

Date *OF 5 4 6 2 P* Job No. *1816*

Eng. No. *154-4454* Train No. *Hansen*

On Duty *7:00 P* On Train *Rampson*

Air Test *9:00 P* Left at *9:40*

Initial Delay *3. 40* Hrs. *term* Min. *18.42*

From *6-26-*

To *145-5600* *Star Beach*

Arrived at *12:00 P* Tied up *1:05*

Final Delay *12:00-4:37 2 30 P* Hrs. *4 30* Min.

Engineer *678-0. 4:00 P 5:00 P 7-7:00 P 8:00 P*

Fireman *153-4307-9 mins delay* *Dante Clark*

Conductor *156-4307 8:00 P 9:00 P 10:30 11:05*

Miles to Date *206 mi. 35 min delay*

Miles this Trip *6-37-1514 347 3-8 4 38 18*

Total Miles *OF 6 00 P 6 2-6 35*

Earnings to Date \$ *154-4370 7 30 7 30 term*

Earned this Trip \$ *82 5 9 30 103.35*

Total Earnings \$ *Hansen Star*

Remarks *103 mi 35 min Business*

*18.16*

1204873-2<sup>10</sup>300-4-430  
153-4354-4<sup>20</sup>500 OF 6<sup>10</sup>557<sup>10</sup>  
156-5600-8<sup>20</sup>950-2/10<sup>30</sup>45,100

Jameson Bartmess 100  
206-30"

6-29- Hanson Bartmess  
151-2472-340-4<sup>32</sup> OF 6-076<sup>50</sup>

154-4347-7<sup>00</sup>7<sup>30</sup>-8559<sup>05</sup> (1.5)  
103-35" - Jameson  
2/24/2016 30 28383

7-2-56-  
137-4300-6<sup>18</sup>53 OF 8<sup>15</sup>30,110

132-2476 0.7387 41 Pato 5<sup>50</sup>  
193 OF 6<sup>35</sup>6<sup>50</sup> 7<sup>05</sup> P Bartmess  
6<sup>00</sup>

109-3470T. Jameson  
Hanson Bart.

3 Hylas  
137-8700 OF 6<sup>15</sup>53-OF 8<sup>15</sup>40 2

132-2477 OF 327 41 P 550  
6<sup>20</sup>

OF 6<sup>30</sup>50P 7<sup>05</sup>P

Largelius  
222  
328  
550 155201

1-5-56  
 137-7312-6833 AF 8  
 Date 132-2477-3314 117 Rates Job No. 50  
 Eng. No. 193 - 300 Rates Train No. 25700  
 On Duty Jameson On Train of 686705  
 Air Test Northcutt Left at  
 Initial Delay Hrs. 0 Min.  
 From DU Box 759  
 To Saratoga Calif  
 Arrived at O.K. 1150 Tied up  
 Final Delay 7-65 TB Hrs. Min.  
 Engineer 137-4300 618 603 1780  
 132-2477-3314 117 Rates 35700  
 Fireman 193 Rates 6.0 109 357 07 955 10 25  
 Conductor M. Curie = Garage  
 Miles to Date 7-7-56 - slow  
 Miles this Trip 153-5303 425 P AF 6 201  
 Total Miles 172-5601-800 955 10 25  
 Earnings to Date \$ 30 term  
 Earned this Trip \$ 7-9-56 Sanger's Garage  
 Total Earnings 140 5602 125 AF 2 25 30  
 180 433 225 30 AF 4 30 Signal  
 Remarks 183 4370-425 P AF 6 54 7 20  
 156 4300 8 20 4 20 - 10 30 P 10 50 11 05  
 206 - 35 term

151-4308-340 Hyvare of 5 4500 8  
154-4358 700 700 - of 855 9 15930

100 30" term  
Angelinas  
7-11-56 Brewer EL Dorsey

145-5600-1500 1200 - of 200 3100  
120 - 4354-225 312 - of 433  
153-4370 - 500 - of 653 715  
156-4370-820 900 - of 1030

