d.” and “19-D Rec’d.” are omitted. Body of train order appears in upper case as it would if typewritten by Operator. >

TRAIN DISPATCHER'S ORDER BOOK  F J F    Apr 24-25   19 55
<Third Trick, Dispatcher Fred J. Frahm>
<clearance page>

Clearances

Yard   W  235 – 904  1136 PM
Train Order No 235

To C&E YARD ENGS at W
C&E NO 406

ALL FIRST CLASS TRAINS DUE AT LOWELL AT OR BEFORE ELEVEN THIRTY FIVE 1135 PM HAVE PASSED

COM 1136 PM Blalock

(Note: NOS 403 & 406 were second class schedules for CMStP&P NOS 591 & 592 operating daily ex. Sunday between Lowell and Monroe. Actual order copied and delivered to train would have initials of Superintendent ie. WPC for WP Coliton, above operator’s signature.)

201 C&E NO 4 at KY
C&E EXTRA 438A EAST at CK

NO 4 ENG 5014 WAIT AT MERRITT UNTIL TWO NAUGHT ONE 201 AM WINTON TWO NAUGHT EIGHT 208 AM CHUMSTICK TWO FIFTEEN

(Note: marked in colored pencil "BUST")

202 OPR at WC

ORDER NO 234 OF APR 24TH IS ANNULLED
<Note: Following orders will have name of operator shown following complete time in address. Orders issued solely to yard engines for check of trains will be so noted.>

TRAIN DISPATCHER'S ORDER BOOK  F J F  Apr 25 19 55

203 C&E EASTWARD EXTRA TRAINS at JN 321 AM Norrish
C&E WESTWARD EXTRA TRAINS at KY 323 AM Larson
C&E ENG 634

ENG 634 WORKS EXTRA SIX TEN 610 AM UNTIL NINE TEN 910 PM BETWEEN SKYKOMISH AND GOLD BAR NOT PROTECTING AGAINST EXTRA TRAINS EXCEPT PROTECT AGAINST EXTRA 456A EAST AFTER SEVEN FIFTY 750 AM EXTRA 611 EAST AFTER EIGHT THIRTY 830 AM EXTRA 460D WEST AND EXTRA 611 WEST AFTER TEN TEN 1010 AM EXTRA 456D WEST AFTER TWELVE NAUGHT ONE 1201 PM EXTRA 307A EAST AND EXTRA 456A WEST AFTER FOUR FIFTY 450 PM

204 C&E EXTRA 611 EAST at JN 321 AM Norrish
C&E WORK EXTRA 634 at KY 323 AM Larson

EXTRA 611 EAST WAIT AT REITER UNTIL EIGHT FIFTY 850 AM INDEX NINE TEN 910 AM BARING NINE TWENTY 920 AM

205 C&E EXTRA 456A EAST at JN 321 AM Norrish
C&E WORK EXTRA 634 at KY 323 AM Larson

EXTRA 456A EAST WAIT AT INDEX UNTIL EIGHT NAUGHT FIVE 805 AM BARING EIGHT FIFTEEN 815 AM

206 C&E WESTWARD EXTRA TRAINS STNG at WD 338 AM Mace
C&E HIGH CAR X838 at CH 345 AM Nostram
C&E EASTWARD EXTRA TRAINS at KY 343 AM Larson
C&E ENG 635
ENG 635 WORKS EXTRA SIX TEN 610 AM UNTIL EIGHT THIRTY 830 PM BETWEEN SKYKOMISH AND CASHMERE AND HIGH CAR X838 WORKS EXTRA SEVEN THIRTY 730 AM UNTIL SIX THIRTY 630 PM BETWEEN LEAVENWORTH AND SKYKOMISH NOT PROTECTING AGAINST EXTRA TRAINS EXCEPT PROTECT AGAINST EACH OTHER AGAINST EXTRA 460D WEST AFTER SEVEN FIFTY 750 AM EXTRA 5013 EAST AFTER EIGHT FORTY 840 AM EXTRA 5017 WEST AFTER NINE THIRTY 930 AM EXTRA 5010 WEST AFTER THREE FIFTY 350 PM EXTRA 5016 EAST AFTER SIX TEN 610 PM

<table>
<thead>
<tr>
<th>207 C&amp;E EXTRA 460D WEST at WD</th>
<th>338 AM</th>
<th>Mace</th>
</tr>
</thead>
<tbody>
<tr>
<td>C&amp;E WORK EXTRA X838 at CH</td>
<td>345 AM</td>
<td>Nostram</td>
</tr>
<tr>
<td>C&amp;E WORK EXTRA 635 at KY</td>
<td>343 AM</td>
<td>Larson</td>
</tr>
</tbody>
</table>

EXTRA 460D WEST WAIT AT LEAVENWORTH UNTIL EIGHT TEN 810 AM WINTON EIGHT THIRTY 830 AM MERRITT EIGHT FIFTY 850 AM BERNE NINE TEN 910 AM SCENIC NINE THIRTY 930 AM

<table>
<thead>
<tr>
<th>208 C&amp;E EXTRA 5017 WEST at WD</th>
<th>338 AM</th>
<th>Mace</th>
</tr>
</thead>
<tbody>
<tr>
<td>C&amp;E WORK EXTRA X838 at CH</td>
<td>345 AM</td>
<td>Nostram</td>
</tr>
<tr>
<td>C&amp;E WORK EXTRA 635 at KY</td>
<td>343 AM</td>
<td>Larson</td>
</tr>
</tbody>
</table>

EXTRA 5017 WEST WAIT AT LEAVENWORTH UNTIL NINE FIFTY 950 AM WINTON TEN TEN 1010 AM MERRITT TEN THIRTY 1030 AM BERNE TEN FIFTY 1050 AM SCENIC ELEVEN TEN 1110 AM

<table>
<thead>
<tr>
<th>209 C&amp;E EXTRA 5013 EAST at KY</th>
<th>343 AM</th>
<th>Larson</th>
</tr>
</thead>
<tbody>
<tr>
<td>C&amp;E WORK EXTRA 635</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C&amp;E WORK EXTRA X838 at CH</td>
<td>345 AM</td>
<td>Nostram</td>
</tr>
</tbody>
</table>

EXTRA 5013 EAST WAIT AT SCENIC UNTIL NINE TEN 910 AM BERNE NINE THIRTY 930 AM MERRITT NINE FIFTY 950 AM WINTON TEN TEN 1010 AM
<table>
<thead>
<tr>
<th>Time</th>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>10:30</td>
<td>Leavenworth</td>
<td>Ten Thirty</td>
</tr>
</tbody>
</table>

210 C&E Yard Engs at W 428 AM Rigly

<check on 1st class trains>

211 C&E Work Extra X838 at CH 455 AM Nostram

All First Class Trans due at Leavenworth at or before Four Fifty 450 AM have passed

212 C&E Extra 611 East at W 518 AM Rigly

C&E Extra 456A East

C&E Eng NP 1731 at SH 520 AM White

Eng NP 1731 Run Extra Snohomish Jct to NP Jct has right over extra 611 East and extra 456A East Snohomish Jct to NP Jct

This order to extra 611 East and extra 456A East at Lowell

All Regular Trains due at Snohomish at or before Five Ten 510 AM have passed

213 C&E Eng 611 at JN 521 AM Norrish

Eng 611 Run Extra Everett to Skykomish

214 C&E Eng 456A at JN 521 AM Norrish

Eng 456A Run Extra Everett to Skykomish

215 C&E Extra 611 East at JN 551 AM Norrish

C&E Extra 456A East

All First Class Trains due at Everett and Skykomish at or before Five Fifty 550 AM have arrived and left

No 1 Has Eng 505
216 C&E ENG 460D at WD  634 AM  Mace

ENG 460D RUN EXTRA WENATCHEE TO SKYKOMISH

ALL FIRST CLASS CASCADE DIVN TRAINS DUE AT WENATCHEE AND SKYKOMISH AT OR BEFORE SIX THIRTY 630 AM HAVE ARRIVED AND LEFT

217 OPR at SH  638 AM  White
OPR at W  638 AM  Rigly

ORDER NO 212 IS ANNULLED

218 C&E EXTRA NP 1731 WEST at SH  654 AM  White
C&E YARD ENGS at W  654 AM  Rigly

ALL REGULAR TRAINS DUE AT SNOHOMISH AND LOWELL AT OR BEFORE SIX FIFTY 650 AM HAVE PASSED

219  <No further entry>

<Line Up page>

Line up KY – WC until 1 PM

<table>
<thead>
<tr>
<th>WD</th>
<th>WB</th>
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<tbody>
<tr>
<td>WC</td>
<td>5 – OT</td>
<td></td>
</tr>
<tr>
<td>OM</td>
<td>460D – 1/401 – 23 lv WC 730 AM</td>
<td></td>
</tr>
<tr>
<td>CH</td>
<td>6 – 251A - OT</td>
<td></td>
</tr>
<tr>
<td>CK</td>
<td>5013 – 2/402 – 24 Lite Train lv KY – 840 AM</td>
<td></td>
</tr>
<tr>
<td>MA – Repeat</td>
<td>635 works KY - OM</td>
<td></td>
</tr>
<tr>
<td>KY</td>
<td>X838 Works CH – KY</td>
<td></td>
</tr>
<tr>
<td>WPC</td>
<td>603 – 20</td>
<td></td>
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</table>

Line up KY – W – until 1 PM

<table>
<thead>
<tr>
<th>KY</th>
<th>WB</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>RO</td>
<td>1 – 505 – OT</td>
<td></td>
</tr>
<tr>
<td>SH</td>
<td>NP 1731 lv SH abt 615 AM</td>
<td></td>
</tr>
<tr>
<td>Milw W lv RO abt 8 AM</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
W 403 – OT
JN – Repeat 611 – Loc lv KY 1010 AM
PG 460D – 1/401 – 23 lv KY 1010 AM
        456D – 2/401 – 23 lv KY – noon
EB       6 – 251A OT
        611 Loc lv W abt 7 AM
        456A – 2/402 -24 lv W 710 AM
        634 Works KY – GB

W.P.C 609 – 15

<transfer page>

Transfer to W. B. J.  <Walter P. “Bud” Jones>

861
901
904
998
203
204
205
206
207
208
209
211
213
214
215
216
218

W B J F. J. F.

7am

TRAIN DISPATCHER’S ORDER BOOK  WBJ  Apr 25  19  55

Yd E  PG  1  220  706am
CMSt&P&P 2222  Ro  4  221 – 861 – 901 – 904  725am
NP 1731  SH  2  222 – 904  746am
<table>
<thead>
<tr>
<th>Car</th>
<th>Departure Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>706am Griffiths</td>
</tr>
</tbody>
</table>

<Check on 1st class trains at Pacific Ave> |

<table>
<thead>
<tr>
<th>Car</th>
<th>Departure Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>724am Handley</td>
</tr>
</tbody>
</table>

AFTER EXA 456A EAST HAS ARRIVED MONROE ENG CMSTP&P 2222 
RUN EXA MONROE TO LOWELL JCT

ALL REGULAR TRAINS DUE MONROE AT OR BEFORE SEVEN TEN 710AM HAVE ARRIVED OR LEFT

RUN CAREFULLY SOUNDING WHISTLE FREQUENTLY ACCOUNT YOUR TRAIN REPORTED TO LEAVE MONROE ABOUT EIGHT NAUGHT ONE 801 AM ON MONRING LINE UP

<table>
<thead>
<tr>
<th>Car</th>
<th>Departure Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>745am White</td>
</tr>
</tbody>
</table>

ENG NP 1731 RUN EXA SNOHOMISH JCT TO NP JCT

ALL REGULAR TRAINS DUE SNOHOMISH AT OR BEFORE SEVEN FORTY 740 AM HAVE PASSED
<table>
<thead>
<tr>
<th>Time</th>
<th>From</th>
<th>To</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>841am</td>
<td>C&amp;E EXA 460D WEST</td>
<td>CK</td>
<td>Lane</td>
</tr>
<tr>
<td>842am</td>
<td>C&amp;E ENG 5013</td>
<td>KY</td>
<td>Carter</td>
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</tbody>
</table>

**ENG 5013 RUN EXA SKYKOMISH TO WENATCHEE**

**MEET EXA 460D WEST AT BERNE**

<table>
<thead>
<tr>
<th>Time</th>
<th>From</th>
<th>To</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>916am</td>
<td>C&amp;E NO 6</td>
<td>JN</td>
<td>Aldcroft</td>
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</table>

**C&E NO 3 AND NO 1 HAVE PASSED SKYKOMISH AND EVERETT**

<table>
<thead>
<tr>
<th>Time</th>
<th>From</th>
<th>To</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>940am</td>
<td>C&amp;E YD ENGS</td>
<td>W</td>
<td>Moore</td>
</tr>
</tbody>
</table>

**ALL FIRST CLASS TRAINS DUE LOWELL AT OR BEFORE NINE FORTY 940 AM HAVE PASSED**

<table>
<thead>
<tr>
<th>Time</th>
<th>From</th>
<th>To</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>945am</td>
<td>C&amp;E EXA 5013 EAST</td>
<td>CK</td>
<td>Lane</td>
</tr>
<tr>
<td>946am</td>
<td>C&amp;E ENG 5017</td>
<td>WD</td>
<td>Ramsey</td>
</tr>
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</table>

**ENG 5017 RUN EXTRA WENATCHEE TO SKYKOMISH**

**MEET EXA 5013 EAST AT LEAVENWORTH**

**ALL FIRST CLASS CASCADE DIVN TRAINS DUE WENATCHEE AND SKYKOMISH AT OR BEFORE NINE FORTY 940 AM HAVE ARRIVED OR LEFT**

**NO SIGNALS ON NO 6 PASSING SKYKOMISH**

<table>
<thead>
<tr>
<th>Time</th>
<th>From</th>
<th>To</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>949am</td>
<td>C&amp;E EXA 5017 WEST</td>
<td>WD</td>
<td>Ramsey</td>
</tr>
<tr>
<td>949am</td>
<td>C&amp;E EXA 5013 EAST</td>
<td>CK</td>
<td>Lane</td>
</tr>
</tbody>
</table>

**EXA 5017 WEST MEET EXA 5013 EAST AT DRYDEN INSTEAD OF LEAVENWORTH**

<table>
<thead>
<tr>
<th>Time</th>
<th>From</th>
<th>To</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>950am</td>
<td>C&amp;E EXA 5013 EAST</td>
<td>CK</td>
<td>Lane</td>
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**ORDER NO 209 IS ANNULLED**
<table>
<thead>
<tr>
<th>Time</th>
<th>Location</th>
<th>Train Details</th>
<th>Time</th>
<th>Location</th>
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<tbody>
<tr>
<td>229</td>
<td>955am</td>
<td>C&amp;E EXA 460D WEST at MA</td>
<td></td>
<td>McFarland</td>
</tr>
<tr>
<td></td>
<td></td>
<td>ALL FIRST CLASS TRAINS DUE SKYKOMISH AT OR</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>BEFORE NINE FIFTY 950 AM HAVE PASSED</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>NO SIGNALS ON NO 6 ENG 251A PASSING SKYKOMISH</td>
<td>955am</td>
<td></td>
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<tr>
<td>230</td>
<td>1002am</td>
<td>C&amp;E NO 403 at RO</td>
<td></td>
<td>LaLiberte</td>
</tr>
<tr>
<td></td>
<td></td>
<td>C&amp;E EASTWARD EXA TRAINS STG at W</td>
<td>1002am</td>
<td>Moore</td>
</tr>
<tr>
<td></td>
<td></td>
<td>C&amp;E EASTWARD EXA TRAINS at JN</td>
<td>1002am</td>
<td>Aldcroft</td>
</tr>
<tr>
<td></td>
<td></td>
<td>NO 403 DUE TO LEAVE MONROE APRIL 25TH IS</td>
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<td>ANNULLED MONROE TO LOWELL JCT</td>
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<tr>
<td>231</td>
<td>1021am</td>
<td>C&amp;E EXA 5017 WEST at OM</td>
<td></td>
<td>Watland</td>
</tr>
<tr>
<td></td>
<td></td>
<td>C&amp;E WORK EXA 635 at MA</td>
<td>1022am</td>
<td>McFarland</td>
</tr>
<tr>
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<td>ORDER NO 208 IS ANNULLED</td>
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<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>EXA 5017 WEST WAIT AT MERRITT UNTIL ELEVEN</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>THRITY 1130 AM</td>
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<td></td>
<td></td>
<td>BERNE ELEVEN FORTY FIVE 1145 AM</td>
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<tr>
<td></td>
<td></td>
<td>SCENIC TWELVE NAUGHT ONE 1201 PM</td>
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<td></td>
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<tr>
<td>232</td>
<td>1026am</td>
<td>C&amp;E NO 6 at KY</td>
<td></td>
<td>Carter</td>
</tr>
<tr>
<td></td>
<td></td>
<td>C&amp;E EXA 5017 WEST at OM</td>
<td>1027am</td>
<td>Watland</td>
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<tr>
<td></td>
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<td>NO 6 ENG 251A MEET EXA 5017 WEST AT BERNE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>233</td>
<td>1032am</td>
<td>C&amp;E NO 5 at WC</td>
<td></td>
<td>Magee</td>
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<tr>
<td></td>
<td></td>
<td>C&amp;E NO 6 at KY</td>
<td>1033am</td>
<td>Carter</td>
</tr>
<tr>
<td></td>
<td></td>
<td>NO 6 ENG 251A HAS RIGHT OVER NO 5 ENG 250A</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>SKYKOMISH TO CROSSOVER NO 4 WENATCHEE</td>
<td></td>
<td></td>
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<tr>
<td>234</td>
<td>1049am</td>
<td>C&amp;E ENG 460D at KY</td>
<td></td>
<td>Carter</td>
</tr>
<tr>
<td></td>
<td></td>
<td>C&amp;E ENG 611 at KY</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>C&amp;E EXA NP 1690 at W</td>
<td>1052am</td>
<td>Moore</td>
</tr>
</tbody>
</table>
ENG 460D AND 611 RUN AS TWO 2 EXTRAS SKYKOMISH TO EVERETT
HAVE RIGHT OVER EXA NP 1690 EAST SKYKOMISH TO EVERETT AND
WAIT AT SNOHOMISH JCT UNTIL ELEVEN FIFTY NINE 1159 AM FOR
EXA NP 1690 EAST

NO 406 HAS ARRIVED MONROE

235 C&E ENG NP 1690 at W 1055am Moore
ENG NP 1690 RUN EXA NP JCT TO SNOHOMISH JCT

RUN CAREFULLY AND KEEP SHARP LOOKOUT FOR TRACKMEN
AND OTHERS ACCOUNT YOUR TRAIN NOT INCLUDED ON
MORNING LINE UP

236 C&E EXA 5017 WEST at CK 1116am Lane
C&E NO 6 at MA 1117am McFarland

NO 6 ENG 251A MEET EXA 5017 WEST AT MERRITT INSTEAD
OF BERNE

NO 6 TAKE SIDING

THIS ORDER TO EXA 5017 WEST AT MERRITT

237 C&E NO 6 at OM 1241pm Watland
C&E NO 5 at WC 1242pm Magee

NO 6 ENG 251A MEET NO 5 ENG 250A AT MONITOR

NO 6 TAKE SIDING

238 C&E ENG 456D at KY 1244pm Carter
ENG 456D RUN EXTRA SKYKOMISH TO EVERETT

NO 6 HAS ARRIVED SKYKOMISH

<Line Up page>

Line up KY = JN until 5 pm
KY x No 5 eng 250 A – OT
GB x Exa 460D West by W 1227 pm
RO x Exa 611 West local left SH 1225 pm

1234 10pm
SH x Exa 456D West lv KY about 120 pm Manley
W x No 2 eng 281 A – OT
JN Exa NP East lv W about 440 pm goes to SH Jct.
634 wkg bet KY & GB

Line up KY = WC until 5 pm

WC No 5 eng 250A – lv WC about 5” late
OM x Exa 5017 West left CK 1159 am
DN No 6 eng 251A left CH 1236 pm
CH x X-838 hi car wkg bet CH & KY
CK x 635 Wk Train Wkg bet. OM & KY

McFarland
MA x Local west lv. WC about 345 pm
KY x

<clearance page>

456D JN 5 203 – 238 – 861 – 901 – 904 1245pm

<transfer page>

Transfer to V. E. S.

861 203 206
901 230
904 238
998

W. B. J.

VES

TRAIN DISPATCHER'S ORDER BOOK  VES April 25_19 55
<clearance page>

<table>
<thead>
<tr>
<th>No. 5</th>
<th>KY</th>
<th>No. 2</th>
<th>JN</th>
<th>WK EXA 635</th>
<th>KY</th>
<th>EXA 182 WEST</th>
<th>WD</th>
<th>No. 2</th>
<th>KY</th>
<th>YD ENGS</th>
<th>W</th>
<th>EXA NP 1731 EAST</th>
<th>W</th>
<th>EXA 5018 WEST</th>
<th>WD</th>
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<td>253 PM</td>
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<td>405 PM</td>
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<td>418 PM</td>
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<td>621 PM</td>
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</tbody>
</table>

239 C&E NO 5 at KY 252 PM Carter
C&E NO 2 at JN 253 PM Aldcroft

NO 5 ENG 250A MEET NO 2 ENG 281A AT SNOHOMISH

NO 5 TAKE SIDING

NO 3 AND NO 1 HAVE PASSED SKYKOMISH AND EVERETT

NO SIGNALS ON NO 5 ARRIVING SKYKOMISH

240 C&E EXTRA 5010 WEST at WD 336 PM Ramsey
C&E WORK EXTRA 635 at KY 337 PM Carter

EXTRA 5010 WEST WAIT AT CASHMERE UNTIL EIGHT THIRTY 830 PM

241 C&E ENG 182 at WD 339 PM Ramsey

ENG 182 RUN EXTRA WENATCHEE TO LEAVENWORTH

ALL CASCADE DIVN FIRST CLASS TRAINS DUE AT WENATCHEE AT OR BEFORE THREE THIRTY 330 PM HAVE ARRIVED OR LEFT

242 C&E YARD ENGS at W 417 PM Benson
C&E EXTRA NP 1731 EAST

<check on 1st class trains at Lowell>
243 C&E ENG NP 1731 at W 620 PM Benson
ENG NP 1731 RUN EXTRA LOWELL TO SNOHOMISH JCT

244 C&E ENG 5018 at WD 923 PM Riemen
ENG 5018 RUN EXTRA WENATCHEE TO SKYKOMISH
ALL CASCADE DIVN FIRST CLASS TRAINS DUE AT WENATCHEE AT OR BEFORE NINE TEN 910 PM HAVE ARRIVED OR LEFT

245 OPR at WD 924 PM Riemen
OPR at KY 924 PM Spence
ORDERS NOS 206 AND 240 ARE ANNULLED

246 OPR at KY 925 PM Spence
OPR at JN 937 PM Manley
ORDER NO 203 IS ANNULLED

247 C&E ENG 460A at JN 939 PM Manley
ENG 460A RUN EXTRA EVERETT TO SKYKOMISH
ALL FIRST CLASS TRAINS DUE AT EVERETT AND SKYKOMISH AT OR BEFORE NINE THIRTY 930 PM HAVE PASSED

248 C&E NO 3 at WC 945 PM Furst
C&E NO 1 at WC 946 PM Manley
C&E NO 4 at JN

NO 4 ENG UNKNOWN MEET NO 3 ENG 5010 AT MERRITT AND HAS RIGHT OVER NO 1 ENG 5019 EVERETT TO CROSSOVER NO 4 WENATCHEE

NO 5 HAS PASSED SKYKOMISH AND EVERETT
NO SIGNALS ON NO 4 ARRIVING SKYKOMISH

249 OPR at JN 1019 PM Manley
OPR at W 1021 PM Benson
OPR at RO 1037 PM Morrison

ORDER NO 230 IS ANNULLED

250 C&E EXTRA 5018 WEST at WD 1034 PM Riemen

AFTER TWELVE FORTY 1240 AM DO NOT EXCEED THIRTEEN HUNDRED 1300 AMPERES ON ENG 5018 ONE THOUSAND 1000 AMPERES ON ENGS 5002 AND 5008 EXCEPT USE POWER ON ONLY ONE 1 CAB ENG 5008 TO MERRITT

<This amp restriction allocates 8,550kw from WD to CK and 10,150 from CK to BR. It provides for 10.3 mph on the 2.2% grade with full tonnage>

