Form 2196 — 400-A-71-CPC

# TEXAS

## St. Louis Southwestern Railway Company

### DISPATCHER'S RECORD OF MOVEMENT OF TRAINS

Pine Bluff, Ark. Thursday — Nov 4, 1971 19

Superintendent — R. D. Krebs
Ass't Superintendent — J. W. Walton — W. L. Conaway
Chief Dispatcher — Carl Edwards
Night Chief Dispatcher — B. M. Martin
Night Chief Dispatcher — J. D. Baldwin

DISPATCHERS OR DUTY — From 12:01 M. to 7:00 M. — From 7:00 M. to 4:00 P.M. — From 4:01 P.M. to 12:01 M. — From M. to M.

WATCH COMPARISON — (Days) BLOW — (Days) PAST

SYMBOLS OF TRAINS DELD T&L CORSICANA

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 100m | Deld | 324 | m out | 3:50am | 40 | A.Pvs | Cdl-349 | Reed | 4:00am | 9 Per O Mdw O Mail |
| 1-2-3 | Deld | 1:30am | m out | 1:30am | m | 3½ | 9:00 | Reed | 7:00 a.m. | m Per Mdw Mail |
| 2-3 | Deld | 1:30am | m out | 1:00am | m | 0 | A.Pvs | Pine Bluff | Reed | 4:52 P.m. m Per Mdw Mail |
| 1-2-3 | Deld | 1:30 | m out | 1:30 | m | 0 | A.Pvs | Reed | m | Per Mdw Mail |
| 1-2-3 | Deld | 1:30 | m out | 1:00 | m | 0 | A.Pvs | Reed | m | Per Mdw Mail |
| Deld | | | m out | | m | | A.Pvs | Reed | m | Per Mdw Mail |

SYMBOLS OF TRAINS RECD T&L CORSICANA

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 100m | Deld | 324 | m out | 3:50am | 40 | A.Pvs | Cdl-349 | Reed | 4:00am | 9 Per O Mdw O Mail |
| 1-2-3 | Deld | 1:30am | m out | 1:30am | m | 3½ | 9:00 | Reed | 7:00 a.m. | m Per Mdw Mail |
| 2-3 | Deld | 1:30am | m out | 1:00am | m | 0 | A.Pvs | Pine Bluff | Reed | 4:52 P.m. m Per Mdw Mail |
| 1-2-3 | Deld | 1:30 | m out | 1:30 | m | 0 | A.Pvs | Reed | m | Per Mdw Mail |
| 1-2-3 | Deld | 1:30 | m out | 1:00 | m | 0 | A.Pvs | Reed | m | Per Mdw Mail |
| Deld | | | m out | | m | | A.Pvs | Reed | m | Per Mdw Mail |

INSTRUCTIONS

1. Weather conditions and temperatures shall be reported at least once in each 24 hours. Unusual conditions affecting operations, such as floods, storms, etc., shall be recorded for each other station, as report weather conditions.
2. Time shall be recorded in the right hand side and report the time of going on duty, as well as going off duty.
3. Time is to be in P.M. or A.M. as the case may be, shall be shown at the initial and at the last station only.
4. Time shall be recorded in the proper column for the train or engine, and the train or engine number shall be recorded in the column for the train or engine. Time shall be recorded for each other station, as report weather conditions.
5. Time shall be recorded for each other station, as report weather conditions.
6. Time is to be in P.M. or A.M. as the case may be, shall be shown at the initial and at the last station only.

RECORD OF WEATHER

| STATIONS | T.A.M. | T.P.M. | STATIONS | T.A.M. | T.P.M. |
|---|---|---|---|---|---|
| TEXARKANA | 42°Clr | | | | |
| MT. PLEASANT | 48°Clr | 42°Clr | HODGE | | 60 Plr |
| TYLER | 48°Clr | 60°Clr | LUFKIN | | |
| CORSICANA | | | E. WACO | 60 Clr | |

TIMETABLE NO. 5

Effective — May 18 1969

Supplement No. — Effective — 19

Rule for Today — Grands left — regular slow

OFFICE CLOCK AT 11 A. M.

