SOUTH TEXAS DISTRICT

MISSOURI-KANSAS-TEXAS RAILROAD COMPANY OF TEXAS

Dispatcher's Record of Movement of Trains

SAN ANTONIO DIVISION

FORM 2052

Waco, Texas, Saturday Oct 2nd 1926

Superintendent ____ Train Master ____ Road Foreman of Engines ____

DAY ____ LOCATION OFFICIALS ____ NIGHT ____

500 3-26

TIME TABLE No. ____

DISPATCHERS ON DUTY

Chief { Day / Night ____ Assistant Chief ____

From ____ M. to ____ M.

SOUTH BOUND | NORTH BOUND

Distance from Bell Mead	Capacity of Sidings	Train / Conductor / Engineer / Engine / Class and Symbol / Time Train Goes West on Duty / Time Engine Goes West on Duty / Time Called / Loads and Empties Hauled / Tons Handled 16 Hour Limit Extras	Office Designation	Station Number
0 Yd.		BELLMEAD 3.0	B.J.	843
3.0	76	WACO 3.3	W.C.	846
10.6	50	HEWITT 5.3	W.	853
15.9	134	LORENA 6.8	R.N.	858
22.7	69	EDDY 6.9	E.D.	865
29.6	103	TROY 8.9	V.O.	872
38.5	130	TEMPLE 3.3	J.N.	880
41.8	10	ECHO 4.3		883
46.1	88	LITTLE RIVER 5.2		888
55.3	73	HOLLAND 6.0	M.O.	897
61.3	126	BARTLETT 5.3	B.R.	903
66.6	136	GRANGER 11.1	G.	908
81.7	30	GEORGETOWN 14.9	G.V.	U-15
96.6	42	PFLUGERVILLE 17.6	G.U.	U-30
114.2		AUSTIN 30.8	D.L.	U-47
		Via I. G. N.		
		M-K-T Jct. 1.4	K.	
145.0	40	SAN MARCOS 16.8	C.	M-53
161.8	35	NEW BRAUNFELS 13.7	N.B.	M-69
175.5	35	LULLILLO 13.5		M-83
189.0	500	TRAVIS YARD 6.01		M-87
195.01	Yd.	NOGALITOS 1.0	Y.D.	M-103
196.01	Yd.	SAN ANTONIO		M-104

HOUSTON DIVISION

Distance from Granger	Capacity of Sidings	Train / Conductor / Engineer / Engine / Class and Symbol / Time Train Goes West on Duty / Time Engine Goes West on Duty / Time Called / Loads and Empties Hauled / Tons Handled 16 Hour Limit Extras	Office Designation	Station Number
0 Yd.		GRANGER 10.8	G.	908
10.8	143	TAYLOR 7.8	J.G.	919
18.6	45	COUPLAND 8.1	C.D.	927
26.7	82	ELGIN 14.4	J.	935
40.8	55	PHILAN 4.9	A.X.	949
45.7	80	BASTROP 15.6	B.A.	954
61.3	Yd.	SMITHVILLE 9.1	S.M.	969
70.2	59	WEST POINT 4.1	W.P.	978
74.3	100	PLUM 6.1		982
80.4	50	LA GRANGE YARD 13.0	R.A.	988
93.4	35	FAYETTEVILLE 12.1	V.Y.	1002
105.5	76	NEW ULM 10.4	U.M.	1014
115.9	23	CAT SPRING 11.0		1024
126.9	100	SEALY 12.8	S.Y.	1035
139.7	115	BROOKSHIRE 8.0	B.K.	1048
147.7	108	KATY 23.3		1056
171.0	143	EUREKA 5.8	E.K.	1079
176.8	Yd.	HOUSTON 23	H.U.	1084
225.9	Yd.	GALVESTON		

SAN MARCOS DIVISION

Distance from Smithville	Capacity of Sidings	Train / Conductor / Engineer / Engine / Class and Symbol / Time Train Goes West on Duty / Time Engine Goes West on Duty / Time Called / Loads and Empties Hauled / Tons Handled 16 Hour Limit Extras	Office Designation	Station Number
		SMITHVILLE 10.1	S.M.	
10.0	45	ROSANKY 10.1		M-10
20.1	41	RED ROCK 8.1		M-21
28.4	35	DALE 8.0	D.	M-29
36.4	44	LOCKHART 7.1	C.O.	M-37
43.5	43	MAXWELL 3.2	M.X.	M-44
46.8	35	REEDVILLE 5.5	R.D.	M-47
52.3	40	SAN MARCOS	C.	M-53

BELTON BRANCH

Distance from Temple	Capacity of Sidings	Train / Conductor / Engineer / Engine / Class and Symbol / Time Train Goes West on Duty / Time Engine Goes West on Duty / Time Called / Loads and Empties Hauled / Tons Handled 16 Hour Limit Extras	Office Designation	Station Number
3.3		ECHO 6.7		
10.0		BELTON	B.N.	L-7

LIVE STOCK REGISTER

Eng.	Cars	Kind	From	To	Time Loaded	Date	Remarks

EMPLOYES' DEADHEAD

NAME	OCCUPATION	FROM	TO	CAUSE
J. F. Ryberg	Fireman	908	969	Miller Mill Ind.
J. C. Fisher	Fireman	969	1084	Left Engine
[illegible]	Engr.	969	1084	[illegible]

SPECIAL CARS HANDLED

NUMBER	OCCUPIED BY	FROM	TO	TRAIN No.

DETAIL OF PASSENGER TRAINS

PASSENGER TRAIN DELAYS—NORTH BOUND

PASSENGER TRAIN DELAYS—SOUTH BOUND

AGENTS—OPERATORS

NAME	STATION	TIME	TIME	CAUSE
Herman	San Marcos	Left	6:00	[illegible]
J. Price	Op. at San Marcos	Relieve	6:00	[illegible]
Lucillo	Left Station	6:25	Gone	

WORK TRAIN REGISTER

Engine	Conductor	Engineer	LIMITS From	LIMITS To	KIND OF WORK

LOCATION OF BRIDGE AND BUILDING OUTFITS

FOREMAN	STATION
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]

ENGINE FAILURES

Train	Engine	Conductor	Engineer	EXPLANATION
85	353			[illegible]

RECORD OF WEATHER

PLACE	Time A. M.	Time P. M.	Time A. M.	Time P. M.	Time A. M.	Time P. M.
Waco	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Bremond	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Smithville	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Houston	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
San Marcos	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Austin	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Georgetown	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

SWITCH ENGINE REPORT

LOCATION	ENGINE	FOREMAN	ENGINEER	FROM	TO

Memorandum of Extraordinary or Unusual Happenings

INSTRUCTIONS

1. Weather conditions and temperature shall be reported at least once each day between 2 and 4 P. M. by the operator at each office in a patrolling 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 his relief at the end of duty in the same manner.

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 in each train dispatcher's territory, preferably at terminals.

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