Tfr to F. J. F.  1115 Pm

861
901
904
998

241  Loc goes just to CH
244
247
248  No 4 stops at OM
250  No 4 left UD 10" late

F J F

V. E. S.

<clearance page>

TRAIN DISPATCHER'S ORDER BOOK  F J F Apr 25 – 26  19 55
Clearances

<table>
<thead>
<tr>
<th>Clearance</th>
<th>Location</th>
<th>Time</th>
<th>Name</th>
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<tbody>
<tr>
<td>3 WC</td>
<td>248-251 - 255 - 904 - 998</td>
<td>1149 PM</td>
<td>Furst</td>
</tr>
<tr>
<td>WC</td>
<td>256 - 904</td>
<td>1151 PM</td>
<td>Carberry</td>
</tr>
<tr>
<td>X460AE KY</td>
<td>252 - 254 - 255 - 904 - 998</td>
<td>1151 PM</td>
<td>Spence</td>
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<tr>
<td>X5018W OM</td>
<td>252</td>
<td>1153 PM</td>
<td></td>
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<tr>
<td>4 KY</td>
<td>253 - 904 - 998</td>
<td>1220 AM</td>
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<td>406 W</td>
<td>256 - 861 - 901 - 904</td>
<td>105 AM</td>
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<td>X460AE MA</td>
<td>202 - 203</td>
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<td>X5018W MA</td>
<td>204</td>
<td>235 AM</td>
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<td>1 WC</td>
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<td>311 AM</td>
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<td>X456AW KY</td>
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<td>320 AM</td>
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<tr>
<td>Yard</td>
<td>201 - 904</td>
<td>242 AM</td>
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<tr>
<td>W</td>
<td>213 - 904</td>
<td>311 AM</td>
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<td>XNP5407AW SH</td>
<td>215 - 904</td>
<td>553 AM</td>
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<td>WX634 KY</td>
<td>210 - 211 - 212 - 861 - 901 - 904</td>
<td>503 AM</td>
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<td>WX635 OM</td>
<td>207 - 208 - 209 - 214</td>
<td>548 AM</td>
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<td>WX635 CH</td>
<td>223</td>
<td>649 AM</td>
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<tr>
<td>Yard W</td>
<td>224 - 904</td>
<td>657 AM</td>
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</tbody>
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251 C&E NO 3 at WC 1119 PM Furst

DO NOT EXCEED TWELVE HUNDRED 1200 AMPERES

<With 2 GE's likely, this would consume 6700 substation KW>

252 C&E EXTRA 5018 WEST at OM 1122 PM Carberry

ENG 460A RUN EXTRA SKYKOMISH TO WENATCHEE MEET EXTRA 5018 WEST AT SCENIC

EXTRA 182 WEST HAS RIGHT OVER EXTRA 460A EAST CASHMERE TO LEAVENWORTH

NO 5 AND NO 2 HAVE ARRIVED AND LEFT SKYKOMISH

NO 4 HAS ENG 5014 LEAVING SKYKOMISH

253 C&E NO 4 at KY 1124 PM Spence
DO NOT EXCEED TWELVE HUNDRED 1200 AMPERES

<Same power allocation as NO 3, same KW if 2 units used>

254 C&E EXTRA 460A EAST at KY 1126 PM Spence

DO NOT EXCEED NINE HUNDRED 900 AMPERES

<Intended for helper 5015-5016-5011 not identified on order. This will use 7500kw at full tonnage rating at 12mph on the grade to MA, picking up to 16.6 mph in the tunnel>

255 C&E NO 3 at WC 1146 PM Furst
C&E EXTRA 460A EAST at KY 1147 PM Spence

NO 3 ENG 5010 WAIT AT BERNE UNTIL TWO FIFTEEN 215 AM
SCENIC TWO THIRTY FIVE 235 AM
FOR EXTRA 460A EAST

256 C&E YARD ENGS at W 1150 PM Benson
C&E NO 406

<check on 1st class trains at Lowell>

201 C&E ENG 182 at CH 126 AM Nostram
ENG 182 RUN EXTRA LEAVENWORTH TO WENATCHEE

NO 3 HAS PASSED LEAVENWORTH

202 C&E EXTRA 460A EAST at MA 132 AM Lusk
ORDER NO 254 OF APR 25TH IS ANNULLED
EXTRA 182 WEST HAS ARRIVED LEAVENWORTH

203 C&E NO 1 at WC 135 AM Campbell
C&E EXTRA 460A EAST at MA 135 AM Lusk

NO 1 ENG 5019 WAIT AT LEAVENWORTH UNTIL FOUR TWENTY 420 AM
FOR EXTRA 460A EAST
204 C&E EXTRA 5018 WEST at MA 242 AM Lusk

ALL FIRST CLASS TRAINS DUE AT SKYKOMISH AT OR BEFORE TWO TWENTY 220 AM HAVE PASSED

NO SIGNALS ON NO 3 PASSING SKYKOMISH

205 OPR at WC 310 PM Campbell

ORDER NO 248 OF APR 25TH IS ANNULLED

<complete time should be “AM”>

206 C&E ENG 456A at KY 319 PM Larson

ENG 456A RUN EXTRA SKYKOMISH TO EVERETT

ALL FIRST CLASS TRAINS DUE AT SKYKOMISH AT OR BEFORE THREE TEN 310 AM HAVE PASSED

NO 406 HAS ARRIVED MONROE

<complete time should be “AM”>

207 C&E WESTWARD EXTRA TRAINS STNG at WD 352 AM Mace
C&E EASTWARD EXTRA TRAINS at KY 353 AM Larson
C&E HIGH CAR X838 at CH 355 AM Nostram
C&E ENG 635 at OM 359 AM Carberry

ENG 635 WORKS EXTRA SIX TEN 610 AM UNTIL EIGHT TEN 810 PM BETWEEN CASHMERE AND MERRITT AND HIGH CAR X838 WORKS EXTRA SEVEN THIRTY 730 AM UNTIL SIX TEN 610 PM BETWEEN LEAVENWORTH AND WENATCHEE CLEARS EXTRA 182 EAST AND EXTRA 460A EAST NOT PROTECTING AGAINST EXTRA TRAINS EXCEPT PROTECT AGAINST EACH OTHER AGAINST EXTRA 436D WEST AFTER SEVEN FORTY 740 AM EXTRA 5004 WEST AFTER EIGHT THIRTY 830 AM EXTRA 5018 EAST AFTER ELEVEN NAUGHT ONE 1101 AM EXTRA 5016 WEST AFTER ONE THIRTY 130 PM EXTRA 182 WEST AFTER THREE THIRTY 330 PM
### EXTRA 5013 EAST AFTER SEVEN TEN 710 PM

<table>
<thead>
<tr>
<th>208 C&amp;E EXTRA 436D WEST at WD</th>
<th>352 AM</th>
<th>Mace</th>
</tr>
</thead>
<tbody>
<tr>
<td>C&amp;E WORK EXTRA X838 at CH</td>
<td>355 AM</td>
<td>Nostram</td>
</tr>
<tr>
<td>C&amp;E WORK EXTRA 635 at OM</td>
<td>359 AM</td>
<td>Carberry</td>
</tr>
</tbody>
</table>

### EXTRA 436D WEST WAIT AT
CASHMERE UNTIL EIGHT NAUGHT ONE 801 AM
LEAVENWORTH UNTIL EIGHT TWENTY 820 AM
CHUMSTICK EIGHT THIRTY 830 AM

<table>
<thead>
<tr>
<th>209 C&amp;E EXTRA 5004 WEST at WD</th>
<th>352 AM</th>
<th>Mace</th>
</tr>
</thead>
<tbody>
<tr>
<td>C&amp;E WORK EXTRA X838 at CH</td>
<td>355 AM</td>
<td>Nostram</td>
</tr>
<tr>
<td>C&amp;E WORK EXTRA 635 at OM</td>
<td>359 AM</td>
<td>Carberry</td>
</tr>
</tbody>
</table>

### EXTRA 5004 WEST WAIT AT CASHMERE UNTIL EIGHT FIFTY 850 AM
LEAVENWORTH NINE FIFTEEN 915 AM
CHUMSTICK NINE THIRTY 930 AM

<table>
<thead>
<tr>
<th>210 C&amp;E EXTRA 601 EAST at JN</th>
<th>408 AM</th>
<th>McFarland</th>
</tr>
</thead>
<tbody>
<tr>
<td>C&amp;E WORK EXTRA 634 at KY</td>
<td>411 AM</td>
<td>Larson</td>
</tr>
</tbody>
</table>

### EXTRA 601 EAST WAIT AT GOLD BAR UNTIL EIGHT THIRTY 830 AM
REITER EIGHT FORTY 840 AM
INDEX NINE NAUGHT ONE 901 AM
BARING NINE TWENTY 920 AM

<table>
<thead>
<tr>
<th>211 C&amp;E EXTRA 458A EAST at JN</th>
<th>408 AM</th>
<th>McFarland</th>
</tr>
</thead>
<tbody>
<tr>
<td>C&amp;E WORK EXTRA 634 at KY</td>
<td>411 AM</td>
<td>Larson</td>
</tr>
</tbody>
</table>

### EXTRA 458A EAST WAIT AT REITER UNTIL EIGHT TWENTY 820 AM
INDEX EIGHT THIRTY 830 AM
BARING EIGHT FORTY 840 AM

<table>
<thead>
<tr>
<th>212 C&amp;E EASTWARD EXTRA TRAINS at JN</th>
<th>408 AM</th>
<th>McFarland</th>
</tr>
</thead>
<tbody>
<tr>
<td>C&amp;E WESTWARD EXTRA TRAINS at KY</td>
<td>411 AM</td>
<td>Larson</td>
</tr>
</tbody>
</table>

ENG 634 WORKS EXTRA SIX TEN 610 AM UNTIL NINE TEN 910 PM
BETWEEN SKYKOMISH AND GOLD BAR CLEAR EXTRA 456A WEST
NOT PROTECTING AGAINST EXTRA TRAINS EXCEPT PROTECT
AGAINST EXTRA 601 EAST AND EXTRA 458A EAST AFTER EIGHT
TEN 810 AM EXTRA 436D WEST AND EXTRA 601 WEST AFTER
TEN TEN 1010 AM EXTRA 456D WEST AFTER TWELVE TEN 1210 PM
EXTRA 458A WEST AND EXTRA 307A EAST AFTER FIVE TEN 510 PM

213 C&E YARD ENGS at W 418 AM Rigly
<check on 1st class trains at Lowell>

214 C&E WORK EXTRA EXTRA 635 at OM 525 AM Carberry
C&E WORK EXTRA X838 at CH 526 AM Nostram

ALL FIRST CLASS TRAINS DUE AT CASHMERE AND LEAVENWORTH
AT OR BEFORE FIVE TWENTY 520 AM HAVE PASSED

EXTRA 182 EAST AND EXTRA 460A EAST HAVE PASSED LEAVENWORTH
AND CASHMERE

< address likely transmitted to, and prepared by, Opr Carberry
was "WORK EXTRA 635" at OM>
=================

215 C&E EXTRA 601 EAST at W 545 AM Rigly
C&E EXTRA 458A EAST 547 AM White
C&E ENG NP 5407A at SH

ENG NP 5407A RUN EXTRA SNOHOMISH JCT TO NP JCT HAS
RIGHT OVER EXTRA 601 EAST AND EXTRA 458A EAST
SNOHOMISH JCT TO NP JCT

THIS ORDER TO EXTRA 601 EAST AND EXTRA 458A EAST
AT LOWELL

ALL REGULAR TRAINS DUE AT SNOHOMISH AT OR BEFORE FIVE
FORTY 540 AM HAVE PASSED

216 C&E ENG 601 at JN 610 AM McFarland

ENG 601 RUN EXTRA EVERETT TO SKYKOMIH

217 C&E ENG 458A at JN 610 AM McFarland
<table>
<thead>
<tr>
<th>Time</th>
<th>Train</th>
<th>Destination</th>
<th>Engine</th>
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</thead>
<tbody>
<tr>
<td>610 AM</td>
<td>C&amp;E EXTRA 601 EAST at JN</td>
<td>610 AM McFarland</td>
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</tr>
<tr>
<td></td>
<td>C&amp;E EXTRA 458A EAST</td>
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</tbody>
</table>

**ALL FIRST CLASS TRAINS DUE AT EVERETT AND SKYKOMISH AT OR BEFORE FIVE FIFTY 550 AM HAVE ARRIVED AND LEFT**

**NO 1 HAS ENG 281 A**

<table>
<thead>
<tr>
<th>Time</th>
<th>Train</th>
<th>Destination</th>
<th>Engine</th>
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<tbody>
<tr>
<td>628 AM</td>
<td>219 OPR at W</td>
<td>628 AM Rigly</td>
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**ORDER NO 215 IS ANNULLED**

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<th>Time</th>
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<th>Destination</th>
<th>Engine</th>
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<tbody>
<tr>
<td>638 AM</td>
<td>C&amp;E ENG 436D at WD</td>
<td>638 AM Mace</td>
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</tr>
</tbody>
</table>

**ENG 436D RUN EXTRA WENATCHEE TO SKYKOMISH**

<table>
<thead>
<tr>
<th>Time</th>
<th>Train</th>
<th>Destination</th>
<th>Engine</th>
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</thead>
<tbody>
<tr>
<td>638 AM</td>
<td>220 C&amp;E ENG 5017 at WD</td>
<td>638 AM Mace</td>
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</tr>
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</table>

**ENG 5017 RUN EXTRA WENATCHEE TO SKYKOMISH**

<table>
<thead>
<tr>
<th>Time</th>
<th>Train</th>
<th>Destination</th>
<th>Engine</th>
</tr>
</thead>
<tbody>
<tr>
<td>638 AM</td>
<td>C&amp;E EXTRA 436D WEST at WD</td>
<td>638 AM Mace</td>
<td></td>
</tr>
<tr>
<td></td>
<td>C&amp;E EXTRA 5017 WEST</td>
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</tr>
</tbody>
</table>

**ALL FIRST CLASS CASCADE DIVN TRAINS DUE AT WENATCHEE AND SKYKOMISH AT OR BEFORE SIX THIRTY 630 AM HAVE ARRIVED AND LEFT**

<table>
<thead>
<tr>
<th>Time</th>
<th>Train</th>
<th>Destination</th>
<th>Engine</th>
</tr>
</thead>
<tbody>
<tr>
<td>638 AM</td>
<td>223 C&amp;E EXTRA 5017 WEST at WD</td>
<td>638 AM Mace</td>
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</tr>
<tr>
<td></td>
<td>C&amp;E WORK EXTRA X838 at CH</td>
<td>638 AM Nostram</td>
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<tr>
<td></td>
<td>C&amp;E WORK EXTRA 635</td>
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</tr>
</tbody>
</table>

**EXTRA 5017 WEST INSTEAD OF EXTRA 5004 WEST ON ORDERS NO 207 AND 209**
<check on 1st class trains at Lowell>

---

**Line up page**

**Line up KY – WC – until 1 PM**

| WB  | 436-D – 1/401 – 24 lv WC – 740 AM |
| WD  | 2/401 – 24 lv WC – 830 AM         |
| WC  | 5 – OT                           |
| OM  | EB 6 – 250A – OT                  |
| CH  | 5018 – 2/402 – 25 lv KY 920 AM    |
| CK  | X838 Works CH – WC                |
| MA  | 635 Works OM – CK                 |
| KY – Repeat |                                          |

**Line up KY – W until 1 PM**

| WB  | 1 – 281-A left KY 555 AM          |
| KY  | 436-D – 1/401 -24 lv KY about 1010 AM |
| RO  | 601 Loc lv KY abt 1030 AM         |
| SH – Repeat | NP 5407A left SH 555 AM         |
| W   | 403 – OT                         |
| JN  | 456-D – 2/401 – 24 lv KY 1210 PM  |
| PG  | EB 6 – 250-A - OT                 |
| EB  | 601 – Loc lv W 710 AM             |
| PG  | 458-A 2/402 – 25 lv W 740 AM      |
|     | 634 works Ky – GB W.P.C. 607-20  |

---

<transfer page>

Transfer to S. E. S. <Sam Straub>

861
901
904
998
207
ing 635 works extra & High Car X838 work
208
209
210
211
212 Eng 634 works extra Ky to G Bar
214
216
217
218 F. J. F.
220 601 and 458A not clr'd at JN
221
222
223 out to WX 635 at CH & clr'd
224
S. E. S.

<clearance page>

TRAIN DISPATCHER’S ORDER BOOK  SES  April 26  1955

<table>
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<td>225 – 426</td>
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<td>CK</td>
<td>635</td>
<td>2</td>
<td>226 – 227</td>
<td>753 AM</td>
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<td>436D</td>
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<td>5017</td>
<td>8</td>
<td>207 – 221 – 222 – 223 – 227</td>
<td>838 AM</td>
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<td>856 AM</td>
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<td>951 AM</td>
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<td>KY</td>
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<td>4</td>
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<note: 601 above should read “JN”>

225 C&E YARD ENGS at PG  721 AM Griffith

<check on 1st class trains at Pacific Ave>
<table>
<thead>
<tr>
<th>Route</th>
<th>Time</th>
<th>Operator</th>
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<tr>
<td>226 C&amp;E EXTRA 436D WEST at WD</td>
<td>747 AM</td>
<td>Mace</td>
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<tr>
<td>C&amp;E WORK EXTRA 635 at CH</td>
<td>748 AM</td>
<td>Nostrand</td>
</tr>
<tr>
<td>C&amp;E WORK EXTRA HIGH CAR X838 at CH</td>
<td></td>
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<tr>
<td>OPR at CH</td>
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<tr>
<td>ORDER NO 208 IS ANNULLED</td>
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<td>EXTRA 436D WEST WAIT AT CASHMERE UNTIL EIGHT FORTY FIVE 845 AM</td>
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<tr>
<td>LEAVENWORTH NINE NAUGHT TWO 902 AM</td>
<td></td>
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</tr>
<tr>
<td>CHUMSTICK NINE FOURTEEN 914 AM</td>
<td></td>
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</tr>
<tr>
<td>WINTON NINE TWENTY FIVE 925 AM</td>
<td></td>
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<tr>
<td>227 C&amp;E EXTRA 5017 WEST at WD</td>
<td>751 AM</td>
<td>Mace</td>
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<td>EXTRA 5017 WEST WAIT AT CASHMERE UNTIL NINE TEN 910 AM</td>
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<tr>
<td>LEAVENWORTH NINE THIRTY 930 AM</td>
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<tr>
<td>CHUMSTICK NINE FORTY TWO 942 AM</td>
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</tr>
<tr>
<td>WINTON NINE FIFTY FIVE 955 AM</td>
<td></td>
<td></td>
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<tr>
<td>228 C&amp;E EXTRA 5017 WEST at WD</td>
<td>836 AM</td>
<td>Ramsey</td>
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<tr>
<td>C&amp;E WORK EXTRA HIGH CAR X838 at OM</td>
<td>839 AM</td>
<td>Kilgare</td>
</tr>
<tr>
<td>EXTRA 5017 WEST WAIT AT CROSSOVER NO 3 WENATCHEE UNTIL NINE NAUGHT ONE 901 AM</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MONITOR NINE FIFTEEN 915 AM</td>
<td></td>
<td></td>
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<tr>
<td>229 C&amp;E EXTRA 458A EAST at GB</td>
<td>546 AM</td>
<td>Ingraham</td>
</tr>
<tr>
<td>C&amp;E EXTRA 601 EAST at GB</td>
<td>547 AM</td>
<td>Carter</td>
</tr>
<tr>
<td>C&amp;E EXTRA 436D WEST at KY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>EXTRA 436D WEST HAS RIGHT OVER EXTRA 458A EAST AND</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
EXTRA 601 EAST SKYKOMISH TO GOLD BAR

THIS ORDER TO EXTRA 458A EAST AND EXTRA 601 EAST AT GOLD BAR

<table>
<thead>
<tr>
<th>Time</th>
<th>Train</th>
<th>830 AM</th>
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<tbody>
<tr>
<td>230 C&amp;E</td>
<td>EXTRA 436D WEST at KY</td>
<td>548 AM</td>
</tr>
<tr>
<td>C&amp;E</td>
<td>EXTRA 458A EAST at GB</td>
<td>549 AM</td>
</tr>
<tr>
<td>C&amp;E</td>
<td>EXTRA 601 EAST at GB</td>
<td></td>
</tr>
<tr>
<td>C&amp;E WORK</td>
<td>EXTRA 634 at GO</td>
<td>1004 AM</td>
</tr>
</tbody>
</table>

EXTRA 436D WEST WAIT AT SKYKOMISH UNTIL ELEVEN NAUGHT FIVE 1105 AM
GROTTO ELEVEN FIFTEEN 1115 AM
BARING ELEVEN TWENTY 1120 AM
INDEX ELEVEN THIRTY 1130 AM
REITER ELEVEN THIRTY EIGHT 1138 AM

<table>
<thead>
<tr>
<th>Time</th>
<th>Train</th>
<th>854 AM</th>
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</thead>
<tbody>
<tr>
<td>231 C&amp;E</td>
<td>NO 6 at JN</td>
<td>554 AM</td>
</tr>
<tr>
<td>C&amp;E EXTRA</td>
<td>458A EAST at GB</td>
<td>855 AM</td>
</tr>
<tr>
<td>C&amp;E EXTRA</td>
<td>601 EAST at GB</td>
<td></td>
</tr>
</tbody>
</table>

NO 6 ENG 250A WAIT AT GOLD BAR UNTIL TEN TWENTY 1020 AM
REITER TEN TWENTY SIX 1026 AM
INDEX TEN THIRTY THREE 1033 AM
BARING TEN FORTY THREE 1043 AM
GROTTO TEN FIFTY 1050 AM

<table>
<thead>
<tr>
<th>Time</th>
<th>Train</th>
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<tbody>
<tr>
<td>232 C&amp;E</td>
<td>NO 6 at JN</td>
<td>902 AM</td>
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</table>

ALL FIRST CLASS TRAINS DUE AT EVERETT AND SKYKOMISH AT OR BEFORE EIGHT THIRTY 830 AM HAVE PASSED

<table>
<thead>
<tr>
<th>Time</th>
<th>Train</th>
<th>895 AM</th>
</tr>
</thead>
<tbody>
<tr>
<td>233 C&amp;E</td>
<td>EXTRA 601 EAST at GB</td>
<td>925 AM</td>
</tr>
<tr>
<td>C&amp;E EXTRA</td>
<td>456D WEST at KY</td>
<td>926 AM</td>
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</table>

EXTRA 456D WEST HAS RIGHT OVER EXTRA 601 EAST SKYKOMISH TO GOLD BAR

THIS ORDER TO EXTRA 601 EAST AT GOLD BAR
<table>
<thead>
<tr>
<th>Time</th>
<th>Location</th>
<th>Engine/Train</th>
<th>Conductor</th>
</tr>
</thead>
<tbody>
<tr>
<td>9:28 AM</td>
<td>C&amp;E EXTRA 456D WEST at KY</td>
<td></td>
<td>Carter</td>
</tr>
<tr>
<td>9:29 AM</td>
<td>C&amp;E 601 EAST at GB</td>
<td></td>
<td>Ingraham</td>
</tr>
<tr>
<td>10:06 AM</td>
<td>C&amp;E WORK EXTRA 634 at GO</td>
<td></td>
<td>Quan</td>
</tr>
</tbody>
</table>

**EXTRA 456D WEST WAIT AT SKYKOMISH UNTIL TWELVE THIRTY 1230 PM**
**GROTTO TWELVE FORTY 1240 PM**
**BARING TWELVE FIFTY 1250 PM**
**INDEX ONE NAUGHT ONE 101 PM**
**REITER ONE NAUGHT EIGHT 108 PM**

<table>
<thead>
<tr>
<th>Time</th>
<th>Location</th>
<th>Engine/Train</th>
<th>Conductor</th>
</tr>
</thead>
<tbody>
<tr>
<td>9:41 AM</td>
<td>C&amp;E NO 6 at KY</td>
<td></td>
<td>Carter</td>
</tr>
<tr>
<td>9:42 AM</td>
<td>C&amp;E EXTRA 5017 WEST at CH</td>
<td></td>
<td>Dayment</td>
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**NO 6 ENG 250A MEET EXTRA 5017 WEST AT SCENIC**

<table>
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<th>Conductor</th>
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<tbody>
<tr>
<td>9:44 AM</td>
<td>C&amp;E NO 6 at KY</td>
<td></td>
<td>Carter</td>
</tr>
<tr>
<td>9:45 AM</td>
<td>C&amp;E EXTRA 436D WEST at MA</td>
<td></td>
<td>Owens</td>
</tr>
</tbody>
</table>

**EXTRA 436D WEST HAS RIGHT OVER NO 6 ENG 250A SCENIC TO EAST SPRING SWITCH OF SIDING EXTENSION SKYKOMISH**

<table>
<thead>
<tr>
<th>Time</th>
<th>Location</th>
<th>Engine/Train</th>
<th>Conductor</th>
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<tbody>
<tr>
<td>9:45 AM</td>
<td>C&amp;E EXTRA 436D WEST at MA</td>
<td></td>
<td>Owens</td>
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</tbody>
</table>