## TEXARKANA – TYLER – CORSICANA

SOUTHWARD

| TRAIN | 100m | 1-2-3 | 2-3 | 1-2-3 | 1-2-3 | 1-2-3 | Deld | Deld | Deld | Deld | Deld | Deld | Deld | Deld | Deld | Deld | Deld | Deld | Deld | Deld | Deld | Deld | Deld | Deld | Deld | Deld | Deld | Deld | Deld | Deld |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ENGINE | 8021 | Dal Pvs 8613 | 8613 | 8613 | 8613 | 8613 | 3559 | 3559 | 3559 | 3559 | 3559 | 3559 | 3559 | 3559 | 3559 | 3559 | 3559 | 3559 | 3559 | 3559 | 3559 | 3559 | 3559 | 3559 | 3559 | 3559 | 3559 | 3559 | 3559 | 3559 |
| UNITS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CONDUCTOR | Moore | Moore | Moore | Moore | Wake | Wake | Wake | Wake | Wake | Wake | Wake | Wake | Wake | Wake | Wake | Wake | Wake | Wake | Wake | Wake | Wake | Wake | Wake | Wake | Wake | Wake | Wake | Wake | Wake | Wake |
| Time Train Crew Went on Duty | 1:30am | 11:00am | 10:45p | 10:00p | 12:30am | 1:00 | 1:00p | OT | 2:00am | 4:00am | 6:00am | 8:00am | 10:00am | 12:00p | 2:00p | 4:00p | 6:00p | 8:00p | 10:00p | 12:00a | 2:00a | 4:00a | 6:00a | 8:00a | 10:00a | 12:00p | 2:00p | 4:00p | 6:00p | 8:00p |
| Time Train Crew Was Relieved | 11:00 | 1:00p | 2:00p | 2:00p | OK | 4:00am | 8:00am | 10:00am | 12:00p | 2:00p | 4:00p | 6:00p | 8:00p | 10:00p | 12:00a | 2:00a | 4:00a | 6:00a | 8:00a | 10:00a | 12:00p | 2:00p | 4:00p | 6:00p | 8:00p | 10:00p | 12:00a | 2:00a | 4:00a | 6:00a |
| ENGINEER | Dean | Dean | Dean | Dean | Jones | Dunn | Thomas | Spence | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes |
| Time Engine Crew Went on Duty | 1:00am | 11:00am | 10:45p | 10:00p | 12:00am | 1:00p | 1:15p | OT | 1:00am | 4:00am | 6:00am | 8:00am | 10:00am | 12:00p | 2:00p | 4:00p | 6:00p | 8:00p | 10:00p | 12:00a | 2:00a | 4:00a | 6:00a | 8:00a | 10:00a | 12:00p | 2:00p | 4:00p | 6:00p | 8:00p |
| Time Engine Crew Was Relieved | 11:00 | 1:00p | 2:00p | 2:00p | 4:00am | 8:00am | 10:00am | 12:00p | 2:00p | 4:00p | 6:00p | 8:00p | 10:00p | 12:00a | 2:00a | 4:00a | 6:00a | 8:00a | 10:00a | 12:00p | 2:00p | 4:00p | 6:00p | 8:00p | 10:00p | 12:00a | 2:00a | 4:00a | 6:00a | 8:00a |
| Time Set for Departure | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK |
| 16 Hours Expires | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Call Figures | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DESCRIPTION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total Car and Tonnage Handled | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mot. Sto. Cars, incl. Caboose Hauled At Gov Time In Rd. Movement | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

