FORM L-2299X

DISPATCHERS ON DUTY

	From	M. to	M.
W. E. Hunter	1201A	801A	M.
AL Murray	801a	401p	M.
A.R. Adams	401p	1201A	M.

San Antonio and Houston Divisions

Time Table No. 1 x-1
Special Instructions No. 0
Supplement No. 0

SOUTHERN PACIFIC COMPANY

DISPATCHER'S RECORD OF MOVEMENT OF TRAINS

Houston, Texas, Tuesday July 4, 1972

GIVE TO X6625W at FN

no cab radio

650

EASTWARD

TRAIN	2/248	Extra	1/248	3/246	Extra	2/246	1/246	Extra	Extra	250	Extra	Extra	84	2	16
ENGINE	4037 4249 8918 8923	6739 13721	8970 9020 9063 8654 9142	8711 6665 8804	8761 BO 3726 8920	8746 8688	8707 7028 8695 9058	6757 9952-1/2	8652 8609 6511	9125 6752 5013 8750 9239	8626 4086	8899 8964 BO 6505 BO 5970	3632	6450 8291 8122 6458	
CONDUCTOR	Wortman	Davis	Liles	Blumyar	Kirschnick	W V Kuhn	Picker	Loftin	Slaughter	Pool	Schwab	Caro	Buescher	704	
ON DUTY	1100pm	1000pm	900pm	425p	325p	240p	1145a	500Am	430Am	200Am	215Am	1201Am	715a	625Am	
ENGINEER	L. Moore Christien	French Punch	Lowrey N.F.	Raymond N.F.	Rogers N.F.	Hobbs N.F.	O'Brien Dozier	Faller	Batye Courtney	Neuman Hayman	Probey Eppler	Whitehead N.F.	B.E. Mason N.F.	Neha Evans	
ON DUTY	1100pm	1000pm	900pm	425p	325p	240p	1145a	500Am	430Am	200Am	215Am	129Am	715a	625Am	
14 HOURS TRAIN CREW OFF ENGINE CREW OFF	100pm	1200 Noon 145Am	1100Am	625p	525p 1225Am 1225Am	440p	145p	700pm	630pm 950p	400pm	415pm 715a	201pm	915p 245pm	825pm	
	PSSE 2/30	CBME 1/X	MSE 1/3	PSSE 1/30	EV Ho 1/29	APCCI 1/2	CBL 202	SAEN 1/3	LAHO 1/1	PSSE 3/29	CBME 1/4	MSE 1/2	Local	Amtrak	Local
	Am 82-11 1208 6798 1219 ✓ 1250 102 128 200 82-11 Am 6798	Pm 10-17 1050 1289 1104 ✓ 1135 1155 1226 102 145 10-17 Am 1289 10-17-1289	930 Pm 40-50 935 4039 948 ✓ 1016 1036 1110 40-50 Pm 4039	Pm 59-27 610 5907 615 705 ✓ 740 814 903 59-27 Pm 5907	Pm 78-45 410 7960 420 645 ✓ 846 910 931 1005 1058 1145 78-45 Pm 7960 78-45-7960	Pm 38-66 330 5189 336 351 ✓ 611 640 753 845 38-66 Pm 5189	P 43-3 1215 2997 1224 1240 120 158 230 43-3 Pm 2997 210	Am 55-57 635 5849 645 823 843 859 930 947 1030 55-57 an 5849 1015	Am 29-79 525 4472 535 605 625 635 650 723 650 734 910 Held to Follow #2 950 29-79 a 4472 11 8005	Am 76-10 340 6237 349 440 452 510 532 610 76-10 Am 6237	Am 43-13 320 4075 336 ✓ 505 520 545 629 710 43-13 Am 4075 H.S	Am 33-21 235 3325 241 259 212 335 410 33-21 Am 3325	ar 1-1 800 92 825 828 853 947 1008 1035 105 138 220 3-1 Pm 325 6-12-857	ar 715 11 734 731 740 MIST ORDERS 752 803 823 851 934 11 ar 930	not operated
CARS	5279'	1573'	6329'	5179'	6758' N/C	7144' N/C	2926	S/O 9-7-868 US 6128' LONG	5854' 21-GD shorts	4871'	3516'	3690'			

FLATONIA SUBDIVISION

Distance	FLATONIA SUBDIVISION	Designation
0.0	SAN ANTONIO	—
	1.9	
1.9	EAST YARD	QS
	5.2	
7.1	KIRBY	KY
	13.7	
20.8	ANNUNCIATOR	—
	14.5	
35.3	SEGUIN	CN
	20.7	
56.0	LULING	JN
	33.3	
89.3	FLATONIA	FN
	32.9	
122.2	GLIDDEN	GD

CARS

Distance	GONZALES BRANCHES	Designation
0.0	GONZALES	ZA
	12.3	
12.3	HARWOOD	

CARS

WESTWARD

Behind 1/45 to go

ON FN

SANDERS NOT WORKING NOT MAKE TRANS.