**ALL FIRST CLASS TRAINS DUE AT SKYKOMISH AT OR BEFORE NINE FORTY 940 AM HAVE PASSED**

<table>
<thead>
<tr>
<th>Time</th>
<th>Location</th>
<th>Engine/Train</th>
<th>Conductor</th>
</tr>
</thead>
<tbody>
<tr>
<td>9:50 AM</td>
<td>C&amp;E YARD ENGS at W</td>
<td></td>
<td>Moore</td>
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<check of 1st class trains at Lowell>

<table>
<thead>
<tr>
<th>Time</th>
<th>Location</th>
<th>Engine/Train</th>
<th>Conductor</th>
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<tbody>
<tr>
<td>10:15 AM</td>
<td>C&amp;E EXTRA 436D WEST at KY</td>
<td></td>
<td>Carter</td>
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<tr>
<td>10:19 AM</td>
<td>C&amp;E EXTRA 458A EAST at GB</td>
<td></td>
<td>Ingraham</td>
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</table>

**EXTRA 436D WEST MEET EXTRA 458A EAST AT GROTTO**

**EXTRA 436D WEST TAKE SIDING**
240 C&E NO 5 at WC 1036 AM McGee
C&E NO 6 at KY 1037 AM Carter

NO 6 ENG 250A HAS RIGHT OVER NO 5 ENG UNKNOWN SKYKOMISH TO CROSSOVER NO 4 WENATCHEE

241 C&E ENG 436D at KY 1038 AM Carter

ENG 436D RUN EXTRA SKYKOMISH TO EVERETT

NO 406 HAS ARRIVED AT MONROE

<clearance page>

242 C&E 5017 WEST at MA 1112 AM Owen

ALL FIRST CLASS TRAINS DUE AT SKYKOMISH AT OR BEFORE ELEVEN TEN 1110 AM HAVE PASSED

243 C&E ENG 5018 at KY 1124 AM Carter

AFTER EXTRA 5017 WEST HAS ARRIVED AT SKYKOMISH ENG 5018 RUN EXTRA SKYKOMISH TO WENATCHEE
ALL FIRST CLASS TRAINS DUE AT SKYKOMISH AT OR BEFORE ELEVEN TWENTY 1120 AM HAVE PASSED

244 C&E NO 403 at RO 1145 AM LaLiberte

ALL FIRST CLASS TRAINS DUE AT MONROE AT OR BEFORE ELEVEN FORTY 1140 AM HAVE PASSED

245 C&E ENG 601 at KY 1157 AM Carter

AFTER EXTRA 458A EAST HAS ARRIVED AT SKYKOMISH ENG 601 RUN EXTRA SKYKOMISH TO EVERETT

246 C&E ENG 456D at KY 1215 PM Carter

ENG 456D RUN EXTRA SKYKOMISH TO EVERETT

247 OPR at KY 1216 PM Carter

ORDER NO 233 IS ANNULLED

248 C&E NO 6 at DN 1228 PM Hudson
C&E NO 5 at WC 1229 PM McGee

NO 6 ENG 250A MEET NO 5 ENG 251A AT MONITOR

NO 6 TAKE SIDING

249 C&E NO 5 at CH 1250 PM Dayment
C&E EXTRA 5018 EAST at MA 1251 PM Owens

NO 5 ENG 251A MEET EXTRA 5018 EAST AT BERNE

<Line up page>

JN Line up between JN & KY until 500 PM
Repeated W NO 5 Eng 251A lv KY OT.
<table>
<thead>
<tr>
<th>Location</th>
<th>Action</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>SH</td>
<td>Milw No. 403 left S.H. 1230 PM</td>
<td></td>
</tr>
<tr>
<td>RO</td>
<td>Extra 436D West by RO 1228 PM</td>
<td></td>
</tr>
<tr>
<td>GB</td>
<td>Extra 456D West left KY 1230 PM</td>
<td></td>
</tr>
<tr>
<td>KY</td>
<td>Extra 601 West Local left KY 1215 PM</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Extra East lv JN about 400 PM</td>
<td></td>
</tr>
<tr>
<td></td>
<td>N.P. Extra East lv W about 440 P.M. for S.H.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Work Extra 634 Works KY to Gold Bar 12:37 17 PM</td>
<td></td>
</tr>
<tr>
<td>W.P.C.</td>
<td>Line up between KY and WC until 500 PM</td>
<td></td>
</tr>
<tr>
<td>KY</td>
<td>NO 5 Eng 251A lv WC OT.</td>
<td></td>
</tr>
<tr>
<td>Repeated</td>
<td>MA Switch Local West lv WD about 3.45 PM</td>
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<tr>
<td>CK</td>
<td>Extra West lv WD about 4.00 PM</td>
<td></td>
</tr>
<tr>
<td>CH</td>
<td>NO 6 Eng 250A left 1226&lt;6strike w/7&gt; PM</td>
<td></td>
</tr>
<tr>
<td>OM</td>
<td>NO 2 lv KY OT.</td>
<td></td>
</tr>
<tr>
<td>WC</td>
<td>Extra 5018 East Left KY 1235 PM</td>
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</tr>
<tr>
<td></td>
<td>Work Extra 635 Works between OM &amp; CK</td>
<td></td>
</tr>
<tr>
<td></td>
<td>High Car X838 Works Extra CH. &amp; WC.</td>
<td></td>
</tr>
<tr>
<td>1241.50 ~</td>
<td>WPC.</td>
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<table>
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<th>Name</th>
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<tbody>
<tr>
<td></td>
<td>250 C&amp;E NO 5 at KY</td>
<td>239 PM</td>
<td>Carter</td>
</tr>
<tr>
<td></td>
<td>C&amp;E NO 2 at JN</td>
<td>240 PM</td>
<td>Norish</td>
</tr>
</tbody>
</table>

NO 5 ENG 251A MEET NO 2 ENG 281A AT SNOHOMISH

NO 5 TAKE SIDING

NO 3 AND NO 1 HAVE PASSED SKYKOMISH AND EVERETT

NO 5 HAS NO SIGNALS ARRIVING SKYKOMISH

<table>
<thead>
<tr>
<th>Location</th>
<th>Action</th>
<th>Time</th>
<th>Name</th>
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<tbody>
<tr>
<td></td>
<td>251 C&amp;E EXTRA 458A WEST at KY</td>
<td>249 PM</td>
<td>Carter</td>
</tr>
<tr>
<td></td>
<td>C&amp;E WORK EXTRA 634 at GO</td>
<td>250 PM</td>
<td>Quan</td>
</tr>
</tbody>
</table>

EXTRA 458A WEST WAIT AT SKYKOMISH UNTIL SEVEN TWENTY 720 PM
GROTTO SEVEN THIRTY 730 PM
BARING SEVEN THIRTY FIVE 735 PM
INDEX SEVEN FORTY FIVE 745 PM
<table>
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<tr>
<th>Train</th>
<th>Departure Time</th>
<th>Arrival Time</th>
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<tr>
<td>Extra 456A East at JN</td>
<td>252 PM</td>
<td>Norish</td>
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<tr>
<td>Extra 307A East at JN</td>
<td>253 PM</td>
<td>Quan</td>
<td></td>
</tr>
<tr>
<td>Work Extra 634 at GO</td>
<td>255 PM</td>
<td>Quan</td>
<td></td>
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</table>

**EXTRA 456A EAST INSTEAD OF EXTRA 307A EAST**
**ON ORDER NO 212**

**EXTRA 456A EAST WAIT AT**
**REITER UNTIL FIVE EIGHTEEN 518 PM**
**INDEX FIVE TWENTY EIGHT 528 PM**
**BARING FIVE FORTY 540 PM**

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**<Transfer page>**

**Transfer V. E S**

<table>
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**V E S**

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**<Clearance page>**

**TRAIN DISPATCHER'S ORDER BOOK**

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<th>Departure Time</th>
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<td>Exa 182 West</td>
<td>207 – 254 – 255 – 904 – 998</td>
<td>333 PM</td>
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<td>250 861 901</td>
<td>334 PM</td>
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<tr>
<td>Exa 5011 West</td>
<td>207 – 256 – 257 – 904 – 998</td>
<td>346 PM</td>
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<tr>
<td>Exa 456a east</td>
<td>Jn</td>
<td>6</td>
<td>212 – 252 – 253 – 258 – 861 – 901</td>
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<td>Yd Ens</td>
<td>W</td>
<td>2</td>
<td>259 – 904</td>
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<tr>
<td>Exa NP5407a east</td>
<td>W</td>
<td>3</td>
<td>259 – 260 – 904</td>
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<tr>
<td>No 2</td>
<td>Ky</td>
<td>2</td>
<td>261 – 998</td>
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<tr>
<td>Exa 5011 west</td>
<td>OM</td>
<td>1</td>
<td>261</td>
</tr>
<tr>
<td>No 2</td>
<td>Ma</td>
<td>1</td>
<td>262</td>
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<td>Exa 5011 West</td>
<td>CH</td>
<td>1</td>
<td>262</td>
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<td>Exa 5014 east</td>
<td>Ky</td>
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<td>4</td>
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<td>Exa 182 West</td>
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<tr>
<td>No 4</td>
<td>Jn</td>
<td>3</td>
<td>269 861 901</td>
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</tbody>
</table>

254 C&E ENG 182 at WD 329 PM Ramsey

AFTER EXTRA 5018 EAST HAS ARRIVED WENATCHEE ENG 182 RUN EXTRA WENATCHEE TO LEAVENWORTH

ALL CASCADE DIVN FIRST CLASS TRAINS DUE AT WENATCHEE AT OR BEFORE THREE TEN 310 PM HAVE ARRIVED OR LEFT

255 C&E EXTRA 182 WEST at WD 331 PM Ramsey
| C&E WORK EXTRA 635 at CK | 332 PM | Purcell |

EXTRA 182 WEST WAIT AT CASHMERE UNTIL EIGHT THIRTY 830 PM

256 C&E EXTRA 5011 WEST at WD 342 PM Ramsey
| C&E WORK EXTRA 635 at CK | 343 PM | Purcell |

ORDER NO 207 SHOULD READ EXTRA 5011 WEST INSTEAD OF EXTRA 5016 WEST

EXTRA 5011 WEST WAIT AT CASHMERE UNTIL FOUR FIFTY 450 PM DRYDEN FOUR FIFTY NINE 459 PM LEAVENWORTH FIVE TEN 510 PM CHUMSTICK FIVE TWENTY FIVE 525 PM WINTON FIVE FORTY 540 PM

257 C&E ENG 5011 at WD 345 PM Ramsey
AFTER EXTRA 5018 EAST HAS ARRIVED WENATCHEE ENG 5011
RUN EXTRA WENATCHEE TO SKYKOMISH

ALL CASCADE DIVN FIRST CLASS TRAINS DUE AT WENATCHEE
AT OR BEFORE THREE FORTY 340 PM HAVE ARRIVED OR LEFT

258 C&E ENG 456A at JN 359 PM Norrish

ENG 456A RUN EXTRA EVERETT TO SKYKOMISH

ALL FIRST CLASS TRAINS DUE AT EVERETT AND SKYKOMISH
AT OR BEFORE THREE FIFTY FIVE 355 PM HAVE PASSED

NO 5 HAS ENG 251A

NO 403 HAS ARRIVED LOWELL JCT

NO SIGNALS ON NO 2 PASSING SKYKOMISH

259 C&E EXTRA NP5407A EAST at W 413 PM Benson
C&E YARD ENGS

<check on 1st class trains at Lowell>

==========

260 C&E ENG NP5407A at W 414 PM Benson

ENG NP 5407A RUN EXTRA LOWELL TO SNOHOMISH JCT

NO 403 HAS ARRIVED LOWELL JCT

261 C&E NO 2 at KY 459 PM Spence
C&E EXTRA 5011 WEST at OM 459 PM Watland

NO 2 ENG 5019 MEET EXTRA 5011 WEST AT MERRITT

262 C&E NO 2 at MA 515 PM McFarland
C&E EXTRA 5011 WEST at CH 515 PM Steffanik
NO 2 ENG 5019 TAKE SIDING AT MERRITT MEETING EXTRAS 5011 WEST

ALL FIRST CLASS TRAINS DUE AT SKYKOMISH AT OR BEFORE FIVE FIFTEEN 515 PM HAVE PASSED

263 C&E EXTRA 182 WEST at OM 639 PM

Opr Watland
Cndr Hilling
Engr Patterson
Spence

C&E EXTRA 5014 EAST at KY 642 PM

EXTRA 5014 EAST HAS RIGHT OVER EXTRA 182 WEST SKYKOMISH TO WENATCHEE AND WAIT AT DRYDEN UNTIL NINE THIRTY 930 PM

264 C&E ENG 5014 at KY 644 PM

Spence

AFTER EXTRA 5011 WEST HAS ARRIVED SKYKOMISH ENG 5014 RUN EXTRA SKYKOMISH TO WENATCHEE

265 C&E ENG 456A at KY 716 PM

Spence

ORDER NO 251 IS ANNULLED

ENG 456A RUN EXTRA SKYKOMISH TO EVERETT AND WAIT AT SKYKOMISH UNTIL SEVEN THIRTY FIVE 735 PM BARING SEVEN FIFTY 750 PM

ORDER NO 212 SHOULD READ EXTRA 456A WEST INSTEAD OF EXTRA 458A WEST

266 C&E ENG 436A at JN 911 PM

Manley

ENG 436A RUN EXTRA EVERETT TO SKYKOMISH

ALL REGULAR TRAINS DUE AT EVERETT LOWELL JCT AND SKYKOMISH AT OR BEFORE EIGHT TEN 810 PM HAVE PASSED
ORDERS NOS 212 AND 252 ARE ANNULLED

ORDER NO 207 IS ANNULLED

NO 4 ENG UNKNOWN MEET NO 3 ENG 5018 AT MERRITT AND HAS RIGHT OVER NO 1 ENG 361A EVERETT TO CROSSOVER NO 4 WENATCHEE

NO 5 HAS PASSED SKYKOMISH AND EVERETT

NO SIGNALS ON NO 4 PASSING SKYKOMISH

<Eng 361ABC commences thru diesel operation on NO 1>

V.E.S.

T.P.S
<table>
<thead>
<tr>
<th>TPS</th>
<th>TRAIN DISPATCHER'S ORDER BOOK</th>
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<tr>
<td>436a</td>
<td>KY 3 271 904 998</td>
<td>1107 PM</td>
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<tr>
<td>Yd</td>
<td>W 2 272 904</td>
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<td>4</td>
<td>KY 2 904 998</td>
<td>1231 AM</td>
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271 C&E ENG 436A at KY  1106 PM  Spence

ENG 436A RUN EXA SKYKOMISH TO WENATCHEE

EXTRA 182 WEST HAS RIGHT OVER EXTRA 436A EAST
CASHMERE TO LEAVENWORTH

NO 2 AND NO 5 HAVE PASSED SKYKOMISH

---

272 C&E NO 406 at W  1138 PM  Benson

C&E YARD ENGS

NO 5 NO 2 AND NO 4 HAVE PASSED LOWELL

---

273  <no further entry>
201 C&E NO 3 at WC 1237 AM Campbell
C&E NO 4 at MA 1238 AM Lusk

NO 3 ENG 5018 MEET NO 4 ENG 5016 AT WINTON INSTEAD OF MERRITT

202 C&E NO 3 at WC 1240 AM Campbell
C&E EXTRA 436A EAST at MA 1241 AM Lusk

NO 3 ENG 5018 WAIT AT BERNE UNTIL TWO TWENTY FIVE 225 AM FOR EXTRA 436A EAST

EXTRA 436A EAST HAS 103 CARS

203 C&E EXTRA 436A EAST at MA 1244 AM Lusk

AFTER TWO TEN 210 AM REDUCE TO TWELVE HUNDRED 1200 AMPS

<Intended for helpers 5006AB-5015 not shown in order. Normally there were different amp ratings for GE’s and Westinghouse locomotives for the same speed>

204 C&E NO 1 at WC 121 AM Campbell
C&E EXA 436A EAST at MA 125 AM Lusk

NO 1 ENG 361A WAIT AT CASHMERE UNTIL FOUR NAUGHT ONE 401 AM FOR EXTRA 436A EAST

EXTRA 182 WEST HAS ARRIVED AT LEAVENWORTH

<NO 1 Commences thru diesel operation with 361A>

205 C&E ENG 182 at CH 155 AM Nostrand

ENG 182 RUN EXA LEAVENWORTH TO WENATCHEE
ORDER NO 205 IS ANNULLED

ENG 182 RUN EXTRA LEAVENWORTH TO MERRITT

EXTRA 436A EAST HAS RIGHT OVER EXTRA 182 WEST
SKYKOMISH TO WENATCHEE AND WAIT AT
WINTON UNTIL THREE NAUGHT SEVEN 307 AM
CHUMSTICK THREE SEVENTEEN 317 AM
FOR EXTRA 182 WEST

ORDER NO 269 OF APRIL 26TH IS ANNULLED

ENG 182 RUN EXA MERRITT TO WENATCHEE

WORK EXTRA 635 AND WORK EXTRA HIGH CAR X838
CLEAR EXTRA 182 EAST AND EXTRA 436A EAST

ENG 634 WORKS EXA SIX TEN 610 AM UNTIL EIGHT TEN 810 PM
BETWEEN SKYKOMISH AND GOLD BAR PROTECT AGAINST
EXTRA 458A EAST AFTER EIGHT TEN 810 AM
EXTRA 611 EAST AFTER NINE TEN 910 AM
EXTRA 460D WEST AFTER TEN TEN 1010 AM
EXTRA 611 WEST AFTER ELEVEN TEN 1110 AM
EXTRA 458D WEST AFTER THREE TEN 310 PM
EXTRA 456A EAST AFTER FOUR TEN 410 PM
NOT PROTECTING AGAINST OTHER EXTRA TRAINS

212 C&E EASTWARD EXTRA TRAINS at KY 425 AM Larson
   C&E WESTWARD EXA TRAINS STG at WD 426 AM MacGee
   C&E ENG 635 at OM 427 AM Carberry
   C&E ENG HIGH CAR X838 at CH 428 AM Nostrand

ENG 635 WORKS EXA SIX TEN 610 AM UNTIL SEVEN TEN 710 PM
BETWEEN CASHMERE AND BERNE AND HIGH CAR X838 WORKS
EXA SEVEN FORTY 740 AM UNTIL FIVE TEN 510 PM BETWEEN
LEAVENWORTH AND WENATCHEE PROTECT AGAINST EACH OTHER
EXTRA 460D WEST AFTER EIGHT TEN 810 AM
EXTRA 5018 EAST AFTER ELEVEN TEN 1110 AM
EXTRA 5011 WEST AFTER ONE TEN 110 PM
EXTRA 182 WEST BETWEEN WENATCHEE AND CASHMERE
AFTER FOUR TEN 410 PM NOT PROTECTING AGAINST OTHER
EXTRA TRAINS

213 C&E WORK EXTRA 635 at OM 429 AM Carberry

ALL FIRST CLASS TRAINS DUE AT CASHMERE AT OR BEFORE
FOUR TEN 410 AM HAVE PASSED

214 C&E WORK EXTRA HIGH CAR X838 at CH 430 AM Nostrand

NO 4 NO 3 AND NO 1 HAVE PASSED LEAVENWORTH

215 C&E EXTRA 460D WEST at KY 440 AM Larson
   C&E EXTRA 611 EAST at JN 441 AM McFarland

EXTRA 460D WEST HAS RIGHT OVER EXTRA 611 EAST
SKYKOMISH TO EVERETT AND WAIT AT
SKYKOMISH UNTIL ELEVEN THIRTY 1130 AM
BARING ELEVEN FORTY 1140 AM

216 C&E WESTWARD TRAINS at KY 446 AM Larson
   C&E EASTWARD TRAINS at JN 446 AM McFarland
BETWEEN THE HOURS OF SEVEN THIRTY 730 AM AND TWO
FORTY FIVE 245 PM SIDING AT GROTTO WILL BE USED AS
MAIN TRACK SWITCHES LINED FOR SIDING AND FLAGMAN
ON HAND AT EACH END OF SIDING

<note penciled in: Main Track back in service at 230 pm>

<table>
<thead>
<tr>
<th>217 C&amp;E EXA 611 EAST at JN</th>
<th>449 AM</th>
<th>McFarland</th>
</tr>
</thead>
<tbody>
<tr>
<td>C&amp;E WORK EXA 634 at KY</td>
<td>450 AM</td>
<td>Larson</td>
</tr>
</tbody>
</table>

EXTRA 611 EAST WAIT AT
REITER UNTIL NINE THIRTY 930 AM
INDEX NINE FIFTY 950 AM
BARING TEN TEN 1010 AM

<table>
<thead>
<tr>
<th>218 C&amp;E EXTRA 458A EAST at JN</th>
<th>456 AM</th>
<th>McFarland</th>
</tr>
</thead>
<tbody>
<tr>
<td>C&amp;E WORK EXA 634 at KY</td>
<td>457 AM</td>
<td>Larson</td>
</tr>
</tbody>
</table>

EXTRA 458A EAST WAIT AT
REITER UNTIL EIGHT TWENTY THREE 823 AM
INDEX EIGHT FORTY 840 AM
BARING EIGHT FIFTY FIVE 855 AM

| 219 C&E ENG NP 5407A at SH    | 525 AM | White     |

ENG NP 5407A RUN EXA SNOHOMISH TO LOWELL
NO 406 NO 3 AND NO 4 HAVE PASSED SNOHOMISH

<table>
<thead>
<tr>
<th>220 OPR at OM</th>
<th>545 AM</th>
<th>Carberry</th>
</tr>
</thead>
<tbody>
<tr>
<td>OPR at CH</td>
<td>612 AM</td>
<td>Nostrand</td>
</tr>
</tbody>
</table>

ORDER NO 210 IS ANNULLED

| 221 C&E EXTRA 611 EAST at JN | 550 AM | McFarland |

NO 3 AND NO 4 HAVE PASSED EVERETT
Lineup WC KY 100 Pm

Opr  WD
" WC  WB  XW  lv WC abt 820 am
" OM  5 OT.
" CH  XW  lv WC abt 1250 pm  Carberry 605 am
" CK  EB  XE 182  OM  550 am
" MA  XE 5018  Ky  940 am
" KY  6 - O.T.
   635 Called OM 600 am  Om – Br
   X838  "  CH  730 am  CH – Wc

Lineup KY W 101 Pm

Opr  KY
" RO  WB  1 – 361  Ky  O.T.
" SH  XW  634  Sw Loc / Ky  1110 am
" W  XW  Lv  Ky  abt 1120 am
" JN  403  abt  O.T.
" PG  EB  XE 611  Sw Loc  Lv  W  abt 650 am  Schilaty 607am
   XE 458a  Lv  W  abt 745 am
   6 - 251a  O.T.
   406 has arr’d at “Ro.”
   634 Called Ky  600 am  KY & GB.
   & will change Engs with Loc 611.