NORTHWARD

| TRAIN | Deld | Deld | Deld | Deld | Deld | Deld | Deld | Deld | Deld | Deld | Deld | Deld | Deld | Deld | Deld | Deld | Deld | Deld | Deld | Deld | Deld | Deld | Deld | Deld | Deld | Deld | Deld | Deld | Deld | Deld |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ENGINE | 2584 | 2584 | 1727 | 1727 | 1727 | 1727 | 1727 | 1727 | 1727 | 1727 | 1727 | 1727 | 1727 | 1727 | 1727 | 1727 | 1727 | 1727 | 1727 | 1727 | 1727 | 1727 | 1727 | 1727 | 1727 | 1727 | 1727 | 1727 | 1727 | 1727 |
| UNITS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CONDUCTOR | | | Bell | Bell | Bell | Bell | Bell | Bell | Bell | Bell | Bell | Bell | Bell | Bell | Bell | Bell | Bell | Bell | Bell | Bell | Bell | Bell | Bell | Bell | Bell | Bell | Bell | Bell | Bell | Bell |
| Time Train Crew Went on Duty | | | 6:30am | 8:30am | 10:30am | 12:30p | 2:30p | 4:30p | 6:30p | 8:30p | 10:30p | 12:30a | 2:30a | 4:30a | 6:30a | 8:30a | 10:30a | 12:30p | 2:30p | 4:30p | 6:30p | 8:30p | 10:30p | 12:30a | 2:30a | 4:30a | 6:30a | 8:30a | 10:30a | 12:30p |
| Time Train Crew Was Relieved | | | 8:30am | 10:30am | 12:30p | 2:30p | 4:30p | 6:30p | 8:30p | 10:30p | 12:30a | 2:30a | 4:30a | 6:30a | 8:30a | 10:30a | 12:30p | 2:30p | 4:30p | 6:30p | 8:30p | 10:30p | 12:30a | 2:30a | 4:30a | 6:30a | 8:30a | 10:30a | 12:30p | 2:30p |
| ENGINEER | | | Cotney | Cotney | Cotney | Cotney | Cotney | Cotney | Cotney | Cotney | Cotney | Cotney | Cotney | Cotney | Cotney | Cotney | Cotney | Cotney | Cotney | Cotney | Cotney | Cotney | Cotney | Cotney | Cotney | Cotney | Cotney | Cotney | Cotney | Cotney |
| Time Engine Crew Went on Duty | | | 6:30am | 8:30am | 10:30am | 12:30p | 2:30p | 4:30p | 6:30p | 8:30p | 10:30p | 12:30a | 2:30a | 4:30a | 6:30a | 8:30a | 10:30a | 12:30p | 2:30p | 4:30p | 6:30p | 8:30p | 10:30p | 12:30a | 2:30a | 4:30a | 6:30a | 8:30a | 10:30a | 12:30p |
| Time Engine Crew Was Relieved | | | 8:30am | 10:30am | 12:30p | 2:30p | 4:30p | 6:30p | 8:30p | 10:30p | 12:30a | 2:30a | 4:30a | 6:30a | 8:30a | 10:30a | 12:30p | 2:30p | 4:30p | 6:30p | 8:30p | 10:30p | 12:30a | 2:30a | 4:30a | 6:30a | 8:30a | 10:30a | 12:30p | 2:30p |
| Time Set for Departure | | | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK |
| 16 Hours Expires | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Call Figures | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DESCRIPTION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total Car and Tonnage Handled | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mot. Sto. Cars, incl. Caboose Hauled At Gov Time In Rd. Movement | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

SIGHT TO T&L CORSICANA

1-2-3 m C - 10am
2-3 m C - 11am
1-2-3 m C - 11am
1-2-3 m C - 11am

WORK TRAINS

| Time on Duty | Station Where Went on Duty | Engine | Conductor | Engineer | Time Out | Time Tied Up | Where Tied Up | Limits | Class of Work |
|---|---|---|---|---|---|---|---|---|---|
| 6:30am | 480 | 2484 | Davis | Cotney | 1:00am | 7:00am | Pine Bluff | 480-587 | Rail Repairs |
| 7:00 | 419 | 8688 | Wilson | Thompson | 3:00 | 7:00 | Pine Bluff | 419-587 | Rail Repairs |

MEMORANDUMS

DATE Thursday — Nov 4 1971

## MT. PLEASANT – PLANO – HODGE – SHERMAN – DALLAS

SOUTHWARD

| TRAIN | 23 | 1659 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ENGINE | | | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 |
| UNITS | | | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 |
| CONDUCTOR | | | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott |
| Time Train Crew Went on Duty | | | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT |
| Time Train Crew Was Relieved | | | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT |
| ENGINEER | | | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes |
| Time Engine Crew Went on Duty | | | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT |
| Time Engine Crew Was Relieved | | | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT |
| Time Set for Departure | | | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK |
| 16 Hours Expires | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Call Figures | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DESCRIPTION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total Car and Tonnage Handled | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mot. Sto. Cars, incl. Caboose Hauled At Gov Time In Rd. Movement | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

NORTHWARD

| TRAIN | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 | 8181 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ENGINE | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 | 3256 |
| UNITS | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 | 6715 |
| CONDUCTOR | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott | Elliott |
| Time Train Crew Went on Duty | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT |
| Time Train Crew Was Relieved | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT |
| ENGINEER | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes | Hughes |
| Time Engine Crew Went on Duty | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT |
| Time Engine Crew Was Relieved | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT |
| Time Set for Departure | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK |
| 16 Hours Expires | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Call Figures | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DESCRIPTION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total Car and Tonnage Handled | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mot. Sto. Cars, incl. Caboose Hauled At Gov Time In Rd. Movement | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