206 mi 35" term  
7-12 Hanson Dorsey

151-5602-340 - 415 of 550 1000  
154-2489 700 730 of 855 9 20  
Brewer - III

7-13-56 Smith Dorsey

145-5601 1200 1300 of 200 210 10  
1200 = 225 13 of 433 4373  
153 of 432 4500 of 705 - 700  
156 of 432 4.8 - 900 of 10 35 50

206 - 35" term 1110

Brewer Dorsey

Date 7-14-56 <sup>Locusts</sup> Job No. 250

Eng. No. 4444 Train No. 157

On Duty 820-DF10 <sup>1040</sup> On Train 160

Air Test 5601-11 <sup>20</sup> Left at 11 <sup>30</sup>

Initial Delay 9 <sup>13</sup> 50 <sup>20</sup> Hrs. 109 Min.

From 25" delay set out Calif ave

To 7-15-157-56008 <sup>25</sup> 900 <sup>01</sup>-70 <sup>20</sup> <sup>30</sup>

Arrived at 605600 11 <sup>26</sup> <sup>30</sup> Hrs. 35 <sup>50</sup> <sup>11</sup>

Total Delay 103 <sup>37</sup> 35" Hrs. Min.

Engineer <sup>Pate</sup> - Dorsey

Fireman 151-4378-8 <sup>20</sup> <sup>26</sup> OF 605 <sup>7</sup> <sup>10</sup>

Conductor Adams Dorsey

Miles to Date 1544358 OF 7 <sup>20</sup> <sup>30</sup>

Miles this Trip 103 - 70 117mi

Total Miles Smith Dorsey

Earnings to Date \$ 145-5600-12 <sup>20</sup> <sup>26</sup> OF 2 <sup>20</sup> <sup>10</sup>

Earned this Trip \$ 120-4312-2253 <sup>20</sup> <sup>10</sup> 4 <sup>30</sup>

Total Earnings \$ 158-4370-4395 = 6527 <sup>15</sup>

Remarks 1564358-82900 <sup>10</sup> <sup>30</sup> 103-50 <sup>10</sup> <sup>00</sup>

7-18-56 - Hanson  
A E Rudell  
9105

151-4441  $3\frac{40}{p}$   $4\frac{23}{p}$  OF  $5\frac{54}{p}$   $6\frac{15}{p}$   
1544405  $7\frac{60}{p}$   $7\frac{36}{p}$  OF  $8\frac{55}{p}$   $9\frac{14}{p}$   
103 35" km.

7-19-56 - Langeliet

145-5603 -  $12\frac{00}{p}$   $12\frac{35}{p}$  OF  $2\frac{00}{p}$   
120-4358  $2\frac{25}{p}$  - OF -  $4\frac{20}{p}$   
153-4480 -  $3\frac{05}{p}$  OF  $4\frac{57}{p}$   $7\frac{15}{p}$   
156-43120 OF  $8\frac{20}{p}$   $9\frac{00}{p}$  OF  $10\frac{30}{p}$   $11\frac{05}{p}$   
Claim 3071st trip  
351 second trip 20635

7-20 -  $3\frac{40}{p}$   $4\frac{27}{p}$  OF  $6\frac{35}{p}$   $4\frac{5p}$  Adams

151-2454  $3\frac{40}{p}$   $4\frac{27}{p}$  OF  $6\frac{35}{p}$   $4\frac{5p}$   
Curve near Lawrence  $4\frac{35}{p}$   
154-4453  $7\frac{00}{p}$   $7\frac{30}{p}$  -  $8\frac{00}{p}$   $9\frac{20}{p}$   $9\frac{35}{p}$   
Signal 466 - R H Steam leak  
Signal 25 - 10' late at D.C.  
40' late D.F. 103-40"  
Rudell

7-23 - (18)

137-4370 -  $6\frac{15}{p}$   $6\frac{03}{p}$  OF  $8\frac{18}{p}$   $8\frac{45}{p}$   
13212454 -  $3\frac{37}{p}$   $4\frac{17}{p}$  OF  $5\frac{30}{p}$   $5\frac{06}{p}$   
193  $8\frac{00}{p}$  - OF  $6\frac{30}{p}$   $7\frac{10}{p}$   
109-342" JT  
Langeliet