222 C&E ENG 611 at JN  550 AM  McFarland

ENG 611 RUN EXA EVERETT TO SKYKOMISH

223 C&E ENG 458A at JN  557 AM  McFarland

ENG 458A RUN EXTRA EVERETT TO SKYKOMISH

ALL FIRST CLASS TRAINS DUE AT SKYKOMISH AND EVERETT
AT OR BEFORE FIVE FIFTY 550 AM HAVE PASSED

NO SIGNALS ON NO 1 ENG 361A
<Transfer page>

<table>
<thead>
<tr>
<th>No.</th>
<th>Notes</th>
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<tbody>
<tr>
<td>861</td>
<td>Transfer to S. E. S.</td>
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<tr>
<td>901</td>
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<tr>
<td>904</td>
<td></td>
</tr>
<tr>
<td>998</td>
<td></td>
</tr>
<tr>
<td>211</td>
<td>&lt;Eng 634 works Extra Ky to G Bar</td>
</tr>
<tr>
<td>212</td>
<td>Eng 635 works Extra O M &amp; BR &amp; High Car X838 Works&gt;</td>
</tr>
<tr>
<td>214</td>
<td>(above in different handwriting, penciled in, balance is faded and not legible)</td>
</tr>
<tr>
<td>216</td>
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<tr>
<td>217</td>
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<tr>
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<tr>
<td>222</td>
<td></td>
</tr>
<tr>
<td>223</td>
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</tbody>
</table>

401 WD 815 am  
401 WD  100 pm  
XE Jn Cleared.  
S. E. S.

TPS
715 Am

<clearance page>

TRAIN DISPATCHER’S ORDER BOOK S E S April 27  19 55

<table>
<thead>
<tr>
<th>Code</th>
<th>Yard Eng</th>
<th>Work</th>
<th>Times</th>
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<tbody>
<tr>
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<td>2</td>
<td>224 – 426</td>
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<tr>
<td>CH</td>
<td>X838</td>
<td>6</td>
<td>212 – 214 – 225 – 226</td>
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<td>227 – 904</td>
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<tr>
<td>WD</td>
<td>5011</td>
<td>7</td>
<td>212 – 225 – 226 – 228</td>
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<td>229 – 904 – 998</td>
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<td>JN</td>
<td>6</td>
<td>4</td>
<td>210 – 232 – 861 – 901</td>
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<td>230 – 231</td>
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<tr>
<td>CH</td>
<td>5011</td>
<td>2</td>
<td>233 – 234</td>
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<tr>
<td>Ky</td>
<td>5018</td>
<td>6</td>
<td>212 – 233 – 235 – 236 – 904</td>
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<td>W</td>
<td>Yard Engs</td>
<td>2</td>
<td>238 – 904</td>
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<tr>
<td>WD</td>
<td>460D</td>
<td>10</td>
<td>212 – 225 – 227 – 237 – 239</td>
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<tr>
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<td></td>
<td></td>
<td>240 – 241 – 242 – 904 – 990</td>
</tr>
</tbody>
</table>
224 C&E YARD ENG at PG  711 AM  Griffith

<check on 1st class trains at Pacific Ave>

225 C&E EXTRA 5011 WEST at WD  740 AM  Mace
C&E EXTRA 460D WEST at WD
C&E WORK EXTRA HIGH CAR X838 at CH  749 AM  Nostrand
C&E WORK EXTRA 635 at CK  1022 AM  Purcell

EXTRA 5011 WEST INSTEAD OF EXTRA 460D WEST ON ORDER NO 212

226 C&E EXTRA 5011 WEST at WD  750 AM  Mace
C&E WORK EXTRA HIGH CAR X838 at CH  751 AM  Nostrand

EXTRA 5011 WEST WAIT AT CROSSOVER NO 3 WENATCHEE UNTIL EIGHT FIFTY 850 AM
MONITOR NINE NAUGHT ONE 901 AM
CASHMERE NINE TEN 910 AM

227 C&E WORK EXTRA HIGH CAR X838 at CH  755 AM  Nostrand
C&E EXTRA 460D WEST at WD  756 AM  Mace

WORK EXTRA HIGH CAR X838 PROTECT AGAINST EXTRA 460D WEST BETWEEN WENATCHEE AND LEAVENWORTH AFTER TEN THIRTY 1030 AM

228 C&E EXTRA 5011 WEST at WD  815 AM  Ramsey

DO NOT EXCEED NINE HUNDRED 900 AMPERES ON ENG 5011
<Apparently a single train, would consume 2500kw per unit with this restriction and make 12 mph on 2.2% with full tonnage, ie. 1000 tons/unit>

<table>
<thead>
<tr>
<th>Time</th>
<th>Train Details</th>
<th>Train Details</th>
<th>Time</th>
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</thead>
<tbody>
<tr>
<td>817 AM</td>
<td>229 C&amp;E ENG 5011 at WD Ramsey</td>
<td>817 AM</td>
<td>Ramsey</td>
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<tr>
<td></td>
<td>ENG 5011 RUN EXTRA WENATCHEE TO SKYKOMISH</td>
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<tr>
<td></td>
<td>ALL CASCADE DIVN FIRST CLASS TRAINS DUE AT WENATCHEE AT OR BEFORE EIGHT FIFTEEN 815 AM HAVE ARRIVED OR LEFT</td>
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<tr>
<td>842 AM</td>
<td>230 C&amp;E EXTRA 458A WEST at KY Carter</td>
<td>230 C&amp;E EXTRA 458A WEST at KY Carter</td>
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<td></td>
<td>C&amp;E EXTRA 460D WEST at KY Carter</td>
<td>C&amp;E EXTRA 460D WEST at KY Carter</td>
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<tr>
<td></td>
<td>C&amp;E EXTRA 611 EAST at GB Ingraham</td>
<td>C&amp;E EXTRA 611 EAST at GB Ingraham</td>
<td>843 AM</td>
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<tr>
<td></td>
<td>EXTRA 458A WEST INSTEAD OF EXTRA 460D WEST ON ORDER NO 211</td>
<td>EXTRA 458A WEST INSTEAD OF EXTRA 460D WEST ON ORDER NO 211</td>
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<tr>
<td>846 AM</td>
<td>231 C&amp;E EXTRA 458A WET at KY Carter</td>
<td>231 C&amp;E EXTRA 458A WET at KY Carter</td>
<td>846 AM</td>
</tr>
<tr>
<td></td>
<td>C&amp;E EXTRA 611 EAST at GB Ingraham</td>
<td>C&amp;E EXTRA 611 EAST at GB Ingraham</td>
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</tr>
<tr>
<td></td>
<td>EXTRA 458A WEST WAIT AT SKYKOMISH UNTIL TWELVE FIFTEEN 1215 PM GROTTO TWELVE TWENTY FIVE 1225 PM BARING TWELVE THIRTY 1230 PM FOR EXTRA 611 EAST</td>
<td>EXTRA 458A WEST WAIT AT SKYKOMISH UNTIL TWELVE FIFTEEN 1215 PM GROTTO TWELVE TWENTY FIVE 1225 PM BARING TWELVE THIRTY 1230 PM FOR EXTRA 611 EAST</td>
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<tr>
<td>850 AM</td>
<td>232 C&amp;E NO 6 at JN Aldcroft</td>
<td>232 C&amp;E NO 6 at JN Aldcroft</td>
<td>850 AM</td>
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<td>ALL FIRST CLASS TRAINS DUE AT EVERETT AND SKYKOMISH AT OR BEFORE EIGHT THIRTY 830 AM HAVE PASSED</td>
<td>ALL FIRST CLASS TRAINS DUE AT EVERETT AND SKYKOMISH AT OR BEFORE EIGHT THIRTY 830 AM HAVE PASSED</td>
<td></td>
</tr>
<tr>
<td>903 AM</td>
<td>233 C&amp;E EXTRA 5011 WEST at CH Dayment</td>
<td>233 C&amp;E EXTRA 5011 WEST at CH Dayment</td>
<td>903 AM</td>
</tr>
<tr>
<td></td>
<td>C&amp;E EXTRA 5018 EAST at KY Carter</td>
<td>C&amp;E EXTRA 5018 EAST at KY Carter</td>
<td>904 AM</td>
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<tr>
<td></td>
<td>EXTRA 5011 WEST MEET EXTRA 5018 EAST AT SCENIC</td>
<td>EXTRA 5011 WEST MEET EXTRA 5018 EAST AT SCENIC</td>
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<tr>
<td>905 AM</td>
<td>234 C&amp;E NO 6 at KY Carter</td>
<td>234 C&amp;E NO 6 at KY Carter</td>
<td>905 AM</td>
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<tr>
<td></td>
<td>C&amp;E EXTRA 5011 WEST at CH Dayment</td>
<td>C&amp;E EXTRA 5011 WEST at CH Dayment</td>
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</tr>
<tr>
<td></td>
<td>NO 6 ENG 251A MEET EXTRA 5011 WEST AT SCENIC</td>
<td>NO 6 ENG 251A MEET EXTRA 5011 WEST AT SCENIC</td>
<td></td>
</tr>
</tbody>
</table>
235 C&E EXTRA 5018 EAST at KY  910 AM  Carter

DO NOT EXCEED FIFTEEN HUNDRED 1500 AMPERES ON ENG 5018 AND TWELVE HUNDRED 1200 AMPERES ON ENG 5004 AND NINE HUNDRED TWENTY FIVE 925 AMPERES ON ENG 5012 TO BERNE THEN REDUCE TO THIRTEEN HUNDRED 1300 AMPERES ON ENG 5018 AND USE NO POWER ON ENGS 5004 AND 5012 BERNE TO APPLEYARD EXCEPT IN REGENERATION

<This shows the various amp allocations for the 3 different types of power. This provides for 12.5 mph on 2.2% with full tonnage. It was necessary to provide for some power from BR to WD account 1.3 miles of .6% upgrade out of the sag at Winton>

236 C&E ENG 5018 at KY  911 AM  Carter

ENG 5018 RUN EXTRA SKYKOMISH TO WENATCHEE

ALL FIRST CLASS TRAINS DUE AT SKYKOMISH AT OR BEFORE NINE TEN 910 AM HAVE PASSED

237 C&E EXTRA 5018 EAST at MA  924 AM  Owens
C&E EXTRA 460D WEST at WD  925 AM  Ramsey

EXTRA 5018 EAST MEET EXTRA 460D WEST AT WINTON

238 C&E YARD ENGS at W  942 AM  Moore

<check on first class trains at Lowell>

239 C&E EXTRA 460D WEST at WD  953 AM  Ramsey

RUN CAREFULLY LOOKING OUT FOR TRACK MEN AND MOTOR CAR OPERATORS AND USE WHISTLE FREQUENTLY ACCOUNT THEY DO NOT HAVE ANY NOTICE OF YOUR TRAIN

240 C&E EXTRA 460D WEST at WD  956 AM  Ramsey
DO NOT EXCEED THIRTEEN HUNDRED 1300 AMPERES ON ENG 5002 AND USE NO POWER ON ENG 5008 UNTIL EXTRA 5011 WEST HAS PASSED BERNE THEN DO NOT EXCEED THIRTEEN HUNDRED 1300 AMPERES ON ENGS 5002 AND 5008

<A mixed diesel/electric consist where after X5011W has gone into regeneration out of BR, they can use power of both Westinghouse helpers using 8,000kw and rated at 13.6 mph on 2.2% out of CK>

241 C&E ENG 460D at WD 958 AM Ramsey

ENG 460D RUN EXTRA WENATCHEE TO SKYKOMISH

ALL CASCADE DIVN FIRST CLASS TRAINS DUE AT WENATCHEE AT OR BEFORE NINE FIFTY 950 AM HAVE ARRIVED OR LEFT

242 C&E WORK EXTRA 635 at CK 1004 AM Stewart-Noble Purcell

C&E EXTRA 460D WEST at WD 1005 AM Ramsey

WORK EXTRA 635 PROTECTS AGAINST EXTRA 460D WEST BETWEEN CASHMERE AND BERNE AFTER ELEVEN NAUGHT ONE 1101 AM

<C&E Stewart & Noble had to sign for this order because they were authorized in both directions and could have run east before having passed the order board at Merritt>

<Following in not a train order and contains no number>

ELECTRIC SHOP at WD 1007 AM RO

ROUND HOUSE at KY

DO NOT START UP ANY EXTRA MOTORS OR USE ANY MACHINES THAT USE HEAVY POWER ACCOUNT ALL AMPS ARE CUT

<One of the machines at WC or KY could have been down for maintenance reducing capacity by 7500 KW or Tumwater plant by 5500 KW>

243 C&E NO 5 at WC 1017 AM McGee

C&E NO 6 at KY 1018 AM Carter

NO 6 ENG 251A HAS RIGHT OVER NO 5 ENG UNKNOWN SKYKOMISH TO CROSSOVER NO 4 WENATCHEE
<table>
<thead>
<tr>
<th>Train Number</th>
<th>Origin</th>
<th>Destination</th>
<th>Time</th>
<th>Location</th>
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</thead>
<tbody>
<tr>
<td>244</td>
<td>C&amp;E EXTRA 460D WEST at OM</td>
<td>Kilgare</td>
<td>1035 AM</td>
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<tr>
<td></td>
<td>C&amp;E WORK EXTRA 635 at CK</td>
<td>Purcell</td>
<td>1036 AM</td>
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<tr>
<td>EXTRA 460D WEST</td>
<td>WAIT AT WINTON UNTIL TWELVE TEN 1210 PM</td>
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<tr>
<td>245</td>
<td>C&amp;E EXTRA 5018 EAST at MA</td>
<td>Owens</td>
<td>1040 AM</td>
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<tr>
<td></td>
<td>C&amp;E WORK EXTRA 635 at CK</td>
<td>Purcell</td>
<td>1040 AM</td>
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<tr>
<td>EXTRA 5018 EAST Wait at Merritt until twelve thirty five 1235 PM</td>
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<tr>
<td>246</td>
<td>C&amp;E EXTRA 5011 WEST at MA</td>
<td>Owens</td>
<td>1106 AM</td>
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<td>ALL FIRST CLASS TRAINS DUE AT SKYKOMISH AT OR BEFORE ELEVEN NAUGHT ONE 1101 AM HAVE PASSED</td>
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<tr>
<td>247</td>
<td>C&amp;E ENG 634 at KY</td>
<td>Carter</td>
<td>1107 AM</td>
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<tr>
<td>ENG 634 Run EXTRA SKYKOMISH TO EVERETT</td>
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<tr>
<td>NO 406 HAS ARRIVED AT MONORE</td>
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<tr>
<td>248</td>
<td>C&amp;E EXTRA 460D WEST at WC</td>
<td>McGee</td>
<td>1112 AM</td>
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<tr>
<td>EXTRA 5011 WEST HAS PASSED BERNE</td>
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<td>249</td>
<td>C&amp;E NO 403 at RO</td>
<td>Laliberte</td>
<td>1116 AM</td>
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<td>ALL FIRST CLASS TRAINS DUE AT MONROE AT OR BEFORE ELEVEN FIFTEEN 1115 AM HAVE PASSED</td>
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<tr>
<td>250</td>
<td>C&amp;E NO 6 at MA</td>
<td>Owens</td>
<td>1122 AM</td>
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<td>C&amp;E EXTRA 460D WEST at WC</td>
<td>McGee</td>
<td>1123 AM</td>
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<tr>
<td>NO 6 ENG 251A MEET EXTRA 460D WEST AT LEAVENWORTH</td>
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</tbody>
</table>
251 C&E NO 5 at WC 1150 AM McGee
C&E EXTRA 460D WEST at CH 1152 AM Dayment
C&E EXTRA 5018 EAST at MA 1151 AM Owens
C&E WORK EXTRA 635 at CK 1153 AM Purcell

NO 5 ENG 250A WAIT AT
LEAVENWORTH ONE FORTY SEVEN 147 PM
CHUMSTICK ONE FIFTY FIVE 155 PM
WINTON TWO NAUGHT FIVE 205 PM
MERRITT TWO FIFTEEN 215 PM
BERNE TWO TWENTY EIGHT 228 PM
SCENIC TWO FORTY FOUR 244 PM

252 OPR at KY 1158 AM Carter

ORDERS NO 215 AND NO 231 ARE ANNULLED

<clearance page>

MA 6 1 250 1124 am
MA 5018 3 237 – 245 – 251 1151 am
CH 460D 1 251 1155 am
Ky 458A 8 211 – 216 – 230 – 253 – 254 1214 pm
--- ---- 861 – 901 – 904 1214 pm
CK 5018 1 255 1235 pm
CK 635 3 251 – 256 – 257 1255 pm
WC 5 5 243 – 251 – 255 – 904
--- --- 998 1256 pm
CK 460D 1 258 112 pm
MA 460D 1 259 146 pm
GO 611 4 254 – 260 – 261 – 262 210 pm
GO 611 1 263 229 pm
--- --- 265 – 861 – 901 – 904 247 pm

<Lineup page>

JN --- Line up between JN & Ky until 500 pm
W --- NO 5 Eng 250A Lv Ky about 310 pm
Repeated SH --- Milw NO 403 Lv RO about 130 pm
RO --- Extra 634 Local West left G Bar 1226 pm
by GO 1124 am
### GB
---
Extra 458A West left Ky 1218 pm

### KY
---
Extra 460D West Lv Ky about 3.00 pm
NO 2 Lv JN O T
Extra 456 A East L v J N about 4.00 pm
N.P. Extra East Lv W about 4.40 pm for S.H.
Work Extra 611 Works between Ky & Gold Bar 1230.35 WPC.
Line up between Ky & WC until 500 pm

### Ky
---
NO 5 Eng 250 A Lv WC about 1.05 pm

### MA
---
Extra 460D West left C.H. 1232 pm

### CK
---
Extra West Lv W D about 3.10 pm

### Repeated
CH
---
Switch Local West Lv WD about 3.45 pm

### OM
---
NO 6 Eng 251 A Diesel left CH. 12.33 pm

### WC
---
NO 2 Lv Ky O T
Extra 5018 East left MA 1201 pm.
Work Extra 635 Works between OM & BR.
High Car X838 Works between WC & CH.

---

### 253 C&E ENG 458A at KY
1159 AM Carter

**ENG 458A RUN EXTRA SKYKOMISH TO EVERETT**

**NO 406 HAS ARRIVED AT MONROE**

---

### 254 C&E WESTWARD EXTRA TRAINS at KY
1212 PM Carter
C&E EASTWARD EXTRA TRAINS at JN
1211 PM Aldcroft
C&E WORK EXTRA 611 at GO
208 PM Quan

**ENG 611 INSTEAD OF ENG 634 ON ORDER NO 211**

---

### 255 C&E NO 5 at WC
1233 PM McGee
C&E EXTRA 5018 EAST at CK
1234 PM Purcell

**NO 5 ENG 250A WAIT AT LEAVENWORTH UNTIL ONE FIFTY TWO 152 PM FOR EXTRA 5018 EAST**

---

### 256 C&E WORK EXTRA 635 at CK
1251 PM Purcell
C&E EXTRA 5019 WEST at WD
1250 PM Ramsey
EXTRA 5019 WEST INSTEAD OF EXTRA 5011 WEST
ON ORDER NO 212

257 C&E EXTRA 5019 WEST at WD
C&E WORK EXTRA 635 at CK
1252 PM Ramsey
1253 PM Purcell

EXTRA 5019 WEST WAIT AT
WINTON UNTIL FOUR FORTY 440 PM
MERRITT FOUR FIFTY 450 PM

258 C&E EXTRA 460D WEST at CK
111 PM Purcell

ORDER NO 240 IS ANNULLED

259 C&E EXTRA 460D WEST at MA
142 PM Owens

ALL FIRST CLASS TRAINS DUE AT SKYKOMISH AT OR BEFORE
ONE FORTY 140 PM HAS PASSED

260 C&E WORK 611 at GO
C&E EXTRA 460D WEST at KY
155 PM Norish & Kukull
156 PM Qwan
156 PM Carter

WORK EXTRA 611 PROTECTS AGAINST EXTRA 460D WEST
BETWEEN SKYKOMISH AND GOLD BAR AFTER TWO
FIFTY 255 PM

<"EXTRA" is not shown in address of first named train. C&E of WX611 had to sign
for this order at Grotto as they were authorized in both directions and will be
restricted after 255 PM in having to provide flag protection against X460DW>

261 C&E EXTRA 458D WEST at KY
C&E WORK EXTRA 611 at GO
159 PM Carter
211 PM Qwan

EXTRA 458D WEST WAIT AT
SKYKOMISH UNTIL SIX THIRTY 630 PM
GROTTO SIX FORTY 640 PM
BARING SIX FORTY FIVE 645 PM
INDEX SIX FIFTY FIVE 655 PM

262 C&E EXTRA 456A EAST at JN
204 PM Aldcroft
C&E WORK EXTRA 611 at GO 207 PM Qwan

EXTRA 456A EAST WAIT AT
GOLD BAR UNTIL FOUR FIFTY 450 PM
REITER FOUR FIFTY NINE 459 PM
INDEX FIVE TEN 510 PM
BARING FIVE TWENTY 520 PM

263 C&E NO 5 at KY
C&E EXTRA 460D WEST at KY
C&E WORK EXTRA 611 at GO 228 PM Qwan

NO 5 ENG 250A WAIT AT
SKYKOMISH UNTIL THREE FIFTEEN 315 PM
GROTTO THREE TWENTY ONE 321 PM
BARING THREE TWENTY FIVE 325 PM
INDEX THREE THIRTY THREE 333 PM
REITER THREE THIRTY NINE 339 PM
GOLD BAR THREE FORTY FIVE 345 PM
SULTAN THREE FIFTY TWO 352 PM

264 OPR at KY
OPR at JN 249 PM Aldcroft

ORDER NO 216 IS ANNULLED

265 C&E ENG 460D at KY 246 PM Carter

ENG 460D RUN EXTRA SKYKOMISH TO EVERETT

266

<no further entry>

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<Transfer page>

Transfer V. E. S.
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<td>303 PM</td>
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<tr>
<td>NO 2</td>
<td>JN</td>
<td>266 - 861 - 901</td>
<td>306 PM</td>
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<td>CK</td>
<td>270</td>
<td>343 PM</td>
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<tr>
<td>Exa 182 West WD</td>
<td>4</td>
<td>212 - 267 - 904 - 998</td>
<td>345 PM</td>
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<tr>
<td>Exa 5014 West WD</td>
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<td>212 - 270 - 271 - 904 - 998</td>
<td>349 PM</td>
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<td>272 - 904</td>
<td>439 PM</td>
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<td>452 PM</td>
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<td>KY</td>
<td>998</td>
<td>453 PM</td>
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<td>458 PM</td>
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<td>278</td>
<td>556 PM</td>
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<td>1</td>
<td>280</td>
<td>621 PM</td>
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<tr>
<td>Exa 5010 East Ky</td>
<td>6</td>
<td>275 - 278 - 279 - 281 - 904 - 998</td>
<td>643 PM</td>
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<td>B u s t</td>
<td>214</td>
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<td>Wk Exa 611</td>
<td>Ky</td>
<td>284</td>
<td>725 PM</td>
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<td>725 PM</td>
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<tr>
<td>Exa 460A East JN</td>
<td>3</td>
<td>285 - 861 - 901</td>
<td>933 PM</td>
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<td>Exa 182 West OM</td>
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<td>279</td>
<td>958 PM</td>
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</table>
266 C&E NO 5 at KY
C&E NO 2 at JN

NO 5 ENG 250A MEET NO 2 ENG 361A AT MONROE

NO 5 TAKE SIDING

NO 3 AND NO 1 HAVE PASSED SKYKOMISH AND EVERETT

NO SIGNALS ON NO 5 ARRIVING SKYKOMISH

<NO 2 commences thru diesel operation with 361A returning off NO 1>

267 C&E ENG 182 at WD

ENG 182 RUN EXTRA WENATCHEE TO LEAVENWORTH

ALL CASCADE DIVN FIRST CLASS TRAINS DUE AT WENATCHEE
AT OR BEFORE THREE TEN 310 PM HAVE ARRIVED OR LEFT

268 C&E EXTRA 5013 WEST at WD
Opr at WD
C&E WORK EXTRA 635 at CK

ORDERS NOS 256 AND 257 ARE ANNULLED

ORDER NO 212 SHOULD READ EXTRA 5013 WEST INSTEAD OF
EXTRA 5011 WEST

EXTRA 5013 WEST WAIT AT
WINTON UNTIL FIVE NAUGHT ONE 501 PM
MERRITT FIVE TEN 510 PM

269 C&E ENG 5013 at WD

ENG 5013 RUN EXTRA WENATCHEE TO SKYKOMISH

ALL CASCADE DIVN FIRST CLASS TRAINS DUE AT WENATCHEE
AT OR BEFORE THREE THIRTY 330 PM HAVE ARRIVED OR LEFT
ORDERS NOS 256 257 268 AND 269 ARE ANNULLED

ORDER NO 212 SHOULD READ EXTRA 5014 WEST INSTEAD OF EXTRA 5011 WEST

EXTRA 5014 WEST WAIT AT WINTON UNTIL FIVE NAUGHT ONE 501 PM
MERRITT FIVE TEN 510 PM

ENG 5014 RUN EXTRA WENATCHEE TO SKYKOMISH

ALL CASCADE DIVN FIRST CLASS TRAINS DUE AT WENATCHEE AT OR BEFORE THREE THIRTY 330 PM HAVE ARRIVED OR LEFT

ALL FIRST CLASS TRAINS DUE AT LOWELL AT OR BEFORE FOUR THIRTY 430 PM HAVE PASSED

NO 403 HAS ARRIVED LOWELL JCT

ORDER NO 212 IS ANNULLED

ENG 635 RUN EXTRA MERRITT TO SKYKOMISH

<C&E had to sign for this account their authority to run in two directions was now being withdrawn, as they are being authorized westward only>

ORDERS NOS 256 257 268 AND 269 ARE ANNULLED

ORDER NO 212 SHOULD READ EXTRA 5014 WEST INSTEAD OF EXTRA 5011 WEST

EXTRA 5014 WEST WAIT AT WINTON UNTIL FIVE NAUGHT ONE 501 PM
MERRITT FIVE TEN 510 PM

ENG 5014 RUN EXTRA WENATCHEE TO SKYKOMISH

ALL CASCADE DIVN FIRST CLASS TRAINS DUE AT WENATCHEE AT OR BEFORE THREE THIRTY 330 PM HAVE ARRIVED OR LEFT

ENG 635 RUN EXTRA MERRITT TO SKYKOMISH

<C&E had to sign for this account their authority to run in two directions was now being withdrawn, as they are being authorized westward only>
ENG 456A RUN EXTRA EVERETT TO SKYKOMISH

