Superintendent R D Krebs
Ass't Superintendent J M Walton - W F Reed
Chief Dispatcher [illegible]
Night Chief Dispatcher J H Moore
Night Chief Dispatcher A Hutchison

DISPATCHERS ON DUTY

From 1200 M. to 800 M. [illegible]
From 4 M. to 4 M.
From 401 P M. to 1201 A M. [illegible]
From M. to M.

WATCH COMPARISON

(Sec.) SLOW : (Sec.) FAST

RECORD OF WEATHER

	1 a. m.	7 a. m.	1 p. m.	7 p. m.
Pine Bluff				
Camden				
Texarkana				
Shreveport				

FORM 2191 — 300-6-72-CPC

St. Louis Southwestern Railway Company

DISPATCHER'S RECORD OF MOVEMENT OF TRAINS

Pine Bluff, Ark., Friday Oct 20 1972

TIME TABLE No. 1
Effective Jan 1 1972
Supplement No. ____ Effective 19 ____
Rule for Today

INSTRUCTIONS

1. Weather conditions and temperature shall be reported at least once in six hours by and recorded for at least one station on each dispatching district and shall be recorded for such other stations as report weather conditions.
2. Each train dispatcher shall sign his name and record the time of going on and off duty in space provided.
3. The A. M. or P. M. of the caseway boy shall be shown at the initial and final time of each movement.
4. The number of loaded cars and the number of empty cars with the sum of the tonnage thereof shall be shown opposite the time of train at the initial and final terminal station and at each intermediate station as changes justifying a record may have been made, thus: 10/15/800

In the column captioned "Total Cars and Tonnage Handled," give the total handled on the trip.

5. Time of trains passing reporting stations shall be recorded, where trains stop at reporting stations, both arriving and departing times shall be recorded.

COTTON BELT ROUTE

CLOCK AT 11 A. M.
____ seconds fast ____ seconds slow

PINE BLUFF-TEXARKANA-SHREVEPORT

TRAIN
ENGINE
UNITS
CONDUCTOR — Time Train Crew Went on Duty — Time Train Crew Was Relieved
ENGINEER — Time Engine Crew Went on Duty — Time Engine Crew Was Relieved — Time Set For Departure
16 Hours Expires
Call Figures
DESCRIPTION — Total Cars and Tonnage Handled — Max. No. Cars, Inc., Caboose Hauled at one time in Rd. Movement

SOUTHWARD

NORTHWARD

Distance			Distance
0.00	DS	Pine Bluff Shps. 40.68	152.43
40.68	FY	Fordyce 27.51	111.75
68.19		Kent 3.73	84.24
70.92	CD	Camden 30.41 (West Track / East Track)	81.51
101.33	MN	McNeil 17.15	51.10
118.48	BU	Stamps 4.48	33.95
122.96	WV	Lewisville 0.57	29.47
123.53		Shreveport Jct. 7.38	28.90
130.91		Garland City 5.73	21.52
136.64		McKinney 13.55	15.79
150.19		Gertrude 2.24	2.24
152.43		Texarkana Yard	0.00

LEWISVILLE-SHREVEPORT

Distance			Distance
0.00	WV	Lewisville 0.57	61.98
0.57		Shreveport Jct. 18.28	61.41
18.85		Bradley 13.65	43.13
32.50	DG	Plain Dealing 9.59	29.48
42.09		Alden Bridge 19.89	19.89
61.98	SP	Shreveport Yd 1.26	0.00

SOUTHWARD

NORTHWARD

MEMORANDUM OF EXTRAORDINARY OR UNUSUAL OCCURRENCES

1-BSTD - South Pine Bluff 10" - No other
2-BSM - None
3-BSM - None
FSSE 1145 McKinney 820a-1035a meet 1-2-3 BSM
BMTOE 800 Stephens 10a-955a meet 1-2-3 BSM
CBPEI 3962 [illegible] 9a- meet 1-2-3 BSM
1) Local detached general cars in north switch Stephens
1-2 SP B/o at Camden [illegible] 590 546 B/o train line
2-3 SP Delayed 143 ahead Selma Cut B/o at Camden

143 + 342 + CBPEI 967 delayed meet be decided at Stephens

Date Friday Oct 20 1972

WORK TRAINS

Time On Duty	Station Where Went on Duty	Engine	Conductor	Engineer	Time Out	Time Tied Up	Station Where Tied Up	Limits	Class of Work
7am	Camden	3651	[illegible]	[illegible]		715pm	Camden	X-yds	Mf