1.2

TRAIN	17	83	1/41	2/41	1/45	2/45	3/45	243	Extra	Extra	Extra	249
ENGINE		2656	8704 8621 6738 8629	6606 3307	9213 9070 8994 9256	9258 8731 8847 8763 8851	8719 9135-6503 6571-6749 6729	9122 3702 5017	6744 9152 8645 8682	6654 2518 3698	6625 6520 10 BO 3726	4039 4034
CONDUCTOR		Bernhard	Canterbury	Lumme King	J S Hill	Willis	Vaughn	Davis	Harkins	Bomba	Jubert	Evans
ON DUTY		730Am	250Am	740p	1045a	1135a	315p	900Pm	930a	1050a	300p	900pm
ENGINEER		Buckert	J.E. Moore	Rhodes	M L Moore	Ford	Briggs	Matteson	Horton	Vaughn	Ward	McVay
ON DUTY		730Am	540Am	740p	115p	150p	315p	210Am	235p	200a	300p	900pm
14 HOURS TRAIN CREW OFF ENGINE CREW OFF		930pm 830pm	450pm-740pm 1100p	940p 410pm	1245a 315a 540pm	135a-350a 620pm	515p 915pm	1100Am-410pm 850a	1130a-415a 710pm	1250a-400a 1120pm	500a 220Am	1100Am 510Am
	Local	Local	APW 1/3	KMSA 1/4	BSM 1/3	BSM 2/3	BSM 3/13	TXN-3	SCL SP 1/2	ABSM 1/3	243-3	ENTAC 1/4
	not operated	Pm 5-20 800 900 755 ✓ 614 2/41 300 246 230 145 ✓ 1227 1105 955 9.4 ar 944 16-23-2000	an 85-1 1046 528 1040 1023 1008 940 901 85-1 Am 5218 H.S	Pm 36-49 350 3984 335 ✓ 244 158 152 1240 36-49 3984 H.S.	Pm 72-1 525 4267 519 ✓ 451 450 430 430 357 72-1 Pm 4267 H.S.	Pm 83-1 605 5277 548 ✓ 521 459 425 83-1 Pm 5192 H.S.	Pm 78-1 840 5256 838 ✓ 809 746 915 78-1 Pm 5255 H.S.	an 48-78 820 6346 817 ✓ 629 625 546 348 530 439 315 315 225 48-78 Am 6346 H.S	Pm 66-3 652 5204 607 ✓ 530 348 315 230 66.31 5204 H.S.	1105 Pm 21-71 1105 3487 1101 1050 ✓ 1030 1021 1008 922 630 21-71 Pm 3487 21-73-3487	900 145 AM 42-68 145 4916 141 ✓ 101 1223 1210 1135 1113 905 655 42-68 Pm 4916 42-68-4916	500 AM 35-17 440 2961 438 ✓ 403 333 237 39-17 Am 3271 47-24-4013
CARS			~~5083~~ 5343'	4531 G 430	T.Y 1027 US 305	T.Y 1112 US 335 225	1234 US 626	7482'	3813' plus units	3206' clearing trn	5733'	3200' 504X

INSTRUCTIONS

1. Weather conditions and temperatures 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 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.

WORK TRAINS

Engine	Work Limits—Between	Conductor	Engineer	Station On Duty	Station Off Duty	Nature of Work

RECORD OF WEATHER

Place	2:30 A. M.	8:30 A. M.	2:30 P. M.	8:30 P. M.
San Antonio				
Flatonia				
Glidden				

DEADHEAD CREWS

Conductor	Brakeman	Brakeman	Engineer	Fireman	From	To	On	Remarks

ENGINES IN TOW

Engine	From	To	Train	Messenger	Remarks

DAILY REGISTER OF TELEGRAPHERS' OVERTIME

STATION	OPERATOR	OVERTIME WORKED HOURS From	HOURS To	CALLS From	CALLS To	O. K. of Dispatcher	Reason Why This Overtime Worked By Telegrapher

MEMORANDUM OF UNUSUAL OCCURRENCES

Recieved Calls on CBME 1/4 and PSSE 3/29 at 200 Am

CBME 1/4 busted air hose at Schertz delaying PSSE 3/29

Delayed PSSE 3/29 at Luling for TXN-3 acct PSSE 3/29 was stopped at Schertz behind CBME 1/4 who had a B/O air hose and couldn't get any information on when he would leave and TXN-3 was non-clearing train and opr FN billed orders and clearance for TXN-3 delaying TXN-3 act FN

Sa unable to handle LAHO 1.1 ahead of #2

SCL SP 1/2 wanted into QS behind 1/45 and 2/45