ALL FIRST CLASS TRAINS DUE AT EVERETT AND SKYKOMISH AT OR BEFORE FOUR FIFTY 450 PM HAVE PASSED

NO 403 HAS ARRIVED LOWELL JCT

NO SIGNALS ON NO 2 ENG 361A LEAVING SKYKOMISH

275 C&E EXTRA 635 WEST at CK 451 PM Lane
C&E EXTRA 5010 EAST at KY 451 PM Nation

EXTRA 5010 EAST HAS RIGHT OVER EXTRA 635 WEST SKYKOMISH TO WENATCHEE AND WAIT AT SKYKOMISH UNTIL SIX FORTY 640 PM FOR EXTRA 635 WEST

276 C&E ENG NP5407A at W 501 PM Blalock

ENG NP5407A RUN EXTRA LOWELL TO SNOHOMISH JCT

277 OPR at WD 514 PM Maier
OPR at KY 514 PM Nation

ORDERS NOS 212 AND 225 ARE ANNULLED

278 C&E EXTRA 5010 EAST at KY 555 PM Nation
C&E EXTRA 635 WEST at MA 555 PM McFarland

EXTRA 5010 EAST WAIT AT SKYKOMISH UNTIL SEVEN TWENTY 720 PM INSTEAD OF SIX FORTY 640 PM FOR EXTRA 635 WEST

279 C&E EXTRA 182 WEST at OM 637 PM Watland
C&E EXTRA 5010 EAST at KY 638 PM Condr Hilling

EXTRA 5010 EAST HAS RIGHT OVER EXTRA 182 WEST SKYKOMISH TO WENATCHEE AND WAIT AT DRYDEN UNTIL NINE TWENTY 920 PM
<C&E required to sign for order account X182W now being restricted and engine likely past train-order signal displaying proceed while doing local work at Cashmere when DS decided to issue this order>

280 C&E EXTRA 5014 WEST at MA 621 PM McFarland

ALL FIRST CLASS TRAINS DUE AT SKYKOMISH AT OR BEFORE SIX TWENTY 620 PM HAVE PASSED

281 C&E ENG 5010 at KY 641 PM Nation

AFTER EXTRA 5014 WEST HAS ARRIVED SKYKOMISH ENG 5010 RUN EXTRA SKYKOMISH TO WENATCHEE

NO 2 HAS LEFT SKYKOMISH

282 C&E ENG 458D at KY 715 PM Nation

ENG 458D RUN EXTRA SKYKOMISH TO EVERETT

283 OPR at KY 717 PM Nation

ORDER NO 261 IS ANNULLED

284 C&E WORK EXTRA 611 at KY OPR 725 PM Nation

OPR at JN 741 PM Condr Nowak
OPR at W 741 PM Engr Kukull

Norrish

Blalock

ORDERS NOS 211 AND 254 ARE ANNULLED

<C&E of WX611 required to sign for order account authority being withdrawn for their movement prior to time authorized in order>

285 C&E ENG 460A at JN 930 PM Norrish

ENG 460A RUN EXTRA EVERETT TO SKYKOMISH

ALL REGULAR TRAINS DUE AT EVERETT LOWELL JCT AND SKYKOMISH AT OR BEFORE NINE THIRTY 930 PM HAVE
PASSED

286 C&E NO 3 at WC  
  C&E NO 1  
  C&E NO 4 at JN  
          1011 PM  
          Smith

C&E NO 1  
          1011 PM  
          Norrish

NO 4 ENG UNKNOWN MEET NO 3 ENG 5018 AT MERRITT  
AND HAS RIGHT OVER NO 1 ENG UNKNOWN EVERETT TO  
CROSSOVER NO 4 WENATCHEE

NO 5 HAS PASSED SKYKOMISH AND EVERETT

NO SIGNALS ON NO 4 PASSING SKYKOMISH

287

<no further information on this page>

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<Transfer page>

Tfr to T. P. S. 1115 Pm

861 /  
998 /  
901 /  
904 /  

267 / Loc goes to CK.  
285 /  
286 /  

V. E. S.

T P S  
1115 Pm

<clearance page>
288 C&E ENG 460A at KY 1115 PM Nation

ENG 460A RUN EXTRA SKYKOMISH TO WENATCHEE

EXTRA 182 WEST HAS RIGHT OVER EXTRA 460A EAST CASHMERE TO LEAVENWORTH

NO 5 AND NO 2 HAVE PASSED SKYKOMISH

289 C&E YARD ENGS at W 1144 PM Blalock

C&E NO 406

ALL FIRST CLASS TRAINS DUE AT LOWELL AT OR BEFORE ELEVEN FORTY 1140 PM HAVE PASSED
201 C&E NO 3 at WC
C&E EXTRA 460A EAST at MA

NO 3 ENG 5018 WAIT AT WINTON UNTIL ONE FIFTY FIVE 155 AM FOR EXTRA 460A EAST

202 C&E EXTRA 460A EAST at CK
C&E ENG 182 at CH

ENG 182 RUN EXA LEAVENWORTH TO MERRITT
EXTRA 460A EAST HAS RIGHT OVER EXTRA 182 WEST SKYKOMISH TO LEAVENWORTH AND WAIT AT WINTON UNTIL TWO NAUGHT FIVE 205 AM CHUMSTICK TWO FIFTEEN 215 AM
EXTRA 182 WEST HAS ARRIVED AT LEAVENWORTH

203 C&E NO 4 at MA
C&E EXA 460A EAST at CK
C&E EXA 182 WEST at CH

NO 4 ENG 5017 WAIT AT MERRITT UNTIL TWO TWELVE 212 AM WINTON TWO TWENTY 220 AM CHUMSTICK TWO TWENTY EIGHT 228 AM LEAVENWORTH TWO THIRTY FIVE 235 AM DRYDEN TWO FORTY THREE 243 AM

204 OPR at WC
ORDER NO 286 OF APR 27TH IS ANNULLED

205 C&E NO 1 at WC
C&E EXTRA 460A EAST at OM

EXTRA 460A EAST HAS RIGHT OVER NO 1 ENG 355A
LEAVENWORTH TO CORSOSSOVER NO4 WENATCHEE

206 C&E ENG 182 at CK 332 AM Sorenson

ENG 182 RUN EXA MERRITT TO WENATCHEE

207 C&E NO 1 at WC 336 AM Newell
C&E EXTRA 182 EAST at CK 337 AM Sorenson

NO 1 ENG 355A WAIT AT
DRYDEN UNTIL FOUR TWELVE 412 AM
PESHASTIN FOUR SIXTEEN 416 AM
LEAVENWORTH FOUR TWENTY ONE 421 AM
CHUMSTICK FOUR TWENTY EIGHT 428 AM

208 C&E WORK EXTRA 611 at KY 409 AM Larson
C&E WORK EXA HIGH CAR X838 at CH 410 AM Nostrand

WORK EXTRA 611 AND WORK EXTRA HIGH CAR X838
CLEAR EXTRA 182 EAST

209 C&E EXA 634 EAST at JN 414 AM McFarland

NO 3 AND NO 4 HAVE PASSED EVERETT

210 C&E EASTWARD EXTRA TRAINS at JN 434 AM McFarland
C&E EASTWARD EXA GN TRAINS STG at W 435 AM Schilaty
C&E WESTWARD EXTRA TRAINS at KY 437 AM Larson
C&E ENG 635

ENG 635 WORKS EXTRA SIX TEN 610 AM UNTIL EIGHT TEN 810 PM
BETWEEN SKYKOMISH AND GOLD BAR PROTECT AGAINST
EXTRA 634 EAST AND EXTRA 458A EAST
AFTER EIGHT TWENTY 820 AM
EXTRA 635 WEST AND EXTRA 466D WEST
AFTER TEN FIFTY 1050 AM
EXTRA 458D WEST AFTER THREE TEN 310 PM
EXTRA 456A EAST AND EXTRA 458A WEST
AFTER FIVE TEN 510 PM
NOT PROTECTING AGAINST OTHER EXTRA TRAINS
<table>
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<th>Train Number</th>
<th>Time</th>
<th>Destination</th>
<th>Conductors</th>
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<td>211 C&amp;E EXTRA 634 EAST at JN</td>
<td>440 AM</td>
<td>McFarland</td>
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<tr>
<td>C&amp;E WORK EXTRA 635 at KY</td>
<td>441 AM</td>
<td>Larson</td>
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</table>

**EXTRA 634 EAST WAIT AT**
**REITER UNTIL EIGHT FIFTY 850 AM**
**INDEX NINE TEN 910 AM**
**BARING NINE FORTY 940 AM**

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<th>Train Number</th>
<th>Time</th>
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<th>Conductors</th>
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<tbody>
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<td>212 C&amp;E EXTRA 458A EAST at JN</td>
<td>443 AM</td>
<td>McFarland</td>
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<tr>
<td>C&amp;E WORK EXTRA 635 at KY</td>
<td>444 AM</td>
<td>Larson</td>
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**EXTRA 458A EAST WAIT AT**
**REITER UNTIL EIGHT THIRTY 830 AM**
**INDEX EIGHT FORTY FIVE 845 AM**
**BARING NINE NAUGHT FIVE 905 AM**

<table>
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<tr>
<td>213 C&amp;E WORK EXTRA 635 at KY</td>
<td>447 AM</td>
<td>Larson</td>
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<tr>
<td>C&amp;E EXTRA 466D WEST at KY</td>
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**WORK EXA 635 PROTECT AGAINST EXTRA 466D WEST**
**AFTER TEN TWENTY 1020 AM INSTEAD OF AFTER TEN FIFTY 1050 AM**

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<th>Conductors</th>
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<td>446 AM</td>
<td>McFarland</td>
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<tr>
<td>C&amp;E WESTWARD TRAINS at KY</td>
<td>447 AM</td>
<td>Larson</td>
<td></td>
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</tbody>
</table>

**BETWEEN THE HOURS OF SEVEN THIRTY 730 AM AND TWO FORTY FIVE 245 PM SIDING AT GROTTO WILL BE USED AS MAIN TRACK SWITCHES LINED FOR SIDING AND FLAGMAN ON HAND AT EACH END OF SIDING**

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<tr>
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<td>453 AM</td>
<td>McFarland</td>
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**ENG 634 RUN EXTRA EVERETT TO SKYKOMISH**

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<th>Conductors</th>
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<tr>
<td>216 C&amp;E EXA 466D WEST at KY</td>
<td>456 AM</td>
<td>McFarland</td>
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<tr>
<td>C&amp;E EXTRA 634 EAST at JN</td>
<td>457 AM</td>
<td>Larson</td>
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</tbody>
</table>
EXTRA 466D WEST HAS RIGHT OVER EXTRA 634 EAST
SKYKOMISH TO EVERETT AND WAIT AT
SKYKOMISH UNTIL TEN TWENTY 1020 AM
BARING TEN THIRTY 1030 AM
INDEX TEN FORTY 1040 AM

217 OPR at CH 652 AM Nostrand
ORDER NO 208 IS ANNULLED

218 C&E WESTWARD EXA TRAINS STG at WD 515 AM Morse
C&E EASTWARD EXTRAINS at KY 516 AM Larson
C&E ENG 611

ENG 611 WORKS EXTRA SIX TEN 610 AM UNTIL
EIGHT TEN 810 PM BETWEEN SKYKOMISH AND
WINTON PROTECT AGAINST
EXTRA 466D WEST AFTER NINE THIRTY 930 AM
EXTRA 5018 EAST AFTER NINE FIFTY 950 AM
EXTRA 5019 WEST AFTER ELEVEN TEN 1110 AM
EXTRA 5014 WEST AFTER TWELVE FIFTY 1250 PM
EXTRA 466A EAST AFTER SIX THIRTY 630 PM
NOT PROTECTING AGAINST OTHER EXTRA TRAINS

219 C&E WESTWARD EXA TRAINS STG at WD 515 AM Morse
C&E EASTWARD EXA TRAINS at KY 516 AM Larson
C&E HIGH CAR X838 at CH 517 AM Nostrand

HIGH CAR X838 WORKS EXA SEVEN FORTY 740 AM
UNTIL FIVE FORTY 540 PM BETWEEN LEAVENWORTH
AND WENATCHEE PROTECT AGAINST
EXTRA 466D WEST AFTER EIGHT TEN 810 AM
EXTRA 5019 WEST AFTER ELEVEN TEN 1110 AM
EXTRA 5018 EAST AFTER TWELVE TEN 1210 PM
EXTRA 5014 WEST AFTER TWELVE FIFTY 1250 PM
EXTRA 182 WEST AFTER THREE FIFTY 350 PM
NOT PROTECTING AGAINST OTHER EXTRA TRAINS

NO 4 NO 3 AND NO 1 HAVE PASSED LEAVENWORTH

220 C&E EXTRA 466D WEST at WD 520 AM Morse
C&E WORK EXTRA 611 at KY 530 AM Larson

EXTRA 466D WEST WAIT AT MERRITT UNTIL NINE FIFTY 950 AM
BERNE TEN TEN 1010 AM
SCENIC TEN THIRTY 1030 AM

221 C&E EXTRA 5006 WEST at WD
C&E EXTRA 5019 WEST at WD
C&E WORK EXTRA 611 at KY 531 AM Morse

EXTRA 5019 WEST WAIT AT WINTON UNTIL TWELVE THIRTY 1230 PM

<NOTE: “C&E EXTRA 5006 WEST at WD” written in different handwriting and in body of order “5019” is crossed out in pencil with 5006 written above it. This would have been done by S.E.S. after engine numbers were changed in conjunction with order NO 235.>

222 OPR at KY 534 AM Larson

ORDER NO 208 IS ANNULLED

223 C&E ENG 458A at JN 641 AM McFarland

ENG 458A RUN EXA EVERETT TO SKYKOMISH

NO 3 AND NO 4 HAVE PASSED EVERETT AND SKYKOMISH

NO 1 ENG 355A HAS PASSED SKYKOMISH

<Line up page>

Lineup WC KY to 1 Pm.

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<th>WD</th>
<th>WB</th>
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<td>&quot;</td>
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<td>XW</td>
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<tr>
<td>&quot;</td>
<td>KY</td>
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</table>

Larson 605 am
XE 182 (Sw Loc) Left CH 520 am
**XE Lv Ky abt 950 am**

6 O.T.

611 Called KY 600am  KY - WI  

X838  "  CH 730 am  CH - WC

---

**<Line up page>**

**Lineup KY - W to 1pm**

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<td>Opr KY</td>
<td>XW NP 5407D Lv SH abt 730 am</td>
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<td>&quot; RO</td>
<td>XW 466D Ky 1020 am</td>
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<td>&quot; SH</td>
<td>403 Lv RO a abt 1130 am</td>
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<td>&quot; W</td>
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<tr>
<td>&quot; JN</td>
<td>EB XE 634 (sw Loc) Wa bt 730 am Schilaty 611am</td>
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<tr>
<td>&quot; PG</td>
<td>XE 458a Lv W abt 745 am</td>
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6250a O.T.

406 - RO now

635 called KY 600 am Ky - GB

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**Transfer To S. E. S.**

861

904

901

998

210 Eng 634 works Extra Ky to G Bar <penciled in>

635

211

212

213

214

215

216

218

219 High Car X838 Works CH & WC <penciled in>

220
Local East JN " Cleared "
401 WD  745 Am
TPS  2/402 Lv JN 740 am
715 am  Local ahead “JN” 740am  S.E.S.
NP “SH”  730 am
XE JN “not cleared”

---
224 C&E ENG 466D at WD  721 AM  Morse

ENG 466D RUN EXTRA WENATCHEE TO SKYKOMISH

ALL CASCADE DIVN FIRST CLASS TRAINS DUE AT WENATCHEE
AT OR BEFORE SEVEN TWENTY 720 AM HAVE ARRIVED
OR LEFT
<table>
<thead>
<tr>
<th>Train Number</th>
<th>Route</th>
<th>Time</th>
<th>Location</th>
<th>Conductor</th>
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<td>WD</td>
<td>758 AM</td>
<td>C&amp;E</td>
<td>Morse</td>
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<tr>
<td>C&amp;E WORK EXTRA HIGH CAR X838 at CH</td>
<td>759 AM</td>
<td>Nostrand</td>
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</table>

EXTRA 466D WEST WAIT AT CROSSES NO 3 WENATCHEE UNTIL EIGHT THIRTY FIVE 835 AM
MONITOR EIGHT FORTY FIVE 845 AM
CASHMERE EIGHT FIFTY THREE 853 AM
DRYDEN NINE NAUGHT ONE 901 AM

<table>
<thead>
<tr>
<th>Train Number</th>
<th>Route</th>
<th>Time</th>
<th>Location</th>
<th>Conductor</th>
</tr>
</thead>
<tbody>
<tr>
<td>226 C&amp;E ENG NP5407D</td>
<td>SH</td>
<td>810 AM</td>
<td>White</td>
<td></td>
</tr>
</tbody>
</table>

AFTER EXTRA 458A EAST HAS PASSED SNOHOMISH ENG NP 5407D RUN EXTRA SNOHOMISH JCT TO NP JCT

ALL REGULAR TRAINS DUE AT SNOHOMISH AT OR BEFORE EIGHT TEN 810 AM HAVE PASSED

<table>
<thead>
<tr>
<th>Train Number</th>
<th>Route</th>
<th>Time</th>
<th>Location</th>
<th>Conductor</th>
</tr>
</thead>
<tbody>
<tr>
<td>227 C&amp;E NO 6</td>
<td>JN</td>
<td>901 AM</td>
<td>Aldcroft</td>
<td></td>
</tr>
</tbody>
</table>

ALL FIRST CLASS TRAINS DUE AT EVERETT AND SKYKOMISH AT OR BEFORE EIGHT THIRTY 830 AM HAVE PASSED

<table>
<thead>
<tr>
<th>Train Number</th>
<th>Route</th>
<th>Time</th>
<th>Location</th>
<th>Conductor</th>
</tr>
</thead>
<tbody>
<tr>
<td>228 C&amp;E EXTRA 466D WEST</td>
<td>CH</td>
<td>909 AM</td>
<td>Dayment</td>
<td></td>
</tr>
</tbody>
</table>

DO NOT EXCEED NINE HUNDRED 900 AMPERES ON ENG 5014

<table>
<thead>
<tr>
<th>Train Number</th>
<th>Route</th>
<th>Time</th>
<th>Location</th>
<th>Conductor</th>
</tr>
</thead>
<tbody>
<tr>
<td>229 C&amp;E EXTRA 466D WEST</td>
<td>CK</td>
<td>924 AM</td>
<td>Purcell</td>
<td></td>
</tr>
<tr>
<td>C&amp;E EXTRA 5018 EAST</td>
<td>KY</td>
<td>925 AM</td>
<td>Carter</td>
<td></td>
</tr>
</tbody>
</table>

EXTRA 466D WEST MEET EXTRA 5018 EAST AT SCENIC

<table>
<thead>
<tr>
<th>Train Number</th>
<th>Route</th>
<th>Time</th>
<th>Location</th>
<th>Conductor</th>
</tr>
</thead>
<tbody>
<tr>
<td>230 C&amp;E NO 6</td>
<td>KY</td>
<td>928 AM</td>
<td>Carter</td>
<td></td>
</tr>
<tr>
<td>C&amp;E EXTRA 466D WEST</td>
<td>CK</td>
<td>929 AM</td>
<td>Purcell</td>
<td></td>
</tr>
</tbody>
</table>

NO 6 ENG 250A MEET EXTRA 466D WEST AT SCENIC
231 C&E EXTRA 5018 EAST at KY          931 AM          Carter

DO NOT EXCEED FIFTEEN HUNDRED 1500 AMPERES ON ENG 5018 AND NINE HUNDRED TWENTY FIVE 925 AMPERES ON ENG 5015 TO BERNE THEN REDUCE TO TWELVE HUNDRED 1200 AMPERES ON ENG 5018 AND USE NO POWER ON ENG 5015 BERNE TO APPLEYARD EXCEPT IN REGENERATION

<provides for 11,900kw with 2 GE’s in helper at 12.5 mph on grade>

232 C&E ENG 5018 at KY                933 AM          Carter

ENG 5018 RUN EXTRA SKYKOMISH TO WENATCHEE

ALL FIRST CLASS TRAINS DUE AT SKYKOMISH AT OR BEFORE NINE THIRTY 930 AM HAVE PASSED

233 C&E YARD ENGS at W                950 AM          Moore

<check on 1st class trains at Lowell>

ELECTRIC SHOP at WD                  949 AM          RA
ROUND HOUSE at KY                    949 AM          SA

DO NOT START UP ANY EXTRA MOTORS OR USE ANY MACHINES THAT USE HEAVY POWER ACCOUNT ALL AMPS ARE CUT

<This is a message and carries no train order number>

234 C&E EXTRA 466D WEST at KY          959 AM          Carter
C&E EXTRA 634 EAST at GO              1001 AM          Quan

EXTRA 466D WEST WAIT AT SKYKOMISH UNTIL TWELVE NAUGHT ONE 1201 PM FOR EXTRA 634 EAST

235 C&E EXTRA 5006 at WD              1021 AM          Ramsey
C&E EXTRA 5019 WEST at WD
EXTRA 5006 WEST INSTEAD OF EXTRA 5019 WEST ON ORDERS NO 218 NO 219 AND NO 221

236 C&E EXTRA 5018 EAST at MA
   C&E EXTRA 5006 WEST at WD
1023 AM    1024 AM
Owens       Ramsey

EXTRA 5018 EAST MEET EXTRA 5006 WEST AT WINTON

237 C&E NO 5 at WC
   C&E NO 6 at KY
1028 AM    1029 AM
McGee       Carter

NO 6 ENG 250A HAS RIGHT OVER NO 5 ENG UNKNOWN SKYKOMISH TO CROSSOVER NO 4 WENATCHEE

238 C&E EXTRA 5006 WEST at WD
1041 AM
Ramsey

DO NOT EXCEED TWELVE HUNDRED 1200 AMPERES ON ENGS 5006 AND 5000 UNTIL EXTRA 5018 EAST HAS PASSED BERNE THEN DO NOT EXCEED FOURTEEN HUNDRED 1400 AMPERES ON ENGS 5006 AND 5000

<with X5018E in regeneration, they will use 8700 kw at 14.7 mph with full tonnage of 3,000 for the two double cabs>

239 C&E ENG 5006 at WD
1042 AM
Ramsey

ENG 5006 RUN EXTRA WENATCHEE TO SKYKOMISH

ALL CASCADE DIVN FIRST CLASS TRAINS DUE AT WENATCHEE AT OR BEFORE TEN FORTY 1040 AM HAVE ARRIVED OR LEFT

240 C&E EASTWARD EXTRA TRAINS at JN
   C&E WESTWARD EXTRA TRAINS at KY
1048 AM    1049 AM
Aldcroft    Carter

ENG 634 INSTEAD OF ENG 635 ON ORDER NO 210

241 C&E WORK EXTRA 634 BETWEEN KY & GOLD BAR CARE CONDR C&E EXTRA 635 WEST at KY
1254 PM
Nowak & Brown
C&E EXTRA 611 WEST at KY 1053 AM Carter

WORK EXTRA 634 PROTECTS AGAINST EXTRA 611 WEST BETWEEN SKYKOMISH AND GOLD BAR AFTER TWELVE THIRTY FIVE 1235 PM

<C&E WX634 had to sign for this order before X611W could be cleared>

242 C&E EXTRA 466D WEST at MA 1054 AM Owens

ALL FIRST CLASS TRAINS DUE AT SKYKOMISH AT OR BEFORE TEN FORTY 1040 AM HAVE PASSED

NO 6 HAS NO SIGNALS ARRIVING SKYKOMISH

243 C&E ENG 635 at KY 1058 AM Carter

ENG 635 RUN EXTRA SKYKOMISH TO EVERETT

NO 406 HAS ARRIVED AT MONROE

244 C&E EXTRA 466D WEST at KY 1115 AM Carter

EXTRA 466D WEST WAIT AT SKYKOMISH UNTIL TWELVE TWENTY 1220 PM GROTTO TWELVE THIRTY 1230 PM BARING TWELVE THIRTY FIVE 1235 PM INDEX TWELVE FORTY FIVE 1245 PM

245 OPR at KY 1120 AM Carter

ORDER NO 213 NO 216 AND NO 234 ARE ANNULLED

246 C&E NO 6 at MA 1131 AM Owens
    C&E EXTRA 5006 WEST at WC 1132 AM McGee

NO 6 ENG 250A MEET EXTRA 5006 WEST AT CHUMSTICK

NO 6 TAKE SIDING

<Clearance page>
MA  6  1  246  1134 AM
MA  5018  2  236 - 247  1150 AM
CK  6  None  1212 PM
CH  5006  1  248  1215 PM
KY  466D  8  210 - 214 - 240 - 244 - 249  1220 PM
---  ----  861 - 901 - 904  1220 PM
CK  5018  1  248  1240 PM
WC  5  5  237 - 248 - 250 - 904 - 998  1254 PM
OM  6  1  250  1254 PM
KY  611  8  210 - 214 - 240 - 241 - 251
     861 - 901 - 904  1258 PM
RO  403  4  253 - 861 - 901 - 904  107 PM
KY  611  1  252  108 PM
GO  634  3  254 - 255 - 256  146 PM
MA  5006  1  257  151 PM
KY  458D  9  210 - 214 - 240 - 255 - 258
---  ----  259 - 861 - 901 - 904  227 PM
WD  5002  5  219 - 260 - 261 - 904 - 998  234 PM
KY  5  4  259 - 263 - 861 - 901  254 PM

<Line up page>

JN  ---  Line up between JN & Ky until 500 Pm
W  ---  No. 5 Eng 251 A Lv Ky OT.
SH  ---  Milw No 403  Lv RO about 130 Pm
RO  ---  Extra 635 West Local left GO 1122 Am
Repeated  GB  ---  Extra 466D West Left Ky 1225 Pm  Pm
          Ky  ---  Extra 611 West Light Train Cab Hop Lv Ky about 1240
                 Extra 458D West Lv Ky about 225 Pm
                 No 2 Lv J. N. O. T.
                 Extra East Lv JN about 4.00 Pm
                 N.P. Extra East Lv W about 4.40 Pm for SH
                 Work Extra 634 works between Ky & Gold Bar
                 1234.25 pm  W. P. C.

