

JUL 21 1978

DISPATCHERS ON DUTY

|            |            |   |
|------------|------------|---|
| From 1201A | M to 801A  | M |
| From 801A  | M to 401P  | M |
| From 401P  | M to 1201A | M |
| From       | M to       | M |

50 mph

Time Table No.

Special Instructions No.  
Supplement No.

### DISPATCHER'S RECORD OF MOVEMENT OF TRAINS

**Houston, Texas,**

Friday, July 21, 1972

ALL 21 520

## INSTRUCTIONS

- 1 Weather conditions and temperatures shall be reported at least once in six hours by and recorded for at least one station each day. The weather conditions shall be recorded for other stations as report weather conditions
- 2 Each train dispatcher shall sign his name and record the time of going on and off duty in the space provided
- 3 The A.M. or P.M., as the case may be, shall be shown at the initial and final time of each movement
- 4 The number of Cars in each train shall be shown at least at one station and at such other stations as the carrier may require
- 5 Time of trains passing reporting stations shall be recorded, where trains stop at reporting stations, both arriving and departing time shall be recorded

| TRAIN                             |        | 1/41                    | 2/41                         | 1/45                                   | 2/45                                   | Extra               | Extra                    | 2/49              |                     |                       |  |  |  |  |  |  |  |  |
|-----------------------------------|--------|-------------------------|------------------------------|----------------------------------------|----------------------------------------|---------------------|--------------------------|-------------------|---------------------|-----------------------|--|--|--|--|--|--|--|--|
| ENGINE                            |        | 3702<br>9635<br>702     | 8099<br>3507<br>6714<br>3413 | 4030<br>9446-7050<br>9125-8968<br>8433 | 8633<br>8626-8662<br>8600-8601<br>8629 | 6651<br>3734        | 8639<br>6513<br>6601.00c | 6680<br>9952      |                     |                       |  |  |  |  |  |  |  |  |
| CONDUCTOR                         |        | Bristow                 | Danko                        | Beck                                   | Cantecaney                             | Kiles               | Howkins                  | Inken             |                     |                       |  |  |  |  |  |  |  |  |
| ON DUTY ENGINEER                  |        | 100 Am<br>Caldwell      | 700 Am<br>Caldwell           | 1130 Am<br>Moody                       | 1235 pm<br>L. M. Hodge                 | 330 pm<br>Scott     | 730 pm<br>J. L. Brown    | 230 pm<br>Addison |                     |                       |  |  |  |  |  |  |  |  |
| ON DUTY 14 HOURS                  |        | 515 Am<br>300 Am 705 Am | 700 Am<br>700 Am             | 150 pm<br>130 Am 1350 Am               | 250 pm<br>235 Am 550 Am                | 330 pm<br>530 pm    | 730 pm<br>730 Am         | 230 Am<br>430 Am  |                     |                       |  |  |  |  |  |  |  |  |
| TRAIN CREW OFF<br>ENGINE CREW OFF |        |                         |                              |                                        |                                        |                     |                          |                   |                     |                       |  |  |  |  |  |  |  |  |
| Distance                          | Region | SUBDIVISION             | Designation                  | ENSA 1/61                              | ARSM 1/60                              | BSM 1/60            | BSM 2/60                 | CSDR              | ENTRA 1/61          | ACSM 1/61             |  |  |  |  |  |  |  |  |
| 0.0                               |        | FLATONIA 316            | FN                           | 416 5421<br>5153                       | 811 1100                               | PM 86-1<br>438 5357 | PM 86-1<br>400 5742      | PM 850<br>520     | 41 4029<br>105 4649 | PM 12-31<br>1215 3829 |  |  |  |  |  |  |  |  |
| 31.6                              |        | Northrup Annunciator 64 |                              | 819 963                                | 443                                    | 400                 | 520                      | 811 1000          | 105 4649            | 1215 3829             |  |  |  |  |  |  |  |  |
| 38.0                              |        | GIDDINGS 28.7           | US                           | 811 1147<br>23 510                     | 443 510                                | 366 514             | 514                      | 743 1215<br>983   | 515 560             | 577                   |  |  |  |  |  |  |  |  |
| 66.2                              |        | CALDWELL 219            | CW                           | 730 344                                | 318 808                                | 318 808             | 443 514                  | 743 1215<br>983   | 515 560             | 577                   |  |  |  |  |  |  |  |  |
| 90.1                              |        | Tattie Annunciator 64   |                              | 653 815                                | 245                                    | 245                 | 415                      | 514               | ✓                   | 344                   |  |  |  |  |  |  |  |  |
| 97.0                              |        | HEARNE 64               | G                            | 640 5429<br>5153                       | 811 1147<br>510                        | PM 86-1<br>557      | PM 85-1<br>5743          | 450 5797          | 810 46-43<br>5242   | 330 19-83<br>3983     |  |  |  |  |  |  |  |  |
| CARS                              |        |                         |                              |                                        |                                        |                     |                          |                   |                     |                       |  |  |  |  |  |  |  |  |
|                                   |        |                         |                              | 54-28-5183                             | 13031                                  | 6684                | 6194                     | 5289              | 4446                | 5728                  |  |  |  |  |  |  |  |  |
|                                   |        |                         |                              | 4479                                   | 13031                                  | 6684                | 6194                     | 5289              | 4446                | 5728                  |  |  |  |  |  |  |  |  |

[illegible]

| ENGINES IN TOW |      |      |       |           |                                                                                | DAILY REGISTER OF TELEGRAPHERS' OVERTIME |          |                 |    |       |    |                     |                                    |                                                                                             |  | MEMORANDUM OF UNUSUAL OCCURRENCES |
|----------------|------|------|-------|-----------|--------------------------------------------------------------------------------|------------------------------------------|----------|-----------------|----|-------|----|---------------------|------------------------------------|---------------------------------------------------------------------------------------------|--|-----------------------------------|
| Engine         | From | To   | Train | Messenger | Remarks                                                                        | STATION                                  | OPERATOR | OVERTIME WORKED |    |       |    | O. K. of Dispatcher | Reason Why This Overtime Worked By | Telegrapher                                                                                 |  |                                   |
|                |      |      |       |           |                                                                                |                                          |          | HOURS           |    | CALLS |    |                     |                                    |                                                                                             |  |                                   |
|                |      |      |       |           |                                                                                |                                          |          | From            | To | From  | To |                     |                                    |                                                                                             |  |                                   |
| 184            | 6:30 | 7:30 | 2230  | See Svc   | Unit late to Port cus but on track being so used to it by train. Return to cus |                                          |          |                 |    |       |    |                     |                                    | Flight out on 4.6.10. MP 45.8. Mh. Called 45.8 pm 6/4/27 west has no working radio on train |  |                                   |

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