Date 7-25-1905 Job No. 132-2454-33742  
Eng. No. 17307635 Train No. 53705  
On Duty 6:55 On Train 7:05 *Dates*  
Air Test Henson Left at Rudell  
Initial Delay 7-25- Hrs. 0 Min. 30  
From 137-4354-6126 To 132-2454-33742 *5:50*  
To 193 gates 6 - 0 *of 6:35 50 7:05*  
Arrived at 109- Tied up  
Final Delay adams Hrs. 1 Min. 30  
Engineer 7-26 137-4345-6185 *DF 8:18 30 45*  
Fireman 132-2454-33742 *7:00 50 55*  
Conductor 109-30 *of 6:30 50 7:05*  
Miles to Date 7-27 137-4342-6185 *DF 8:18 45*  
Miles this Trip while 132-2454-33742 *Trainer*  
Total Miles 198-2454-600 *of 6:35 50 7:05*  
Earnings to Date \$ 7-29-183-2489-4350 *DF 6:40 7:15*  
Earned this Trip \$ Brewer *Trainer*  
Total Earnings \$ 172-5601-80830  
Remarks 7-29-175-2472-606 *DF 7:05 1:30*  
172-5601-80830 *of*  
Brewer *Trainer*

2-30 -  
 145-5603  $13^{\frac{00}{35}}$  of  $7^{\frac{00}{70}}$   $2^{\frac{10}{70}}$  *Campbell*  
 1204342 -  $2^{\frac{00}{30}}$   $3^{\frac{00}{70}}$  of  $4^{\frac{00}{70}}$   
 153-4360  $5^{\frac{00}{70}}$  of  $6^{\frac{55}{70}}$   $7^{\frac{25}{70}}$   
 156-4370  $8^{\frac{25}{90}}$   $9^{\frac{00}{90}}$  of  $10^{\frac{30}{90}}$   $11^{\frac{00}{90}}$   
 206-3011

7-31-1514324  $3^{\frac{40}{40}}$  of  $5^{\frac{50}{50}}$   
*Campbell* *Trainer*  
 154-4347  $7^{\frac{00}{30}}$  of  $8^{\frac{55}{90}}$   $9^{\frac{15}{30}}$

145-5601 -  $12^{\frac{00}{100}}$  of  $20^{\frac{00}{100}}$   $3^{\frac{10}{100}}$   
 8-1) *Sullivan* *Johnson*  
 1204342  $2^{\frac{25}{300}}$  of  $4^{\frac{32}{70}}$   
 1534347 of  $5^{\frac{13}{70}}$  of  $7^{\frac{03}{70}}$   $9^{\frac{20}{70}}$   
 1562489  $8^{\frac{20}{90}}$   $9^{\frac{00}{90}}$

1515602 - *Hinkle* *Sander* *Jull*  
 $3^{\frac{40}{40}}$   $4^{\frac{40}{40}}$  of  $6^{\frac{15}{60}}$   $6^{\frac{30}{60}}$   $7^{\frac{82}{60}}$   
 8-1)  $7^{\frac{00}{30}}$   $8^{\frac{25}{90}}$   $9^{\frac{15}{30}}$   
*Campbell*

145-5602 -  $12^{\frac{00}{100}}$   $13^{\frac{35}{100}}$  of  $20^{\frac{00}{100}}$   $3^{\frac{10}{100}}$   
 1204342 -  $2^{\frac{25}{30}}$  of  $4^{\frac{30}{70}}$   
 1534370 -  $5^{\frac{00}{70}}$  of  $6^{\frac{55}{70}}$