Line up between Ky & WC until 5.00 Pm
Ky  ---  NO 5 Eng 250A Diesel Lv W.C. 1.00 pm
MA  ---  Extra 5006 West. by C. H. 1225 Pm
Repeated  CK  ---  Extra West Lv W D about 2.30 Pm
          CH  ---  Switch Local West Lv WD about 3.45 Pm
          OM  ---  NO 6 Eng. 250 A Diesel left CK 1214 Pm
          WC  ---  Extra 5018 East left MA 12.10 Pm
                 Work Extra High Car X838 Works between WC & CH
                 Work Extra 611 Works between W I. & Ky
<table>
<thead>
<tr>
<th>Time</th>
<th>Item Description</th>
<th>Operator</th>
</tr>
</thead>
<tbody>
<tr>
<td>1148 AM</td>
<td>247 C&amp;E NO 5 at WC</td>
<td>McGee</td>
</tr>
<tr>
<td>1149 AM</td>
<td>C&amp;E EXTRA 5018 EAST at MA</td>
<td>Owens</td>
</tr>
<tr>
<td>1148 AM</td>
<td>NO 5 ENG 251A WAIT AT WINTON UNTIL ONE FIFTY TWO 152 PM FOR EXTRA 5018 EAST</td>
<td></td>
</tr>
<tr>
<td>1211 PM</td>
<td>248 C&amp;E NO 5 at WC</td>
<td>McGee</td>
</tr>
<tr>
<td></td>
<td>OPR at WC</td>
<td>Dayment</td>
</tr>
<tr>
<td></td>
<td>C&amp;E EXTRA 5006 WEST at CH</td>
<td>Purcell</td>
</tr>
<tr>
<td></td>
<td>C&amp;E EXTRA 5018 EAST at CK</td>
<td></td>
</tr>
<tr>
<td></td>
<td>ORDER NO 247 IS ANNULLED</td>
<td></td>
</tr>
<tr>
<td></td>
<td>NO 5 ENG 251A WAIT AT WINTON UNTIL ONE THIRTY EIGHT 138 PM WINTON ONE FIFTY SIX</td>
<td></td>
</tr>
<tr>
<td></td>
<td>156 PM MERRITT TWO NAUGHT FOUR 204 PM BERNE TWO SIXTEEN 216 PM SCENIC TWO THIRTY</td>
<td></td>
</tr>
<tr>
<td></td>
<td>THREE 233 PM</td>
<td></td>
</tr>
<tr>
<td>1219 PM</td>
<td>249 C&amp;E ENG 466D at KY</td>
<td>Carter</td>
</tr>
<tr>
<td></td>
<td>ENG 466D RUN EXTRA SKYKOMISH TO EVERETT</td>
<td></td>
</tr>
<tr>
<td>1253 PM</td>
<td>250 C&amp;E NO 6 at OM</td>
<td>Kilgore</td>
</tr>
<tr>
<td></td>
<td>C&amp;E NO 5 at WC</td>
<td>McGee</td>
</tr>
<tr>
<td>1254 PM</td>
<td>NO 6 ENG 250A MEET NO 5 ENG 251A AT MONITOR</td>
<td></td>
</tr>
<tr>
<td>1251 PM</td>
<td>251 C&amp;E ENG 611 at KY</td>
<td>Carter</td>
</tr>
<tr>
<td></td>
<td>ENG 611 RUN EXTRA SKYKOMISH TO EVERETT</td>
<td></td>
</tr>
<tr>
<td>108 PM</td>
<td>252 C&amp;E WORK EXTRA 611 at KY</td>
<td>Stuart &amp; Noble Carter</td>
</tr>
</tbody>
</table>
OPR at WD 110 PM Ramsey

ORDER NO 218 IS ANNULLED

<C&E Stuart & Noble had to sign order as their authority to work extra is withdrawn and will now operate as X611West caboose hop from KY>

<table>
<thead>
<tr>
<th>Order No.</th>
<th>Time</th>
<th>Location</th>
<th>Operator</th>
</tr>
</thead>
<tbody>
<tr>
<td>253 C&amp;E NO 403 at RO</td>
<td>107 PM</td>
<td>LaLiberte</td>
<td></td>
</tr>
</tbody>
</table>

ALL FIRST CLASS TRAINS DUE AT MONORE AT OR BEFORE ONE NAUGHT FIVE 105 PM HAVE PASSED

<table>
<thead>
<tr>
<th>Order No.</th>
<th>Time</th>
<th>Location</th>
<th>Operator</th>
</tr>
</thead>
<tbody>
<tr>
<td>254 C&amp;E EXTRA 458A WEST at KY</td>
<td>136 PM</td>
<td>Carter</td>
<td></td>
</tr>
<tr>
<td>C&amp;E WORK EXTRA 634 at GO</td>
<td>137 PM</td>
<td>Quan</td>
<td></td>
</tr>
</tbody>
</table>

EXTRA 458A WEST WAIT AT SKYKOMISH UNTIL SIX FORTY 640 PM
GROTTO SIX FIFTY 650 PM
BARING SIX FIFTY NINE 659 PM
INDEX SEVEN NAUGHT ONE 701 PM

<table>
<thead>
<tr>
<th>Order No.</th>
<th>Time</th>
<th>Location</th>
<th>Operator</th>
</tr>
</thead>
<tbody>
<tr>
<td>255 C&amp;E WORK EXTRA 634 at GO</td>
<td>140 PM</td>
<td>Nowak &amp; Brown</td>
<td></td>
</tr>
<tr>
<td>C&amp;E EXTRA 458D WEST at KY</td>
<td>141 PM</td>
<td>Carter</td>
<td></td>
</tr>
</tbody>
</table>

WORK EXTRA 634 PROTECTS AGAINST EXTRA 458D WEST BETWEEN SKYKOMISH AND GOLD BAR AFTER TWO FORTY 240 PM INSTEAD OF AFTER THREE TEN 310 PM

<C&E of WX634 required to sign order as now will have to protect against X458DW earlier than previously required>

<table>
<thead>
<tr>
<th>Order No.</th>
<th>Time</th>
<th>Location</th>
<th>Operator</th>
</tr>
</thead>
<tbody>
<tr>
<td>256 C&amp;E EXTRA 456A EAST at JN</td>
<td>145 PM</td>
<td>Aldcroft</td>
<td></td>
</tr>
<tr>
<td>C&amp;E WORK EXTRA 634 at GO</td>
<td>146 PM</td>
<td>Quan</td>
<td></td>
</tr>
</tbody>
</table>

EXTRA 456A EAST WAIT AT GOLD BAR UNTIL FIVE TEN 510 PM
REITER FIVE TWENTY 520 PM
INDEX FIVE THIRTY 530 PM
BARING FIVE FORTY 540 PM

<table>
<thead>
<tr>
<th>Order No.</th>
<th>Time</th>
<th>Location</th>
<th>Operator</th>
</tr>
</thead>
<tbody>
<tr>
<td>257 C&amp;E EXTRA 5006 WEST at MA</td>
<td>148 PM</td>
<td>Owens</td>
<td></td>
</tr>
</tbody>
</table>
ALL FIRST CLASS TRAINS DUE AT SKYKOMISH AT OR BEFORE ONE FORTY 140 PM HAVE PASSED

<table>
<thead>
<tr>
<th>Time</th>
<th>Route/Events</th>
<th>Operator</th>
</tr>
</thead>
<tbody>
<tr>
<td>212 PM</td>
<td>258 C&amp;E ENG 458D at KY</td>
<td>Carter</td>
</tr>
<tr>
<td></td>
<td>ENG 458D RUN EXTRA SKYKOMISH TO EVERETT</td>
<td></td>
</tr>
<tr>
<td></td>
<td>259 C&amp;E NO 5 at KY</td>
<td>Carter</td>
</tr>
<tr>
<td></td>
<td>C&amp;E EXTRA 458D WEST at KY</td>
<td></td>
</tr>
<tr>
<td></td>
<td>NO 5 ENG 251A WAIT AT SKYKOMISH UNTIL THREE NAUGHT THREE 303 PM</td>
<td></td>
</tr>
<tr>
<td></td>
<td>GROTTO THREE NAUGHT NINE 309 PM</td>
<td></td>
</tr>
<tr>
<td></td>
<td>BARING THREE THIRTEEN 313 PM</td>
<td></td>
</tr>
<tr>
<td></td>
<td>INDEX THREE TWENTY ONE 321 PM</td>
<td></td>
</tr>
<tr>
<td></td>
<td>REITER THREE TWENTY SEVEN 327 PM</td>
<td></td>
</tr>
<tr>
<td></td>
<td>GOLD BAR THREE THIRTY THREE 333 PM</td>
<td></td>
</tr>
<tr>
<td></td>
<td>SULTAN THREE THIRTY NINE 339 PM</td>
<td></td>
</tr>
<tr>
<td></td>
<td>&lt;while the DS is giving X458DW 13 mins of ‘help’ on NO 5 out of SKY and</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Grotto, this order also provides for 12 mins of recovery time by Sultan&gt;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>229 PM</td>
<td>260 C&amp;E ENG 5002 at WD</td>
</tr>
<tr>
<td></td>
<td>AFTER EXTRA 5018 EAST HAS ARRIVED AT WENATCHEE</td>
<td></td>
</tr>
<tr>
<td></td>
<td>ENG 5002 RUN EXTRA WENATCHEE TO SKYKOMISH</td>
<td></td>
</tr>
<tr>
<td></td>
<td>ALL CASCADE DIVN FIRST CLASS TRAINS DUE AT WENATCHEE AT OR BEFORE TWO TWENTY</td>
<td></td>
</tr>
<tr>
<td></td>
<td>220 PM</td>
<td>HAVE ARRIVED OR LEFT</td>
</tr>
<tr>
<td></td>
<td>231 PM</td>
<td>261 C&amp;E EXTRA 5002 WEST at WD</td>
</tr>
<tr>
<td></td>
<td>EXTRA 5002 WEST INSTEAD OF EXTRA 5014 WEST ON ORDER NO 219</td>
<td></td>
</tr>
<tr>
<td></td>
<td>246 PM</td>
<td>262 OPR at KY</td>
</tr>
<tr>
<td></td>
<td>OPR at JN</td>
<td></td>
</tr>
<tr>
<td></td>
<td>250 PM</td>
<td>ORDER NO 214 IS ANNULLED</td>
</tr>
</tbody>
</table>

ORDER NO 214 IS ANNULLED
263 C&E NO 5 at KY  253 PM  Carter
C&E NO 2 at JN  254 PM  Aldcroft

NO 5 ENG 251A MEET NO 2 ENG 355A AT SNOHOMISH

NO 5 TAKE SIDING

NO 3 AND NO 1 HAVE PASSED SKYKOMISH AND EVERETT

NO 5 HAS NO SIGNALS ARRIVING SKYKOMISH

---

**Transfer page**

Transfer W. B. J.

263 / || 310 pm

S.E.S.

---

**Clearance page**

TRAIN DISPATCHER'S ORDER BOOK  W B J  APR 28 19 55

<p>| | | | | |</p>
<table>
<thead>
<tr>
<th></th>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>JN</td>
<td>3</td>
<td>263 – 861 – 901 – 343 PM</td>
<td></td>
</tr>
<tr>
<td>Yd E</td>
<td>W</td>
<td>2</td>
<td>268 – 904 – 424 PM</td>
<td></td>
</tr>
</tbody>
</table>
264 C&E ENG 222 at WD 330 PM Ramsey

ENG 222 RUN EXTRA WENATCHEE TO MERRITT

ALL FIRST CLASS CASCADE DIVN TRAINS DUE WENATCHEE AT OR BEFORE THREE THIRTY 330 PM HAVE ARRIVED OR LEFT

265 C&E EXTRA 222 WEST at WD 331 PM Ramsey

ORDER NO 219 SHOULD READ EXA 222 WEST INSTEAD OF EXA 182 WEST

266 C&E EXA 222 WEST at WD 340 PM Ramsey
C&E EXA 5006 EAST at KY 341 PM Carter
C&E EXA 5000 EAST at KY

EXA 5006 EAST HAS RIGHT OVER EXA 222 WEST SKYKOMISH TO WENATCHEE AND WAIT AT DRYDEN UNTIL NINE NAUGHT ONE 901 PM

267 C&E EXA 222 WEST at WD 340 PM Ramsey
C&E EXA 466A EAST at KY 341 PM Carter

EXA 466A EAST HAS RIGHT OVER EXA 222 WEST SKYKOMISH TO WENATCHEE AND WAIT AT MERRITT UNTIL ONE FIFTY 150 AM

268 C&E YD ENGS
C&E EXA NP5406D EAST at W 424 PM Blalock
<table>
<thead>
<tr>
<th>Time</th>
<th>Train Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>440 PM</td>
<td>ENG 456A at JN</td>
</tr>
<tr>
<td>440 PM</td>
<td>ENG 456A RUN EXA EVERETT TO SKYMISH</td>
</tr>
<tr>
<td>440 PM</td>
<td>ENG 456A RUN EXA EVERETT TO SKYMISH</td>
</tr>
<tr>
<td>515 PM</td>
<td>270 C&amp;E EXA 5002 WEST at MA</td>
</tr>
<tr>
<td>515 PM</td>
<td>ALL FIRST CLASS TRAINS DUE SKYMISH AT OR BEFORE FIVE TEN 510 PM HAVE PASSED</td>
</tr>
<tr>
<td>601 PM</td>
<td>271 OPR at KY</td>
</tr>
<tr>
<td></td>
<td>ORDER NO 219 IS ANNULLED</td>
</tr>
<tr>
<td>605 PM</td>
<td>272 C&amp;E EXA NP5406D EAST at W</td>
</tr>
<tr>
<td>606 PM</td>
<td>C&amp;E ENG 458A at KY</td>
</tr>
<tr>
<td></td>
<td>AFTER EXA 456A EAST HAS ARRIVED SKYMISH ENG 458A</td>
</tr>
<tr>
<td></td>
<td>RUN EXTRA SKYMISH TO EVERETT HAS RIGHT OVER EXA NP5406D EAST SKYMISH TO EVERETT</td>
</tr>
<tr>
<td></td>
<td>AND WAIT AT SNOHOMISH JCT UNTIL SEVEN FIFTY 750 PM FOR EXA NP5406D EAST</td>
</tr>
<tr>
<td>609 PM</td>
<td>273 C&amp;E EXA 5000 EAST at KY</td>
</tr>
<tr>
<td>612 PM</td>
<td>C&amp;E EXA 222 WEST at OM</td>
</tr>
<tr>
<td></td>
<td>ORDER NO 266 SHOULD READ EXA 5000 EAST INSTEAD OF EXA 5006 EAST</td>
</tr>
</tbody>
</table>
274 C&E ENG 5000 at KY

ENG 5000 RUN EXA SKYKOMISH TO WENATCHEE

ALL FIRST CLASS TRAINS DUE SKYKOMISH AT OR BEFORE SIX TEN PM HAVE PASSED

275 OPR at WD

ORDERS NOS 235 AND 219 ARE ANNULLED

276 C&E EXA 458A WEST at RO
    C&E EXA NP5406D EAST at W

EXA 458A WEST WAIT AT SNOHOMISH JCT UNTIL EIGHT TEN 810 PM INSTEAD OF SEVEN FIFTY 750 PM FOR EXA NP56406D EAST

277 C&E ENG NP5406D at W

ENG NP5406D RUN EXTRA NP JCT TO SNOHOMISH JCT

278 C&E EXA 5000 EAST at MA
    C&E EXA 222 WEST at OM

EXA 5000 EAST WAIT AT WINTON UNTIL EIGHT FIFTY 850 PM CHUMSTICK NINE NAUGHT ONE 901 PM LEAVENWORTH NINE TEN 910 PM FOR EXA 222 WEST

279 OPR at KY

ORDER NO 261 IS ANNULLED

<"ANNULLED" is not spelled out>

280 OPR at RO

ORDER NO 276 IS ANNULLED
281 OPR at W 857 PM Blalock
ORDER NO 210 IS ANNULLED

282 C&E ENG 466A at JN 910 PM Norrish
ENG 466A RUN EXTRA EVERETT TO SKYKOMISH
ALL REGULAR TRAINS DUE SKYKOMISH LOWELL JCT
AND EVERETT AT OR BEFORE NINE TEN 910 PM
HAVE ARRIVED OR LEFT

283 OPR at JN
KY 910 PM Norrish
916 PM Nation
ORDERS NOS 210 AND 240 ARE ANNULLED

284 C&E NO 3 at WC 1036 PM Smith
C&E NO 1 at WC
C&E NO 4 at JN 1037 PM Norrish
NO 4 ENG UNKNOWN MEET NO 3 ENG 5017 AT MERRITT
AND HAS RIGHT OVER NO 1 ENG UNKNOWN EVERETT TO
CROSSOVER NO 4 WENATCHEE
NO 5 HAS PASSED SKYKOMISH AND EVERETT
NO SIGNALS ON NO 4 PASSING SKYKOMISH

<This page blank except for “X” in colored pencil>

<Transfer page>

Transfer to F. J. F.

861 264
267
"19" west on Local at CH a/c
order No 267 may be too strong.

Local goes to C. K. –

W. B. J.

---

<table>
<thead>
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<th>Clearances</th>
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<td>XNP5406DW</td>
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<td>Yard</td>
<td>W</td>
<td>226 – 904</td>
<td>655 AM</td>
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</table>
285 C&E ENG 466A at KY 1129 PM Nation

ENG 466A RUN EXTRA SKYKOMISH TO WENATCHEE

NO 5 AND NO 2 HAVE ARRIVED AND LEFT SKYKOMISH

286 C&E NO 4 at KY 1136 PM Nation

DO NOT EXCEED ELEVEN HUNDRED FIFTY 1150 AMPERES

<likely 2 GE's with 6400kw consumption>

287 C&E EXTRA 466A EAST at KY 1136 PM Nation

AFTER TWELVE FIFTY 1250 AM DO NOT EXCEED ONE THOUSAND 1000 AMPERES ON ENGS 5004 AND 5008 EXCEPT USE NO POWER ON ENGS 5004 AND 5008 BERNE TO APPLEYARD EXCEPT IN REGENERATION

<after 1250am, amp restriction provides for 6400kw, with NO 4 on the line also, for a total of 12,800kw>

288 C&E EXTRA 222 EAST at CK 1142 PM Arkeby
C&E EXTRA 466A EAST at KY 1140 PM Nation
C&E ENG 5019 at WD 1143 PM Reman

ENG 5019 RUN EXTRA WENATCHEE TO SKYKOMISH MEET EXTRA 466A EAST AT LEAVENWORTH AND HAS RIGHT OVER EXTRA 222 EAST WENATCHEE TO SKYKOMISH

ALL FIRST CLASS CASCADE DIVN TRAINS DUE AT WENATCHEE AT OR BEFORE ELEVEN FORTY 1140 PM HAVE ARRIVED OR LEFT

289 C&E YARD ENGS at W 1148 PM Blalock
C&E NO 406

ALL FIRST CLASS TRAINS DUE AT LOWELL AT OR BEFORE ELEVEN FORTY 1140 PM HAVE PASSED

290 C&E NO 3 at WC 1151 PM Smith
DO NOT EXCEED TWELVE HUNDRED 1200 AMPERES

201 C&E EXTRA 5019 WEST at WD  1225 AM  Morse

DO NOT EXCEED THIRTEEN HUNDRED FIFTY 1350 AMPERES ON ENG 5019 AND USE NO POWER ON ENGS 5006 AND 5000 UNTIL NO 4 HAS PASSED BERNE THEN USE FULL POWER ON ALL ENGS

<5019 will handle train at reduced speed to Cashmere, where grade does not exceed 1%, after which helper engines can then pick up their load. Full power would consume 14,500kw at 15.5 mph on 2.2% at full tonnage>

202 C&E NO 4 at KY  1227 AM  Spence
C&E EXTRA 5019 WEST at WD  1227 AM  Morse

NO 4 ENG 5016 WAIT AT LEAVENWORTH UNTIL TWO THIRTY FIVE 235 AM FOR EXTRA 5019 WEST

203 C&E NO 3 at OM
C&E EXTRA 466A EAST

<No further entry made on this order and marked “Bust” in colored pencil>

204 C&E NO 1 at WC  111 AM  Furst
C&E EXTRA 466A EAST at CK  111 AM  Sorenson
C&E EXTRA 222 EAST

NO 1 ENG UNKNOWN RUN TEN 10 MINS LATE WENATCHEE TO CHUMSTICK

205 C&E EXTRA 5019 WEST at WC  112 AM  Furst

NO 3 HAS LEFT WENATCHEE

206 C&E ENG 222 at CK  127 AM  Sorenson

ENG 222 RUN EXTRA MERRITT TO WENATCHEE
207 C&E EXTRA 5019 WEST at OM 150 AM Carberry

NO 4 HAS PASSED BERNE

<ref. order 201, all power can now pick up full load>

208 C&E EXTRA 5019 WEST at CH 153 AM Nostrand
C&E EXTRA 222 EAST at CK 155 AM Sorenson

EXTRA 5019 WEST WAIT AT
LEAVENWORTH UNTIL TWO FIFTY 250 AM
CHUMSTICK THREE NAUGHT ONE 301 AM
WINTON THREE TWENTY 320 AM
FOR EXTRA 222 EAST