MEMORANDUMS

## TYLER – LUFKIN – CORSICANA – EAST WACO – GATESVILLE

SOUTHWARD

| TRAIN | 55 | 615 | 55 | 615 | 55 | 615 | 55 | 615 | 55 | 615 | 55 | 615 | 55 | 615 | 55 | 615 | 55 | 615 | 55 | 615 | 55 | 615 | 55 | 615 | 55 | 615 | 55 | 615 | 55 | 615 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ENGINE | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 |
| UNITS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CONDUCTOR | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter |
| Time Train Crew Went on Duty | OT | 9:00am | OT | 9:10am | OT | 11:00am | 8:00am | OT | 7:55am | OT | 7:55am | OT | 8:00am | OT | 8:00am | OT | 8:00am | OT | 8:00am | OT | 8:00am | OT | 8:00am | OT | 8:00am | OT | 8:00am | OT | 8:00am | OT |
| Time Train Crew Was Relieved | OT | 9:00am | OT | 9:00am | OT | 1:00pm | 8:00am | OT | 12:55am | OT | 12:55am | OT | 8:00am | OT | 8:00am | OT | 8:00am | OT | 8:00am | OT | 8:00am | OT | 8:00am | OT | 8:00am | OT | 8:00am | OT | 8:00am | OT |
| ENGINEER | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes |
| Time Engine Crew Went on Duty | OT | 9:00am | OT | 9:00am | OT | 1:00pm | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT |
| Time Engine Crew Was Relieved | OT | 9:00am | OT | 9:00am | OT | 1:00pm | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT |
| Time Set for Departure | OT | 9:00 | OT | 9:00 | OT | 1:00pm | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT |
| 16 Hours Expires | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Call Figures | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DESCRIPTION | 155 Lufkin | 615 Lufkin | 155 Lufkin | 615 Lufkin | 155 Lufkin | 615 Lufkin | 155 Lufkin | 615 Lufkin | 155 Lufkin | 615 Lufkin | 155 Lufkin | 615 Lufkin | 155 Lufkin | 615 Lufkin | 155 Lufkin | 615 Lufkin | 155 Lufkin | 615 Lufkin | 155 Lufkin | 615 Lufkin | 155 Lufkin | 615 Lufkin | 155 Lufkin | 615 Lufkin | 155 Lufkin | 615 Lufkin | 155 Lufkin | 615 Lufkin | 155 Lufkin | 615 Lufkin |
| Total Car and Tonnage Handled | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mot. Sto. Cars, incl. Caboose Hauled At Gov Time In Rd. Movement | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

NORTHWARD

| TRAIN | 55 | 615 | 55 | 615 | 55 | 615 | 55 | 615 | 55 | 615 | 55 | 615 | 55 | 615 | 55 | 615 | 55 | 615 | 55 | 615 | 55 | 615 | 55 | 615 | 55 | 615 | 55 | 615 | 55 | 615 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ENGINE | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 | 2512 |
| UNITS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CONDUCTOR | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter | Carpenter |
| Time Train Crew Went on Duty | OT | 9:00am | OT | 9:10am | OT | 11:00am | 8:00am | OT | 7:55am | OT | 7:55am | OT | 8:00am | OT | 8:00am | OT | 8:00am | OT | 8:00am | OT | 8:00am | OT | 8:00am | OT | 8:00am | OT | 8:00am | OT | 8:00am | OT |
| Time Train Crew Was Relieved | OT | 9:00am | OT | 9:00am | OT | 1:00pm | 8:00am | OT | 12:55am | OT | 12:55am | OT | 8:00am | OT | 8:00am | OT | 8:00am | OT | 8:00am | OT | 8:00am | OT | 8:00am | OT | 8:00am | OT | 8:00am | OT | 8:00am | OT |
| ENGINEER | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes | Mayes |
| Time Engine Crew Went on Duty | OT | 9:00am | OT | 9:00am | OT | 1:00pm | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT |
| Time Engine Crew Was Relieved | OT | 9:00am | OT | 9:00am | OT | 1:00pm | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT |
| Time Set for Departure | OT | 9:00 | OT | 9:00 | OT | 1:00pm | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT | OT |
| 16 Hours Expires | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Call Figures | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DESCRIPTION | 155 Lufkin | 615 Lufkin | 155 Lufkin | 615 Lufkin | 155 Lufkin | 615 Lufkin | 155 Lufkin | 615 Lufkin | 155 Lufkin | 615 Lufkin | 155 Lufkin | 615 Lufkin | 155 Lufkin | 615 Lufkin | 155 Lufkin | 615 Lufkin | 155 Lufkin | 615 Lufkin | 155 Lufkin | 615 Lufkin | 155 Lufkin | 615 Lufkin | 155 Lufkin | 615 Lufkin | 155 Lufkin | 615 Lufkin | 155 Lufkin | 615 Lufkin | 155 Lufkin | 615 Lufkin |
| Total Car and Tonnage Handled | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mot. Sto. Cars, incl. Caboose Hauled At Gov Time In Rd. Movement | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

MEMORANDUMS

TEXAS