156

8-1) *starr* *Sander*



Date 8-4-1898 Job No. 1075

Eng. No. 1565602-11<sup>00</sup> 30 Train No. 155

On Duty \_\_\_\_\_ On Train Gardner

Air Test 157-4300-825 Left at 0110<sup>30</sup>

Initial Delay \_\_\_\_\_ Hrs. 1 Min. 55

From 10<sup>30</sup> 3<sup>55</sup> To 160<sup>20</sup>

To 1565603 Arrived at \_\_\_\_\_ Tied up \_\_\_\_\_

Arrived at \_\_\_\_\_ Hrs. 7 Min. 00

Final Delay \_\_\_\_\_ Hrs. 8 Min. 00

Engineer 1555601

Fireman 1308-223

Conductor 153-4312-5<sup>00</sup> OF 6547<sup>15</sup>

Miles to Date \_\_\_\_\_

Miles this Trip 156-4342-8<sup>00</sup> OF

Total Miles 154-2487-7<sup>00</sup> OF

Earnings to Date \$ \_\_\_\_\_

Earned this Trip \$ \_\_\_\_\_

Total Earnings \$ 153-4300-5<sup>00</sup> OF 6567<sup>15</sup>

Remarks \_\_\_\_\_

156-302-8<sup>00</sup> - 103045 11<sup>00</sup>

Maddux

8-10-151.54873<sup>40</sup> OF 5<sup>50</sup> 6<sup>20</sup> OF  
Hebbart. Maddux  
1545600-7<sup>30</sup> of 8<sup>03</sup> 9<sup>30</sup>

8-13-137-666<sup>3</sup> OF 8<sup>18</sup> 8<sup>45</sup>  
Derlin Maddux  
132193. OF 3<sup>37</sup> of 5<sup>55</sup>  
gates 6<sup>00</sup> of 6<sup>35</sup> 6<sup>57</sup> 7<sup>10</sup> Hebbart.  
109-352 OF

8-14-137-4376-6<sup>18</sup> OF 8<sup>18</sup> 8<sup>45</sup>  
152 OF 3<sup>37</sup> 4<sup>17</sup> gates 5<sup>45</sup>  
193 gates 6<sup>00</sup> of 6<sup>40</sup> 7<sup>10</sup>  
109-352 equal at top  
Corman Maddux  
Spencer

8-15-137-4376-6<sup>18</sup> OF 8<sup>18</sup> 8<sup>45</sup>  
132-24773<sup>37</sup> 4<sup>17</sup> gates 5<sup>50</sup>  
193 gates 6<sup>00</sup> of - 6<sup>56</sup> 7<sup>05</sup>  
Barber-spencer 432689

8-16-1374347-6<sup>18</sup> OF 8<sup>18</sup> 8<sup>45</sup>  
Hanson Hebbart CF Larson  
132-24773<sup>37</sup> 4<sup>17</sup> gates 5<sup>50</sup>  
193-2477 gates 6<sup>00</sup> of 6<sup>45</sup>  
109-347 155 mi 7<sup>05</sup>

Sept 4. 137-4300  $6\frac{15}{32}$   $018\frac{15}{32}$   $\frac{70}{90}$   $\frac{59}{70}$

132-2477- $3\frac{37}{8}$   $4\frac{17}{8}$  gatas.  $5\frac{50}{100}$   $\frac{70}{100}$

