

KANSAS CITY, MEXICO AND ORIENT RAILWAY COMPANY OF TEXAS

TEXAS DIVISION FIRST AND SECOND DISTRICTS

DISPATCHER'S RECORD OF MOVEMENT OF TRAINS

~~TIME~~ TABLE NO. 14

Date... Saturday Feb. 18

EAST BOUND

DISPATCHERS ON DUTY

from 1200a M. to 8a M.

from M. to M.

from 12 noon M. to 1159 PM M.

from _____ M. to _____ M.

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 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 the day.
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 train passing reporting stations shall be recorded; where trains stop at reporting stations, both arriving and departing time shall be recorded.

RECORD OF WEATHER

PLACE	Time <i>12:00</i> M.	Time M.	Time M.	Time <i>12</i> M.
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Species	Clear	3/4	4/4
lus.			
mlen	✓	1/6	✓
- angels	✓	40	✓
pine	✓	40	✓

8 A. M. COAL SITUATION

STATION	TONS AND BAND	TONS FOR FOGNETS	TONS FOR CHUTE	TONS GARS	TONS RECEIVED 24 HRS.	TONS USED 24 HRS.
Altus						
Benjamin						
Hamlin						
Sweetwater						
San Angelo						

Memorandum of extraordinary or unusual occurrences:

PASSENGER EQUIPMENT

PASSENGER TICKET				
TRAIN	One			
Baggage	3			
Mail	54			
Coach	172			
Coach	252			
Chair Car	5man			
Sleeper				
Sleeper				
Sleeper				
Special or Business				

BUSINESS CARS OR PRIVATE CARS MOVED

[illegible]**DELAYS—WESTBOUND TRAINS**

X56: 468-15" still over r an 498-10" Plu 30" 3/4 539-50" En 58, 589-15" 3/4 606-15" Plung an leak r 3/4
X68: 494-15" no 2, 415-35" Plu 310 522-20" Ouder 571-53 1/2 15" Ouder 581-24" Plu 589-100" Plu 600-05" Eng an 608
X132: 498-20" Plu 15" 3/4 15" En 58, 50" Dug 522-15" Plu 15" 3/4 45" Dug 32" leak 539-15" Plu 10" miter
582-110" En 257-10" miter 571-10" Plu 10" miter 581-30" Plu 150"
No 205: 644-45" Dug pit 651-12.5" Dug pit and miter En 251 723 653-45" Loc 672-15" Loc 682 to 682
X56: 400" well with 686-35" Dug pit 686-35" En 251 689-25" Dug pit 701-110" 15"
606-30" Plu from En get Plu 100" 100" Car 15" Plu 100" 686 944-20" 20" feel an 615
20" 1142 an out pit 612-15" 15" Plu 69-64 45" 10" 15" 658-115" En 701-110" for the r
612-10" No no-686-15" get back-718-15" Eng to house
687-10" well line of from 718-10" from an
646-15" only No 118-100" En on leak 586 m
671-110" No r-640-15" back 586-44-100" Plu 10" M. 124 15" X 100" Dug 718-100" from Eng
671-110" No r-640-15" back 586-44-100" Plu 10" M. 124 15" X 100" Dug 718-100" from Eng

OFFICIALS REGISTER

10 "Edward"

DELAYS—EASTBOUND TRAINS

X 59: 701-30" No 19, 651-110" No 1, 641-15" No 25, 20" eat 606-10" 9/2 in clear
 X 58 666-15" Eng 542-15" Net pin on Eng 488-10" clear
 X 133 701-15" Eng 251, 674-15" Eng 681-55" Eng 686-30" Eng 30" No 1, 672-245" 682 688-30" eat 20" Eng 651-55" 614-20" For 640- to buy 586, 641-20" For 627-20" For 620-15" For 606-10" Eng away
 X 252: 589-20" Eng 671-15" Eng 15" mdae 584-20" unlaid mtl 581-20" Eng 56" and 68-110" Eng 20" mdae 585-110" w/c 571-10" Eng 20" Eat 566-10" mdae 556-145" unlaid mtl 557-110" mdae 539-15" Eng 522-15" Eng 25" mdae 515-15" mdae 505-10" mdae 418-25" mdae
 X 151: 718-10" pin 5" Eng blown by 475 for latx von Call ops - 606 for time on No 1: 658-1'40" No 15-641-15" pin 15" 5" mdae 718-133 Eng
 X 91: 606 1'05" mdae air 55m 40" Eat 488-1'15" Eng 1' later pin at 468-15" Eng 606
 X 100 606 1'05" mdae air 55m 40" Eat 488-1'15" Eng 1' later pin at 468-15" Eng 606
 X 101 718-15" pin 5" mdae 718-10" mdae 488-15" mdae 558-15" 566-15" 551-441-3" by No 1 clear the clear from

YARD SITUATION AND REMARKS

FIRE SITUATION AND REMARKS									
YARD	TIME	EAST	WEST	TIME	EAST	WEST	TIME	EAST	WEST
DI									
WA									
MA									
HI									
Q									

YARD ENGINE PREFERENCE						
YARD	FOREMAN	ENGINEMAN	FIREMAN	SWITCHMAN	ON	OFF
GM						
WA						
MA						