THIS ORDER TO EXTRA 5019 WEST AT LEAVENWORTH

209 C&E EXTRA 602 EAST at JN 328 AM McFarland
C&E EXTRA 458A EAST
C&E ENG 456A at KY 328 AM Spence

ENG 456A RUN EXTRA SKYKOMISH TO EVERETT HAS RIGHT
OVER EXTRA 602 EAST AND EXTRA 458A EAST SKYKOMISH
TO EVERETT

NO 406 HAS ARRIVED MONROE

210 OPR at WC 332 AM Furst

ORDER NO 284 OF APR 28TH IS ANNULLED

211 C&E EASTWARD EXTRA TRAINS at KY 410 AM Spence
C&E WESTWARD EXTRA TRAINS STNG at WD 410 AM Morse
C&E HIGH CAR X838

HIGH CAR X838 WORKS EXTRA SEVEN THIRTY 730 AM
UNTIL SIX THIRTY 630 PM BETWEEN WENATCHEE
AND LEAVENWORTH CLEAR EXTRA 222 EAST AND
EXTRA 462D WEST NOT PROTECTING AGAINST EXTRA
TRAINS EXCEPT PROTECT AGAINST
EXTRA 5018 WEST AFTER EIGHT FORTY 840 AM
<table>
<thead>
<tr>
<th>Order</th>
<th>Details</th>
<th>Time</th>
<th>Location</th>
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<td>EXTRA 5019 EAST</td>
<td>After Twelve Thirty</td>
<td>1230 PM</td>
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<tr>
<td>EXTRA 5010 WEST</td>
<td>After One Thirty</td>
<td>130 PM</td>
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<td>EXTRA 182 WEST</td>
<td>After Three Ten</td>
<td>310 PM</td>
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<td>212 C&amp;E EXTRA 5018 WEST</td>
<td>at WD</td>
<td>406 AM</td>
<td>Morse</td>
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<tr>
<td>C&amp;E WORK EXTRA X838</td>
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<tr>
<td>EXTRA 5018 WEST</td>
<td>WAIT AT</td>
<td></td>
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<td>WENATCHEE UNTIL</td>
<td>EIGHT FIFTY</td>
<td>850 AM</td>
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<td>MONITOR NINE</td>
<td>NAUGHT FIVE</td>
<td>905 AM</td>
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<td>TWENTY</td>
<td>920 AM</td>
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<td>at MA</td>
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<td>ALL FIRST CLASS</td>
<td>TRAINS DUE</td>
<td>AT</td>
<td>SKYKOMISH</td>
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<tr>
<td>OR</td>
<td>BEFORE</td>
<td>FOUR TEN</td>
<td>410 AM</td>
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<td>NO 1 HAS ENG 351C</td>
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<td>214 C&amp;E EXTRA 602 EAST</td>
<td>at JN</td>
<td>420 AM</td>
<td>McFarland</td>
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<td>C&amp;E WORK EXTRA 634</td>
<td>at KY</td>
<td>421 AM</td>
<td>Spence</td>
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<td>EXTRA 602 EAST</td>
<td>WAIT AT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>REITER UNTIL</td>
<td>EIGHT FIFTY</td>
<td>850 AM</td>
<td></td>
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<tr>
<td>INDEX NINE</td>
<td>TEN</td>
<td>910 AM</td>
<td></td>
</tr>
<tr>
<td>BARING NINE</td>
<td>THIRTY</td>
<td>930 AM</td>
<td></td>
</tr>
<tr>
<td>215 C&amp;E EXTRA 458A EAST</td>
<td>at JN</td>
<td>421 AM</td>
<td>McFarland</td>
</tr>
<tr>
<td>C&amp;E WORK EXTRA 634</td>
<td>at KY</td>
<td>421 AM</td>
<td>Spence</td>
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<td>EXTRA 458A EAST</td>
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<td>REITER UNTIL</td>
<td>EIGHT FIFTY</td>
<td>850 AM</td>
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<td>INDEX NINE NAUGHT</td>
<td>ONE</td>
<td>901 AM</td>
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<td>BARING NINE</td>
<td>TEN</td>
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<td>&lt;The difference in wait times between orders 214 and 215 reflect anticipated local work by X602E&gt;</td>
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<td>216 C&amp;E YARD ENGS</td>
<td>at W</td>
<td>424 AM</td>
<td>Williams</td>
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<tr>
<td>&lt;check on 1st class trains at Lowell&gt;</td>
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</tbody>
</table>
217 C&E EASTWARD EXTRA TRAINS at JN 443 AM McFarland
C&E WESTWARD EXTRA TRAINS at KY 445 AM Spence
C&E ENG 634

ENG 634 WORKS EXTRA SIX TEN 610 AM UNTIL NINE TEN 910 PM
BETWEEN SKYKOMISH AND GOLD BAR CLEAR EXTRA 456A WEST
NOT PROTECTING AGAINST EXTRA TRAINS EXCEPT PROTECT AGAINST
EXTRA 602 EAST AND EXTRA 458A EAST AFTER EIGHT FORTY 840 AM
EXTRA 462D WEST AFTER NINE TEN 910 AM
EXTRA 602 WEST AFTER TEN TEN 1010 AM
EXTRA 458D WEST AFTER ELEVEN THIRTY 1130 AM
EXTRA 458A WEST AND EXTRA 307A EAST AFTER
FOUR THIRTY 430 PM

218 C&E WESTWARD TRAINS at KY 445 AM Spence
C&E EASTWARD TRAINS at JN 443 AM McFarland

BETWEEN THE HOURS OF SEVEN THIRTY 730 AM AND
TWO FORTY FIVE 245 PM SIDING AT GROTTO WILL BE
USED AS MAIN TRACK

SWITCHES LINED FOR SIDING AND FLAGMEN ON HAND
AT EACH END OF SIDING

<Notaion in different handwriting below addresses for order 218>

“Grotto
Apr. 29. 1955
All through with order No 218. Switches are
lined up for Main track now

Sec Foreman
1230 pm”

<order was subsequently annulled by order No 251>

219 C&E EXTRA 462D WEST at KY 508 AM Spence
C&E WORK EXTRA 634

EXTRA 462D WEST WAIT AT
SKYKOMISH UNTIL TEN NAUGHT ONE 1001 AM
<table>
<thead>
<tr>
<th>Service</th>
<th>Purpose</th>
<th>Time</th>
<th>Location</th>
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<tr>
<td>220 C&amp;E ENG NP5406D at SH</td>
<td>513 AM</td>
<td>Wins</td>
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<td>ENG NP 5406D RUN EXTRA SNOHOMISH JCT TO NP JCT</td>
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<td>221 C&amp;E ENG 602 at JN</td>
<td>612 AM</td>
<td>McFarland</td>
<td></td>
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<tr>
<td>ENG 602 RUN EXTRA EVERETT TO SKYKOMISH</td>
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<tr>
<td>222 C&amp;E ENG 458A at JN</td>
<td>612 AM</td>
<td>McFarland</td>
<td></td>
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<tr>
<td>ENG 458A RUN EXTRA EVERETT TO SKYKOMISH</td>
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<td></td>
<td></td>
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<td>223 C&amp;E EXTRA 602 EAST at JN C&amp;E EXTRA 458A EAST</td>
<td>612 AM</td>
<td>McFarland</td>
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<td>ALL FIRST CLASS TRAINS DUE AT EVERETT AND SKYKOMISH AT OR BEFORE SIX TEN 610 AM HAVE PASSED</td>
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<td>NO 1 HAS ENG 351C</td>
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<tr>
<td>224 C&amp;E ENG 462D at WD</td>
<td>633 AM</td>
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<td>ENG 462D RUN EXTRA WENATCHEE TO SKYKOMISH</td>
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<check on 1st class trains at Lowell>

<Line up page>

Line up KY – WC until 1 PM

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<th>W.B</th>
<th>5 – OT</th>
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<tr>
<td>WC /</td>
<td>462D – 1/401-27</td>
<td>lv WC – 730 AM</td>
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<tr>
<td>- OM /</td>
<td>5018</td>
<td>2/401-27</td>
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<tr>
<td>- CH – Repeat</td>
<td>EB.</td>
<td>6 – 251A – OT</td>
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<tr>
<td>- CK /</td>
<td>5019 – 2/402-28</td>
<td>lv KY – 950 AM</td>
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<td>- MA /</td>
<td>X838 Work WC – CH starts from WC 730AM</td>
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<tr>
<td>- KY /</td>
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W P C 604 – 10

Line up KY – W until 1 PM

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<tr>
<th>WB</th>
<th>1 – 351C left KY 550 AM</th>
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<tr>
<td>- KY /</td>
<td>456A</td>
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<td>- RO /</td>
<td>462D – 1/401-27</td>
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<tr>
<td>- SH – Repeat.</td>
<td>602</td>
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<td>- W /</td>
<td>458D – 2/401-27</td>
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<tr>
<td>- JN /</td>
<td>403</td>
</tr>
<tr>
<td>- PG /</td>
<td>EB</td>
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</tbody>
</table>

602 Loc lv W – 730 AM
458A – 2/402-28 lv W – 740 AM
634 Works KY – GB
W.P.C. 609 – 10

<Transfer page>

Transfer to S. E. S.

861
901
904

209
211 High Car X838 Works CH to WC <penciled in>
212
214
215
217 Eng 634 works KY to Gold Bar <penciled in>
218
219
221
222
227 OPR at JN

ORDER NO 209 IS ANNULLED

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<td>602</td>
<td>9</td>
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<td>228 - 229 - 861 - 901</td>
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<td>JN</td>
<td>458A</td>
<td>7</td>
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<td>861 - 901</td>
<td>755 am</td>
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<td>6</td>
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<td>998</td>
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<td>Yard Engs</td>
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<td>238 - 904</td>
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<td>1021 am</td>
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<td>CK</td>
<td>5018</td>
<td>1</td>
<td>243</td>
<td>1116 am</td>
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228 C&E EXTRA 602 EAST at JN
C&E EXTRA 462D WEST at KY

EXTRA 462D WEST HAS RIGHT OVER EXTRA 602 EAST
SKYKOMISH TO EVERETT

ORDER NO 209 IS ANNULLED
229 C&E EXTRA 462D WEST at KY 738 AM Spence
C&E EXTRA 602 EAST at JN 739 AM McFarland
EXTRA 462D WEST WAIT AT SKYKOMISH UNTIL TEN TWENTY 1020 AM
GROTTO TEN THIRTY 1030 AM
BARING TEN THIRTY FIVE 1035 AM
INDEX TEN FORTY FIVE 1045 AM
FOR EXTRA 602 EAST

230 C&E EXTRA 5018 WEST at WD 823 AM Ramsey
DO NOT EXCEED SIXTEEN HUNDRED 1600 AMPERES ON ENG 5018 AND ONE THOUSAND 1000 AMPERES ON ENG 5016 AND THIRTEEN HUNDRED 1300 AMPERES ON ENG 5004

<provides for 18.8 mph on 1.6% on the Chumstick, and 13.6 out of Merritt. Will consume 11,600kw with one GE in helper or 14,400kw with two>

231 C&E ENG 5018 at WD 825 AM Ramsey
ENG 5018 RUN EXTRA WENATCHEE TO SKYKOMISH
ALL CASCADE DIVN FIRST CLASS TRAINS DUE AT WENATCHEE AT OR BEFORE EIGHT TWENTY 820 AM HAVE ARRIVED OR LEFT

232 C&E NO 6 at JN 857 AM Aldcroft
ALL FIRST CLASS TRAINS DUE AT EVERETT AND SKYKOMISH AT OR BEFORE EIGHT THIRTY 830 AM HAVE PASSED

233 C&E EXTRA 5019 EAST at KY 906 AM Carter
DO NOT EXCEED FIFTEEN HUNDRED 1500 AMPERES ON ENG 5019 AND TWELVE HUNDRED 1200 AMPERES ON ENG 5000 AND USE NO POWER ON ENG 5006
<Tonnage must be insufficient to require power on two double-cab helpers and this is likely a power-balancing movement for 5006A-B>

234 C&E EXTRA 5018 WEST at OM  
C&E EXTRA 5019 EAST at KY  
908 AM  
909 AM  
Kilgore  
Carter

EXTRA 5018 WEST MEET EXTRA 5019 EAST AT SCENIC

235 C&E ENG 5019 at KY  
911 AM  
Carter

AFTER EXTRA 462D WEST HAS ARRIVED AT SKYKOMISH ENG 5019 RUN EXTRA SKYKOMISH TO WENATCHEE

ALL FIRST CLASS TRAINS DUE AT SKYKOMISH AT OR BEFORE NINE TEN 910 AM HAVE PASSED

ELECTRIC SHOP at WD  
915 AM  
RA

ROUND HOUSE at KY  
912 AM  
GO

DO NOT START UP ANY EXTRA MOTORS OR USE ANY MACHINES THAT USE HEAVY POWER ACCOUNT ALL AMPS ARE CUT

<above is not a train order but a message to the electric shop and roundhouse, recorded in book as shown w/o number. It is possible one of the machines is down for maintenance at WC or KY>

236 C&E EXTRA 462D WEST at MA  
921 AM  
Owens

ALL FIRST CLASS TRAINS DUE AT SKYKOMISH AT OR BEFORE NINE TWENTY 920 AM HAVE PASSED

237 C&E NO 6 at GB  
C&E EXTRA 462D WEST at MA  
C&E EXTRA 462D WEST at KY  
924 AM  
925 AM  
926 AM  
Ingraham  
Owens  
Carter

NO 6 ENG 251A MEET EXTRA 462D WEST AT BARING

<Unclear why this order was given to X462DW at both MA and KY>

238 C&E YARD ENGS at W  
940 AM  
Schality
<check on 1st class trains at Lowell>

<table>
<thead>
<tr>
<th>Time</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>239 C&amp;E ENG 462D at KY</td>
<td>944 AM Carter ENG 462D RUN EXTRA SKYKOMISH TO EVERETT NO 406 HAS ARRIVED AT MONROE</td>
</tr>
<tr>
<td>240 C&amp;E EXTRA 602 EAST at GB</td>
<td>950 AM Ingraham EXTRA 602 EAST WAIT AT REITER UNTIL TEN TWENTY 1020 AM INDEX TEN THIRTY FIVE 1035 AM</td>
</tr>
<tr>
<td>241 C&amp;E NO 6 at KY C&amp;E EXTRA 5018 WEST at CH</td>
<td>1022 AM Carter Dayment NO 6 ENG 251A MEET EXTRA 5018 WEST AT BERNE</td>
</tr>
<tr>
<td>242 C&amp;E NO 6 at KY C&amp;E EXTRA 5019 EAST at MA</td>
<td>1040 AM Carter Owens EXTRA 5019 EAST RUN AHEAD OF NO 6 ENG 251A SKYKOMISH TO MERRITT EXTRA 5019 EAST HAS LEFT SKYKOMISH</td>
</tr>
<tr>
<td>243 C&amp;E EXTRA 5018 WEST at CK C&amp;E EXTRA 5019 EAST at MA</td>
<td>1043 AM Purcell Owens ORDER NO 234 IS ANNULLED EXTRA 5018 WEST MEET EXTRA 5019 EAST AT BERNE</td>
</tr>
<tr>
<td>244 C&amp;E NO 5 at WC C&amp;E NO 6 at KY</td>
<td>1049 AM McGee Carter NO 6 ENG 251A HAS RIGHT OVER NO 5 ENG UNKNOWN</td>
</tr>
</tbody>
</table>
SKYKOMISH TO CROSSTOCK NO 4 WENATCHEE

245 C&E EXTRA 602 WEST at KY 1111 AM Carter

EXTRA 602 WEST WAIT AT
GROTTO UNTIL ELEVEN FIFTY 1150 AM
BARING TWELVE NAUGHT ONE 1201 PM
INDEX TWELVE TEN 1210 PM

<Again, only addressed to X602W, return leg of SKY Local>

246 C&E WORK EXTRA HIGH CAR X838 at WD
C&E EXTRA 5019 EAST at CK 1131 AM Purcell

WORK EXTRA HIGH CAR X838 PROTECTS AGAINST EXTRA 5019
EAST BETWEEN LEAVENWORTH AND WENATCHEE AFTER
TWELVE TEN 1210 PM INSTEAD OF AFTER TWELVE
THIRTY 1230 PM

247 C&E NO 5 at WC 1135 AM McGee
C&E EXTRA 5019 EAST at CK 1136 AM Purcell

NO 5 ENG 250A WAIT AT
WENATCHEE UNTIL TWELVE FIFTY 1250 PM
MONITOR ONE NAUGHT ONE 101 PM
CASHMERE ONE TEN 110 PM
DRYDEN ONE SEVENTEEN 117 PM
FOR EXTRA 5019 EAST

248 C&E NO 403 at RO 1147 AM Laliberte

ALL FIRST CLASS TRAINS DUE AT MONROE AT OR BEFORE
ELEVEN FORTY 1140 AM HAVE PASSED

249 C&E EXTRA 5018 WEST at MA 1151 AM Owens

ALL FIRST CLASS TRAINS DUE AT SKYKOMISH AT OR BEFORE
ELEVEN FIFTY 1150 AM HAVE PASSED

<Clearance Page>
<table>
<thead>
<tr>
<th>Location</th>
<th>Engine Type</th>
<th>Car</th>
<th>Time</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>CK 5019</td>
<td>2</td>
<td>246–247</td>
<td>1136 am</td>
<td></td>
</tr>
<tr>
<td>CK 6</td>
<td>None</td>
<td></td>
<td>1141 am</td>
<td></td>
</tr>
<tr>
<td>RO 403</td>
<td>3</td>
<td>248–861–901–904&lt;4 listed&gt;</td>
<td>1148 am</td>
<td></td>
</tr>
<tr>
<td>MA 5018</td>
<td>1</td>
<td>249</td>
<td>1152 am</td>
<td></td>
</tr>
<tr>
<td></td>
<td>None</td>
<td>901–904</td>
<td>1157 am</td>
<td></td>
</tr>
<tr>
<td>JN 6</td>
<td>1</td>
<td>252</td>
<td>1245 pm</td>
<td></td>
</tr>
<tr>
<td>WC 5</td>
<td>5</td>
<td>244–247–252–904–998</td>
<td>1247 pm</td>
<td></td>
</tr>
<tr>
<td>Ky 458D</td>
<td>5</td>
<td>217–253–861–901–904</td>
<td>1255 pm</td>
<td></td>
</tr>
<tr>
<td>WD 5011</td>
<td>5</td>
<td>211–255–256–904–998</td>
<td>227 pm</td>
<td></td>
</tr>
<tr>
<td>GO 634</td>
<td>3</td>
<td>258–259–260</td>
<td>240 pm</td>
<td></td>
</tr>
<tr>
<td>Ky 5</td>
<td>3</td>
<td>261–861–901</td>
<td>242 pm</td>
<td></td>
</tr>
</tbody>
</table>

*Line up page*

**Repeated**

<table>
<thead>
<tr>
<th>Location</th>
<th>Engine Type</th>
<th>Car</th>
<th>Time</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>JN</td>
<td>Line up between J N &amp; Ky until 500 pm</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>W</td>
<td>No 5 Eng. 250A Lv Ky. O.T.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SH</td>
<td>Milw No. 403 Lv RO about 12.45 pm</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RO</td>
<td>Extra 602 Local West. Left Ky 12.10 pm</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GB</td>
<td>Extra 458D West. Lv Ky about 1.00 pm</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ky</td>
<td>Extra 458A West Lv Ky about 5.00 pm</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>No 2 Lv J.N. O.T.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Extra 456D East Lv J N about 4.00 pm</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Work Extra 634 Works between Ky &amp; Gold Bar</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Extra N.P. East Lv W about 440 pm for S.H.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1234.25 W.P.C.</td>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>

Line up between Ky & WC until 5.00 pm

<table>
<thead>
<tr>
<th>Location</th>
<th>Engine Type</th>
<th>Car</th>
<th>Time</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ky</td>
<td>No. 5 Eng. 250 A Diesel Lv W.C. about 1250 pm</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MA</td>
<td>Extra 5018 West by MA 12.15 pm</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CK</td>
<td>Extra West Lv WD about 2.40 pm</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CH</td>
<td>Switch Local West Lv WD about 3.45 p.m.</td>
<td></td>
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**Repeated**

<table>
<thead>
<tr>
<th>Location</th>
<th>Engine Type</th>
<th>Car</th>
<th>Time</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>OM</td>
<td>No 6 Eng 251 A left CK 12.10 pm</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>WC</td>
<td>No 2 Lv Ky O.T.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Extra 5019 East left CK 1215 pm</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Work Extra High Car X838 Works between WC &amp; CH.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

250 C&E ENG 602 at KY 1155 AM Carter

ENG 602 RUN EXTRA SKYKOMISH TO EVERETT
<table>
<thead>
<tr>
<th>Time</th>
<th>Location</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>1231 PM</td>
<td>OPR at KY</td>
<td>Carter</td>
</tr>
<tr>
<td>1232 PM</td>
<td>OPR at JN</td>
<td>Aldcroft</td>
</tr>
</tbody>
</table>

**ORDER NO 218 IS ANNULLED**

<table>
<thead>
<tr>
<th>Time</th>
<th>Location</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>1245 PM</td>
<td>C&amp;E NO 6 at DN</td>
<td>Hudson</td>
</tr>
<tr>
<td>1246 PM</td>
<td>C&amp;E NO 5 at WC</td>
<td>McGee</td>
</tr>
</tbody>
</table>

**NO 6 ENG 251A MEET NO 5 ENG 250A AT MONITOR**

<table>
<thead>
<tr>
<th>Time</th>
<th>Location</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>1254 PM</td>
<td>C&amp;E ENG 458A at KY</td>
<td>Carter</td>
</tr>
</tbody>
</table>

**ENG 458A RUN EXTRA SKYKOMISH TO EVERETT**

<table>
<thead>
<tr>
<th>Time</th>
<th>Location</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>220 PM</td>
<td>OPR at WD</td>
<td>Ramsey</td>
</tr>
</tbody>
</table>

**ORDER NO 225 AND NO 246 ARE ANNULLED**

<table>
<thead>
<tr>
<th>Time</th>
<th>Location</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>222 PM</td>
<td>C&amp;E EXTRA 5011 WEST at WD</td>
<td>Ramsey</td>
</tr>
<tr>
<td>222 PM</td>
<td>C&amp;E EXTRA 5010 WEST at WD</td>
<td></td>
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<tr>
<td>222 PM</td>
<td>C&amp;E WORK EXTRA HIGH CAR X838 at WD</td>
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</tbody>
</table>

**EXTRA 5011 WEST INSTEAD OF EXTRA 5010 WEST ON ORDER NO 211**

<table>
<thead>
<tr>
<th>Time</th>
<th>Location</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>225 PM</td>
<td>C&amp;E ENG 5011 at WD</td>
<td>Ramsey</td>
</tr>
</tbody>
</table>

**ENG 5011 RUN EXTRA WENATCHEE TO SKYKOMISH**

**ALL CASCADE DIVN FIRST CLASS TRAINS DUE AT WENATCHEE AT OR BEFORE TWO TWENTY 220 PM HAVE ARRIVED OR LEFT**

<table>
<thead>
<tr>
<th>Time</th>
<th>Location</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>225 PM</td>
<td>OPR at WD</td>
<td>Ramsey</td>
</tr>
</tbody>
</table>

**ORDER NO 212 IS ANNULLED**
<table>
<thead>
<tr>
<th>Train</th>
<th>Time</th>
<th>Engineer</th>
</tr>
</thead>
<tbody>
<tr>
<td>258 C&amp;E EXTRA 458A WEST at KY</td>
<td>233 PM</td>
<td>Carter</td>
</tr>
<tr>
<td>C&amp;E WORK EXTRA 634 at GO</td>
<td>234 PM</td>
<td>Quan</td>
</tr>
<tr>
<td>EXTRA 458A WEST WAIT AT SKYKOMISH UNTIL FIVE THIRTY 530 PM</td>
<td></td>
<td></td>
</tr>
<tr>
<td>GROTTO FIVE FORTY 540 PM</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BARING FIVE FORTY FIVE 545 PM</td>
<td></td>
<td></td>
</tr>
<tr>
<td>INDEX FIVE FIFTY FIVE 555 PM</td>
<td></td>
<td></td>
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<table>
<thead>
<tr>
<th>Train</th>
<th>Time</th>
<th>Engineer</th>
</tr>
</thead>
<tbody>
<tr>
<td>259 C&amp;E EXTRA 456D EAST at JN</td>
<td>236 PM</td>
<td>Aldcroft</td>
</tr>
<tr>
<td>C&amp;E EXTRA 307A EAST at JN</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C&amp;E WORK EXTRA 634 at GO</td>
<td>237 PM</td>
<td>Quan</td>
</tr>
<tr>
<td>EXTRA 456D EAST INSTEAD OF EXTRA 307A EAST</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ON ORDER NO 217</td>
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<table>
<thead>
<tr>
<th>Train</th>
<th>Time</th>
<th>Engineer</th>
</tr>
</thead>
<tbody>
<tr>
<td>260 C&amp;E EXTRA 456D EAST at JN</td>
<td>238 PM</td>
<td>Aldcroft</td>
</tr>
<tr>
<td>C&amp;E WORK EXTRA 634 at GO</td>
<td>239 PM</td>
<td>Quan</td>
</tr>
<tr>
<td>EXTRA 456D EAST WAIT AT GOLD BAR UNTIL FIVE TEN 510 PM</td>
<td></td>
<td></td>
</tr>
<tr>
<td>REITER FIVE TWENTY 520 PM</td>
<td></td>
<td></td>
</tr>
<tr>
<td>INDEX FIVE THIRTY 530 PM</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BARING FIVE FORTY 540 PM</td>
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<table>
<thead>
<tr>
<th>Train</th>
<th>Time</th>
<th>Engineer</th>
</tr>
</thead>
<tbody>
<tr>
<td>261 C&amp;E NO 5 at KY</td>
<td>242 PM</td>
<td>Carter</td>
</tr>
<tr>
<td>C&amp;E NO 2 at JN</td>
<td>243 PM</td>
<td>Aldcroft</td>
</tr>
<tr>
<td>NO 5 ENG 250A MEET NO 2 ENG 351A AT SNOHOMISH</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NO 5 TAKE SIDING</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NO 3 AND NO 1 HAVE PASSED SKYKOMISH AND EVERETT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NO 5 HAS NO SIGNALS ARRIVING SKYKOMISH</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

262
<above number is circled with no further information>
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Transfer T P S.