193- -  $6\frac{00}{100}$  Danfeso  $6\frac{14}{16}$   $7\frac{15}{16}$

153  
pate) Starbuck N. Voddem

9-5-137-4360- $6\frac{18}{33}$  - DF.  $8\frac{18}{30}$   $30-40$

132-2477- $3\frac{37}{8}$   $4\frac{17}{8}$  gatas  $5\frac{50}{100}$

193 - gatas  $6\frac{00}{100}$   $0\frac{16}{8}$   $7\frac{00}{100}$

152  
Barber Starbuck Voddem

9-6-137-4316- $6\frac{18}{30}$  DF  $8\frac{18}{15}$

Corman Voddem

132-2477- $3\frac{37}{8}$   $4\frac{17}{8}$  gatas  $5\frac{50}{100}$

193 - gatas  $6\frac{00}{100}$   $1\frac{130}{100}$   $7\frac{00}{100}$

52 Spencer 109- $3\frac{37}{8}$   $4\frac{17}{8}$

9-7-137-4312- $6\frac{18}{32}$   $018\frac{15}{32}$   $30-50$

132-2477- $3\frac{37}{8}$   $4\frac{17}{8}$  So Satus  $5\frac{50}{100}$

193 - gatas  $6\frac{00}{100}$   $0\frac{16}{10}$   $7\frac{25}{10}$

153  
Hansen Jensen 109-407-160 me

9-8-153-5603  $4\frac{25}{32}$  DF  $6\frac{00}{100}$   $7\frac{00}{100}$

172-5603  $5\frac{30}{32}$  of  
Orust Voddem

9-15-151-5603-10<sup>00</sup> of 15-40  
160-5602-8<sup>00</sup> of 10<sup>30</sup>-11<sup>05</sup>p

Johnston 103 4110 Roehm

9-16-56  
157-2476-8<sup>35</sup> of 10<sup>25</sup>-10<sup>40</sup>  
160-5603-11<sup>00</sup> of 1<sup>15</sup> 45<sup>a</sup>

Sangelino - Roehm

9-17-56  
151-5603-3<sup>15</sup> of 5<sup>15</sup>-6<sup>20</sup>p

154 4405-7<sup>00</sup> of 7<sup>30</sup>p

Hansen Valley Average

9-18-  
145-5600-12<sup>00</sup> of 2<sup>00</sup>

120 4358-3<sup>00</sup> of 4<sup>35</sup>  
153 4342-5<sup>00</sup> of 6<sup>30</sup>-7<sup>30</sup>

156-5601-8<sup>00</sup> of 10<sup>30</sup>-11<sup>05</sup>  
206 35" - 213

9-19-  
151-2487-3<sup>20</sup> of 5<sup>50</sup>-6<sup>15</sup>

154-4360-2<sup>00</sup> of 3<sup>40</sup>

Hough  
103-

1/8 Average  
(9149)

Dec 1956 47  
50.6  
8.9

12-3-  
Date 137-4300-718 OF 920  
132-2477-337-417-9200-555  
Eng. No. Job No.  
193-2400 700  
On Duty On Train  
Hyrax - Smith  
Air Test Left at Waagl  
12-4-137-4373-7183-OF-920-950  
Initial Delay Hrs. Min.  
132-2477-4375-7-9200-625  
From 193 - 705 OF 705-50805  
To Hyrax  
Arrived at 109-146 mi. Tied up Waagl  
Final Delay 4402-718531921 9450  
132-2477-437517 9200-550  
Hrs. Min.  
Engineer 700 - 705-810-075  
Fireman 109-352 157 mi - 1634  
Conductor 137-440278-53 OF 920-945  
132-2477-437517 9200-650  
Miles to Date 193-2400 700 OF 705-50805  
Miles this Trip Quickliffe Jameson M. Brown  
Total Miles 109 3 1/2 OT. = 25.49  
132-153-4806-52900 OF 700 840  
Earnings to Date \$ 9.00  
132-2400-920-1052  
Earned this Trip \$ 32-10 5/8  
103-33-11 \$ 16.51 1/2  
Total Earnings \$ M. Brown  
12-4-137-5600-613648-OF-805890  
Remarks 156-3600 9200-OF-1000-501205  
Brown  
103-35-11

12-10-56  
137 4806 12<sup>45</sup> 120 - AF 3<sup>00</sup> 3<sup>30</sup>  
120 4347 3<sup>27</sup> 4<sup>17</sup> - of 5<sup>30</sup>  
153 4811 6<sup>00</sup> of 8<sup>02</sup> 8<sup>30</sup> Angelo  
156 4811 9<sup>20</sup> 10<sup>00</sup> - of 11<sup>30</sup> 11<sup>46</sup> 12<sup>01</sup>  
918 mi  
Logan 206 - 1 hr 1 mi Brown  
3599.

