JUL 4 1959

L-208-C

INSTRUCTIONS

1. Weather conditions at all operating stations shall be reported at least once in six hours between the hours of 6 P. M. and 6 A. M. Place 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 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 determine.

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

Dallas and Austin Divisions

Time Table No. 55

Supplement No. None

SOUTHERN PACIFIC LINES IN TEXAS AND LOUISIANA

TEXAS AND NEW ORLEANS RAILROAD COMPANY

DISPATCHER'S RECORD OF MOVEMENT OF TRAINS

Ennis, Texas, Saturday July 4th 1959

DISPATCHERS ON DUTY

	From	M.	To	M.
[illegible]	12:00	M.	8:00	A.
[illegible]	8:00	A.	4:00	P.
[illegible]	4:00	P.	12:00	M.

EASTBOUND

Train	Engine	Train Crew Went on Duty	Engineer	Fireman	Conductor	Brakeman	Brakeman	Brakeman or Porter
Extra 377	Extra 377-608	8:00 a	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
341	633	9:00 a	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
343	633-311	10:00 a	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
55	633	7:00 a	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Extra 377	Extra 377-608	1:00 p	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
341	633-311	3:00 p	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
343	633	4:00 p	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

WESTBOUND

Train	Engine	Train Crew Went on Duty	Engineer	Fireman	Conductor	Brakeman	Brakeman	Brakeman or Porter
Extra 377	Extra 377-608	8:00 a	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
340	633	9:00 a	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
342	633-311	10:00 a	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
54	633	7:00 a	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Extra 377	Extra 377-608	1:00 p	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
340	633-311	3:00 p	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
342	633	4:00 p	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

EASTBOUND — TRAIN CREW TIED UP / ENGINE CREW TIED UP

Train	Engine	Train Crew Went on Duty	Engineer	Fireman	Conductor	Brakeman	Brakeman	Brakeman or Porter
55	633	7:00 a	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
341	633-311	8:00 a	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
343	633	4:00 p	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

WESTBOUND — TRAIN CREW TIED UP / ENGINE CREW TIED UP

Train	Engine	Train Crew Went on Duty	Engineer	Fireman	Conductor	Brakeman	Brakeman	Brakeman or Porter
54	633	7:00 a	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
340	633-311	8:00 a	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
342	633	4:00 p	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

16 HOURS EXPIRE

Train	Engine	Train Crew Went on Duty	Engineer	Fireman	Conductor	Brakeman	Brakeman	Brakeman or Porter
254	301-245	7:00 a	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
251	301	8:00 a	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Extra 377	Extra 377-608	8:00 a	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Extra 377	Extra 377-608	1:00 p	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
268	633	7:00 a	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
250	633-311	8:00 a	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
247	633	7:00 a	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Extra 377	Extra 377-608	1:00 p	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
249	633-311	3:00 p	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
247	633	4:00 p	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

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251	301	8:00 a	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
268	633	7:00 a	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
250	633-311	8:00 a	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
247	633	7:00 a	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
249	633-311	3:00 p	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
247	633	4:00 p	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

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252	301	8:00 a	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
269	633	7:00 a	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
251	633-311	8:00 a	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
248	633	7:00 a	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
250	633-311	3:00 p	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
248	633	4:00 p	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

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247