S. E. S.

TPS

315 pm

<Clearance page>

TPS

TRAIN DISPATCHER’S ORDER BOOK  APR 29 19 55

185 WD 5  211 263 264 904 998 321 Pm.
X838 WD 3  265 904 998 331 P.
5 RO 1  266 333 P.
2 JN 3  261 863 901 339 P.
456D JN 6  217 259 260 267 863 901 413 P.
NP5406D W 2  268 904 418 P.
Yd W 2  268 904 418 P.
5011 CK 1  269 432 P.
2 KY 2  269 998 438 P.
5013 KY 4  264 271 904 998 558 Pm.
458A KY 4  274 863 901 904 612 P.
634 KY 1  275 611 P.
185 OM 3  271 276 277 920 p.
462A JN 3  279 863 901 927 Pm.
263 C&E ENG 185 at WD 315 PM Ramsey

ENG 185 RUN EXA WENATCHEE TO LEAVENWORTH

NO 5 HAS LEFT AND NO 6 HAS ARRIVED AT WENATCHEE

ORDER NO 211 SHOULD READ EXTRA 185 WEST INSTEAD OF EXTRA 182 WEST

264 C&E EXTRA 5016 EAST at KY 319 PM Carter
C&E EXTRA 185 WEST at WD 320 PM Ramsey

EXTRA 5016 EAST HAS RIGHT OVER EXTRA OVER EXTRA 185 WEST SKYKOMISH TO WENATCHEE AND WAIT AT CASHMERE UNTIL EIGHT THIRTY 830 PM FOR EXTRA 185 WEST

265 C&E WORK EXA HIGH CAR X838 at WD 330 PM Ramsey
C&E EXA HIGH CAR X838 WEST OPR at WD

ORDERS NO 211 AND NO 255 ARE ANNULLED

HIGH CAR X838 RUN EXA WENATCHEE TO LEAVENWORTH

NO 5 HAS LEFT AND NO 6 HAS ARRIVED AT WENATCHEE

266 C&E NO 5 at RO 332 PM LaLiberte

ORDER NO 861 OF APRIL 19TH IS ANNULLED

267 C&E ENG 456D at JN 411 PM Aldcroft

ENG 456D RUN EXTRA EVERETT TO SKYKOMISH

NO 403 HAS ARRIVED AT LOWELL JCT
ALL FIRST CLASS TRAINS DUE AT EVERETT AND SKYKOMISH AT OR BEFORE FOUR TEN 410 PM HAVE PASSED

NO SIGNALS ON NO 2 PASSING SKYKOMISH

NO 5 HAS ENG 250A

268 C&E YARD ENGS at W C&E ENG NP5406D 417 PM Blalock

ENG NP 5406D RUN EXA LOWELL TO SNOHOMISH JCT

NO 403 HAS ARRIVED AT LOWELL JCT

NO 1 NO5 NO6 AND NO 2 HAVE PASSED LOWELL

269 C&E NO 2 at KY C&E EXA 5011 WEST at CK 430 PM 431 PM Nation Ellby?

NO 2 ENG 351A WAIT AT SCENIC UNTIL FIVE FIFTY 550 PM FOR EXTRA 5011 WEST

NO 5 AND NO 6 HAVE PASSED SKYKOMISH

NO SIGNALS ON NO 5 PASSING SKYKOMISH

270 OPR at KY 523 PM Nation

ORDER NO 211 IS ANNULLED

271 C&E ENG 5013 at KY C&E EXA 185 WEST at OM 527 PM 858 PM Nation Colvin

AFTER EXTRA 5011 WEST HAS ARRIVED AT SKYKOMISH ENG 5013 RUN EXA SKYKOMISH TO WENATCHEE

ORDER NO 264 SHOULD READ EXTRA 5013 EAST INSTEAD OF EXTRA 5016 EAST

NO 5 NO 6 AND NO 2 HAVE PASSED SKYKOMISH
<table>
<thead>
<tr>
<th>Time</th>
<th>Location</th>
<th>Action Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>530 PM</td>
<td>Manley</td>
<td>ORDER NO 259 IS ANNULLED</td>
</tr>
<tr>
<td>604 PM</td>
<td>Nation</td>
<td>ORDER NO 258 IS ANNULLED</td>
</tr>
<tr>
<td>606 PM</td>
<td>Nation</td>
<td>AFTER EXTRA 456D EAST HAS ARRIVED AT SKYKOMISH ENG 458A RUN EXA SKYKOMISH TO EVERETT</td>
</tr>
<tr>
<td>611 PM</td>
<td>Nation</td>
<td>C&amp;E WORK EXTRA 634</td>
</tr>
<tr>
<td>612 PM</td>
<td>Manley</td>
<td>ORDER NO 217 IS ANNULLED</td>
</tr>
<tr>
<td>856 PM</td>
<td>Walters</td>
<td>EXTRA 5013 EAST WAIT AT LEAVENWORTH UNTIL TWELVE TWENTY FIVE 1225 AM</td>
</tr>
<tr>
<td>857 PM</td>
<td>Colvin</td>
<td>DRYDEN TWELVE THIRTY FIVE 1235 AM FOR EXTRA 185 WEST</td>
</tr>
<tr>
<td>904 PM</td>
<td>Colvin</td>
<td>C&amp;E PSGR EXTRA 5018 EAST HAS RIGHT OVER EXTRA 185 WEST SKYKOMISH TO WENATCHEE AND</td>
</tr>
<tr>
<td></td>
<td></td>
<td>WAIT AT MERRITT UNTIL ONE TWENTY 120 AM</td>
</tr>
<tr>
<td></td>
<td></td>
<td>WINTON ONE THIRTY 130 AM</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CHUMSTICK ONE FORTY 140 AM</td>
</tr>
</tbody>
</table>
LEAVENWORTH ONE FIFTY 150 AM  
FOR EXTRA 185 WEST

< C&E of X185W signed for order as should be in the clear on order  
No 264, likely doing local work with engine by TO signal when order  
issued and this is a new restricting order for them>

278 C&E 5018 at KY  
ENG 5018 RUN PSGR EXA SKYKOMISH TO WENATCHEE

279 C&E ENG 462A at JN  
ENG 462A RUN EXTRA EVERETT TO SKYKOMISH

NO 403 HAS ARRIVED AT LOWELL JCT

NO 2 AND NO 5 HAVE PASSED EVERETT AND SKYKOMISH

280 C&E ENG 273A at JN  
ENG 273A RUN PSGR EXA EVERETT TO SKYKOMISH

NO 2 AND NO 5 HAVE PASSED SKYKOMISH AND EVERETT

281 C&E NO 3 at WC  
C&E NO 1  
C&E NO 4 at JN  
936 PM  
937 PM  
Smith  
Manley

NO 4 ENG UNKNOWN MEET NO 3 ENG UNKNOWN AT MERRITT  
HAS RIGHT OVER NO 1 ENG UNKNOWN EVERETT TO CROSSOVER  
NO 4 WENATCHEE

NO 5 HAS PASSED SKYKOMISH AND EVERETT

282 C&E ENG 462A at KY  
1027 PM  
Nation

ENG 462A RUN EXA SKYKOMISH TO WENATCHEE

NO 5 AND NO 2 HAVE PASSED SKYKOMISH
EXTRA 185 WEST HAS RIGHT OVER EXA 462A EAST
CASHMERE TO LEAVENWORTH

283 C&E EXTRA 462A EAST at KY 1034 PM Nation

AFTER TWELVE FIFTY 1250 AM REDUCE TO
TWELVE HUNDRED 1200 AMPS

<This order intended for helper engines 5004 and 5002, drop to 7400KW>

284 C&E PSGR EXA 5018 EAST at KY 1036 PM Nation

AFTER TWELVE FIFTY 1250 AM REDUCE TO
SIXTEEN HUNDRED FIFTY 1650 AMPS

<reduces KW consumption from 5500 to 5000 for the big GE>

285 C&E NO 4 at KY 1039 PM Nation

DO NOT EXCEED ELEVEN HUNDRED 1100 AMPS TO SCENIC

<with 2 GE’s would add another 6100 KW draw on the line>

286 C&E EXTRA 5013 EAST at MA
OPR
C&E EXTRA 185 WEST at CH 1044 PM Bell

ORDER NO 276 IS ANNULLED

EXTRA 5013 EAST WAIT AT
MERRITT UNTIL TWELVE TWENTY 1220 AM
WINTON TWELVE THIRTY 1230 AM
CHUMSTICK TWELVE FORTY 1240 AM
FOR EXA 185 WEST

287 C&E EXTRA 462A EAST at KY 1050 PM Nation
C&E EXA 185 WEST at CH 1051 PM Bell

EXTRA 462A EAST HAS RIGHT OVER EXTRA 185 WEST
SKYKOMISH TO LEAVENWORTH AND WAIT AT
MERRITT UNTIL TWO FORTY 240 AM
WINTON TWO FIFTY 250 AM
Transfer To FJF.

1/402 “Ky” Not Cleared.

T. P. S.
1115 Pm.

<table>
<thead>
<tr>
<th>Clearances</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>X5013E MA</td>
<td>286</td>
</tr>
<tr>
<td>X462AE KY</td>
<td>282 - 283 - 287 - 291 - 904 - 998</td>
</tr>
<tr>
<td>PX5018E KY</td>
<td>277 - 278 - 284 - 288 - 290 - 904 - 998</td>
</tr>
<tr>
<td>Yard W</td>
<td>294 - 904</td>
</tr>
<tr>
<td>X185W CH</td>
<td>286 - 292 - 293 - 904 - 998</td>
</tr>
<tr>
<td>PX5018E MA</td>
<td>201</td>
</tr>
<tr>
<td>3 WC</td>
<td>281 - 288 - 289 - 291 - 202 - 904 - 998</td>
</tr>
<tr>
<td>4 KY</td>
<td>285 - 290 - 203 - 998</td>
</tr>
<tr>
<td>X462AE MA</td>
<td>202 - 203 - 293</td>
</tr>
</tbody>
</table>
X185E CH 204 – 205 – 904 107 AM
3 CK 206 132 AM
X185E OM 207 133 AM
4 MA 206 – 207 133 AM
406 W 294 – 869 – 901 – 904 135 AM
X462AE CK 207 147 AM
X462AE CH 205 211 AM
3 KY 863 – 901 251 AM
X5019W WD 210 – 211 – 998 322 AM
1 WC 205 – 998 335 AM
X5019W WC 213 420 AM
Yard W 210 – 218 531 AM
1 KY 219 – 863 – 901 543 AM

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TRAIN DISPATCHER’S ORDER BOOK  F  J  F  Apr 29  19 55

288 C&E NO 3 at WC 1109 PM Smith
C&E NO 1
C&E PSGR EXTRA 5018 EAST at KY 1113 PM Nation

PSGR EXTRA 5018 EAST MEET NO 3 ENG 5015 AT WINTON
AND HAS RIGHT OVER NO 1 ENG UNKNOWN SKYKOMISH TO
CROSSOVER NO 4 WENATCHEE

NO 5 AND NO 2 HAVE ARRIVED AND LEFT SKYKOMISH

---

289 C&E NO 3 at WC 1109 PM Smith

DO NOT EXCEED ELEVEN HUNDRED FIFTY 1150
AMPERES TO WINTON

---

290 C&E NO 4 at KY 1113 PM Nation
C&E PSGR EXTRA 5018 EAST

PSGR EXTRA 5018 EAST RUN AHEAD OF NO 4
ENG UNKNOWN SKYKOMISH TO WENATCHEE

---

291 C&E NO 3 at WC 1110 PM Smith
C&E EXTRA 462A EAST at KY 1113 PM Nation
NO 3 ENG 5015 WAIT AT BERNE UNTIL TWO FIFTEEN 215 AM SCENIC TWO THIRTY FIVE 235 AM FOR EXTRA 462A EAST

TRAIN DISPATCHER'S ORDER BOOK F J F Apr 30 19 55

292 C&E ENG 185 at CH 1135 PM Bell
ENG 185 RUN EXTRA LEAVENWORTH TO WINTON AND RETURN TO LEAVENWORTH

OBSERVE ORDERS NO 264 271 AND 277

293 C&E EXTRA 185 WEST at CH 1139 PM Bell
OPR C&E EXTRA 462A EAST at MA 1140 PM Walters

ORDER NO 287 IS ANNULLED
EXTRA 462A EAST HAS RIGHT OVER EXTRA 185 WEST SKYKOMISH TO LEAVENWORTH AND WAIT AT WINTON UNTIL TWO THIRTY 230 AM CHUMSTICK TWO FORTY 240 AM FOR EXTRA 185 WEST

294 C&E YARD ENGS at W 1145 PM Blalock
C&E NO 406

ALL FIRST CLASS TRAINS DUE AT LOWELL AT OR BEFORE ELEVEN FORTY 1140 PM HAVE PASSED

<The above three orders were issued on Apr 29th>

201 C&E PSGR EXTRA 5018 EAST at MA 1213 AM Spence
THAT PART OF ORDER NO 277 APR 29TH READING MERRITT UNTIL ONE TWENTY 120 AM IS ANNULLED

202 C&E NO 3 at WC 1218 AM Campbell
C&E EXTRA 462A EAST at MA 1219 AM Spence
NO 3 ENG 5015 MEET EXTRA 462A EAST AT MERRITT

203 C&E NO 4 at KY
   C&E EXTRA 462A EAST at MA
1221 AM   1222 AM
Eby        Spence

EXTRA 462A EAST RUN AHEAD OF NO 4 ENG 5016
SCENIC TO MERRITT

PSGR EXTRA 5018 EAST HAS LEFT SKYKOMISH

204 C&E ENG 185 at CH
1259 AM
Stetnik

ENG 185 RUN EXTRA LEAVENWORTH TO WENATCHEE

NO 3 HAS ENG 5015

NO 4 HAS ENG 5016

205 C&E NO 1 at WC
   C&E EXTRA 185 EAST at CH
   C&E EXTRA 462A EAST
102 AM   105 AM
Campbell  Stetnik

NO 1 ENG UNKNOWN RUN TEN 10 MINS LATE
WENATCHEE TO LEAVENWORTH

206 C&E NO 4 at MA
   C&E NO 3 at CK
123 AM   123 AM
Spence    Lane

NO 4 ENG 5016 MEET NO 3 ENG 5015
AT BERNE INSTEAD OF MERRITT

EXTRA 462A EAST HAS PASSED SCENIC

207 C&E NO 4 at MA
   C&E EXTRA 462A EAST at CK
   C&E EXTRA 185 EAST at OM
130 AM   131 AM   132 AM
Spence    Lane    Carberry

NO 4 ENG 5016 WAIT AT
MERRITT UNTIL TWO TWENTY FIVE 225 AM
WINTON TWO THIRTY THREE 233 AM
LEAVENWORTH TWO FORTY FIVE 245 AM
CASHMERE THREE NAUGHT ONE 301 AM
MONITOR THREE NAUGHT FIVE 305 AM

208 OPR at JN 137 AM McFarland
HOLD PSGR EXTRA 271A EAST

209 OPR at CH
ORDER NO 205 IS ANNULLED

<marked “Bust” in colored pencil>

210 C&E WESTWARD EXTRA TRAINS STNG at WD 246 AM Mace
C&E TRAINS STNG at KY 248 AM Eby
C&E TRAINS STNG at RO 252 AM Hanly
C&E TRAINS STNG at SH 523 AM Wans
C&E TRAINS STNG at W 255 AM Williams
C&E YARD ENGS
C&E TRAINS STNG EXCEPT FIRST CLASS at WC 258 AM Campbell
C&E YARD ENGS
C&E EASTWARD EXTRA TRAINS at JN 250 AM McFarland
C&E ENG 271A

ENG 271A RUN PSGR EXTRA LEAVING EVERETT
ON SATURDAY APR 30TH AS FOLLOWS WITH
RIGHT OVER ALL EXCEPT FIRST CLASS TRAINS
LV EVERETT PSGR STATION SIX NAUGHT ONE 601 AM
LOWELL SIX NAUGHT FIVE 605 AM
SNOHOMISH SIX TEN 610 AM
MONROE SIX SEVENTEEN 617 AM
GOLD BAR SIX THIRTY 630 AM
BARING SIX FIFTY 650 AM
SKYKOMISH SEVEN TEN 710 AM
SCENIC SEVEN FORTY 740 AM
BERNE EIGHT NAUGHT ONE 801 AM
MERRITT EIGHT FIFTEEN 815 AM
LEAVENWORTH EIGHT THIRTY FIVE 835 AM
CASHMERE EIGHT FIFTY 850 AM
AR WENATCHEE PSGR STATION NINE TEN 910 AM
<table>
<thead>
<tr>
<th>Time</th>
<th>Event Description</th>
<th>Time</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>321 AM Mace</td>
<td>AFTER EXTRA 462A EAST ARRIVES WENATCHEE EXTRA 5019 RUN EXTRA WENATCHEE TO SKYKOMISH</td>
<td>240 AM</td>
<td>ALL FIRST CLASS CASCADE DIVN TRAINS DUE AT WENATCHEE AT OR BEFORE TWO FORTY</td>
</tr>
<tr>
<td>335 AM Campbell</td>
<td>ORDERS NO 281 AND 288 OR APR 29TH ARE ANNULLED</td>
<td>420 AM Campbell</td>
<td>NO 1 HAS LEFT WENATCHEE; NO 4 AND EXTRA 462A EAST HAVE ARRIVED WENATCHEE</td>
</tr>
<tr>
<td>510 AM McFarland</td>
<td>ALL FIRST CLASS TRAINS DUE EVERETT AND SKYKOMISH AT OR BEFORE FIVE TEN HAVE ARRIVED AND LEFT; NO SIGNALS ON NO 1 PASSING SKYKOMISH</td>
<td>510 AM McFarland</td>
<td>ONDER NO 208 IS ANNULLED</td>
</tr>
<tr>
<td>510 AM McFarland</td>
<td></td>
<td>216 C&amp;E NO 1 at KY C&amp;E PSGR EXTRA 271A EAST at JN</td>
<td>NO 1 ENG 364A MEET PSGR EXTRA 271A EAST AT SULTAN</td>
</tr>
<tr>
<td>Time</td>
<td>Train Description</td>
<td>Location</td>
<td>Engineer</td>
</tr>
<tr>
<td>-------</td>
<td>---------------------------------------</td>
<td>----------</td>
<td>----------</td>
</tr>
<tr>
<td>529 AM</td>
<td>C&amp;E Extra 607 East at W</td>
<td></td>
<td>Williams</td>
</tr>
<tr>
<td>530 AM</td>
<td>C&amp;E Extra 458A East</td>
<td></td>
<td>Wans</td>
</tr>
<tr>
<td></td>
<td>C&amp;E Eng NP5406D at SH</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>


This order to Extra 607 East and Extra 458A East at Lowell.

All regular trains due at Snohomish at or before Five twenty 520 AM have passed.

<table>
<thead>
<tr>
<th>Time</th>
<th>Train Description</th>
<th>Location</th>
<th>Engineer</th>
</tr>
</thead>
<tbody>
<tr>
<td>529 AM</td>
<td>C&amp;E Yard Engs at W</td>
<td></td>
<td>Williams</td>
</tr>
</tbody>
</table>

<Check on first class trains at Lowell>

<table>
<thead>
<tr>
<th>Time</th>
<th>Train Description</th>
<th>Location</th>
<th>Engineer</th>
</tr>
</thead>
<tbody>
<tr>
<td>542 AM</td>
<td>C&amp;E No 1 at KY</td>
<td></td>
<td>Eby</td>
</tr>
<tr>
<td>542 AM</td>
<td>C&amp;E Psgr Extra 271A East at JN</td>
<td></td>
<td>McFarland</td>
</tr>
</tbody>
</table>

No 1 Eng 364A meet Psgr Extra 271A East at Sultan.

<table>
<thead>
<tr>
<th>Time</th>
<th>Train Description</th>
<th>Location</th>
<th>Engineer</th>
</tr>
</thead>
<tbody>
<tr>
<td>625 AM</td>
<td>C&amp;E Yard Engs at W</td>
<td></td>
<td>Williams</td>
</tr>
<tr>
<td>625 AM</td>
<td>C&amp;E Extra NP 5406D West at SH</td>
<td></td>
<td>Wans</td>
</tr>
</tbody>
</table>

Psgr Extra 271A East has passed Lowell and Snohomish.

<table>
<thead>
<tr>
<th>Time</th>
<th>Train Description</th>
<th>Location</th>
<th>Engineer</th>
</tr>
</thead>
<tbody>
<tr>
<td>631 AM</td>
<td>C&amp;E Psgr Extra 271A East at KY</td>
<td></td>
<td>Eby</td>
</tr>
<tr>
<td>632 AM</td>
<td>C&amp;E Extra 5019 West at CH</td>
<td></td>
<td>Stetnik</td>
</tr>
<tr>
<td>632 AM</td>
<td>C&amp;E Yard Engs at WC</td>
<td></td>
<td>Campbell</td>
</tr>
</tbody>
</table>

Psgr Extra 271A East run twenty 20 mins late Skykomish to Wenatchee on Schedule Order No 210.

<table>
<thead>
<tr>
<th>Time</th>
<th>Train Description</th>
<th>Location</th>
<th>Engineer</th>
</tr>
</thead>
<tbody>
<tr>
<td>634 AM</td>
<td>C&amp;E Psgr Extra 271A East at KY</td>
<td></td>
<td>Eby</td>
</tr>
</tbody>
</table>

All first class trains due at Skykomish at or before.
SIX THIRTY 630 AM HAVE PASSED

223 C&E ENG 607 at JN  638 AM  McFarland
ENG 607 RUN EXTRA EVERETT TO MONROE

224 C&E ENG 458A at JN  638 AM  McFarland
ENG 458A RUN EXTRA EVERETT TO SKYKOMISH

225 C&E EXTRA 607 EAST at JN  638 AM  McFarland
C&E EXTRA 458A EAST

ALL FIRST CLASS TRAINS DUE AT EVERETT AND SKYKOMISH AT OR BEFORE SIX THIRTY 630 AM HAVE ARRIVED AND LEFT

PSGR EXTRA 271A EAST HAS LEFT EVERETT

NO 1 HAS ENG 364A

<End of book>

List of Telegraphers – in seniority order

At Appleyard - WD

William F. Ramsey
Richard L. Mace
Patrick D. Reimen (possibly Vaughn F.)
Wallace M. Morse
W.J. Davis
Arthur Maier

At Wenatchee - WC

Ray A. McGee
Walter T. Furst
Warren R. Smith
Bobbie Ruth Campbell
George Newell (sen date unknown)
At Cashmere - OM

    Kenneth L. Colvin
    Harold E. Kilgore
    Norman H. Carberry
    Virgil L. Watland

At Dryden - DN

    Wayne C. Hudson

At Leavenworth - CH

    Jess B. Nostrand
    Elliott L. Dayment
    Robert D. Bell
    Walter Stefanik

At Merritt - CK

    Hazel Sorenson
    Bobbie S. Lane
    Margie M. Exelby
    Walter J. Purcell, Jr.

At Scenic - MA

    Harry Owen
    Allen W. Lusk
    Arnold J. McFarland
    Donald B. Walters
    John B. Spence

At Skykomish - KY

    Charles L. Eby
    Ella G. Carter
    James V. Nation
    Ames L. Larson
    John B. Spence

At Grotto - GO

    Russell V. Kvam (shows as Quan)
At Gold Bar - GB

James A. Ingraham

At Monroe – RO

Jno. M. Busfield
Robert C. LaLiberte
Donald B. Morrison
William R. Handley

At Snohomish - SH

Esther M. White
Raymond G. Wans

At Lowell – W (all are NP personnel, seniority dates unknown)

Walter Blalock
Thomas J. Moore
Lenore Benson
James Rigby
Walter Schilaty
Jack Williams

At Everett - JN

Stewart G. Aldcroft (or possibly George T.)
Bruce H. Manley (or possibly Jack S.)
Charles C. McFarland
Ralph E. Norrish

At Delta – PG

William M. Griffith

The Train Dispatchers –

Walter B. “Bud” Jones – WBJ
Sam E. Straub – SES
Fred J. Frahm – FJF
Vance E. Shirley – VES
Ted P. Simpson – TPS
Acknowledgments

Transcription by: John Pomykata, Omaha, NE

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

Note: assistance on the names was provided by Charles McFarland, Roy Ely, Russell Kvam, Arnold McFarland, Wallace Morse and particularly Dave Sprau, who located several old seniority lists.

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