12-11-56  
154-4347 4<sup>40</sup> 5<sup>15</sup> OF 6<sup>40</sup> 7<sup>10</sup>  
154-4806-8<sup>00</sup> 8<sup>30</sup> of  
[7277] Brown

12-12-56  
145 4806-12<sup>40</sup> 120 OF 8<sup>00</sup> 8<sup>25</sup>  
120 4347 3<sup>21</sup> 4<sup>07</sup> of 5<sup>30</sup>  
153 4805 6<sup>08</sup> - OF 8<sup>02</sup> 8<sup>25</sup>  
156 4805-9<sup>20</sup> 10<sup>00</sup> OF 11<sup>20</sup> 12<sup>05</sup>  
Matthews 206 - 1 hr 5" term Brown

12-13-56  
151-4358-4<sup>40</sup> 5<sup>18</sup> - 6<sup>48</sup> 7<sup>10</sup>  
154-4803-8<sup>00</sup> 8<sup>30</sup> - of 10<sup>05</sup> 10<sup>30</sup>  
Hypar Matthews  
103-30 109 mi Brown

12-14-56  
145-4806-12<sup>45</sup> 120 - of 3<sup>07</sup> 3<sup>30</sup>  
120-4373-3<sup>21</sup> 4<sup>07</sup> of 5<sup>30</sup>  
153 4803-6<sup>08</sup> - OF 8<sup>10</sup> 8<sup>25</sup> 40  
156 4803 9<sup>20</sup> 10<sup>00</sup> OF 11<sup>30</sup> 12<sup>05</sup>  
206 1' 05" term steps

Date 12-15-157-4815 Job No. 925100051120

Eng. No. 106-4803-25<sup>30</sup> of 215<sup>35</sup> 50 Train No. 103-35-107 mi

On Duty ELS much On Train m Brown

Air Test Left at 1677

Initial Delay 12-16 Hrs. 11<sup>25</sup> 45<sup>10</sup> Min.

From 157-4805-9<sup>25</sup> 11<sup>25</sup> 45<sup>10</sup>

To 106-5023 12<sup>30</sup> of 215<sup>35</sup> 200

Arrived at 103-47-111 mi Tied up

Final Delay 12-17 Hrs. 6<sup>40</sup> 7<sup>10</sup> Min.

Engineer 151-4358-4<sup>40</sup> 5<sup>50</sup> of 9<sup>58</sup> 10<sup>15</sup> 10<sup>50</sup>

Fireman 103-33-30p of 9<sup>58</sup> 10<sup>15</sup> 10<sup>50</sup>

Conductor Schrader Stabuck Brown

Miles to Date 12-15-4803 12<sup>30</sup> of 302 325

Miles this Trip 108-4808-3<sup>50</sup> 4<sup>20</sup> of 5<sup>30</sup>

Total Miles 153-4811-0<sup>10</sup> 6<sup>40</sup> of 8<sup>01</sup> 8<sup>48</sup>

Earnings to Date \$ 12-15-4811 11<sup>30</sup> 6012<sup>05</sup>

Earned this Trip \$ 12-19-18<sup>00</sup> 18<sup>00</sup> Brown

Total Earnings \$ 157-4373-4<sup>50</sup> 5<sup>20</sup> - 6<sup>27</sup> 7<sup>15</sup>

Remarks 154-43478<sup>50</sup> - of

Hydrant Brown

Jan 5 - 5p  
753-1392 759-359  
Reynolds Wallis  
1-6 753 1533 759307  
German Berger  
1-7 753 1533 German Berger  
1-8 753 1533 759 German Berger  
1-9 1529

1-10 ✓ ✓ ✓ ✓  
1-11 Fri 753 1529 German Berger  
Fudge  
1-12 753 1529 753 Reynolds Surgeon

**C. L. Sturgeon 9413**

1-13 Sun 1491 - German Berger  
1-14 Mon 1491 753 ✓ ✓ ✓  
1-15 Tue 1491 753 ✓ ✓ ✓  
1-16 Wed 1490 - 753 ✓ ✓ ✓  
1-17 Thur ✓ ✓ ✓ ✓  
1-18 Fri 1392 753 ✓ ✓ ✓  
1-19 753 + Reynolds Surgeon  
1-20 753 1529 753  
1-21 1490 607 ✓ ✓ ✓  
J. W. Lancett  
9477