

MAIL DATE  
JUNE 9, 1999

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

**ORIGINAL**

Order to show cause why the Burlington Northern Santa Fe Railway Company and the Union Pacific Railroad Company should not be ordered to comply with California Labor Code section 6906.

FILED  
PUBLIC UTILITIES COMMISSION  
JUNE 3, 1999  
SAN FRANCISCO OFFICE  
1.99-06-005

### ORDER TO SHOW CAUSE

#### JURISDICTION

1. California Labor Code § 6900 provides that the California Public Utilities Commission ("Commission") has jurisdiction over railroad conductor qualifications and shall enforce Labor Code § 6906 (b).

2. California Labor Code § 6906 (b) provides in pertinent part:

"No common carrier shall employ any person as:

...  
A Conductor who has not had at least two years' actual service as a railroad brakeman in road service on steam or electric railroad other than street railway, or one year's actual service as a railroad conductor in road service."

#### NONCOMPLIANCE

3. Mr. James P. Jones ("J.P. Jones"), State Legislative Director of the United Transportation Union ("UTU"), representing California employees of the Burlington Northern Santa Fe Railway Company ("BNSF") and the Union Pacific Railroad Company ("UPRR"), raised the issue of noncompliance with California Labor Code § 6906 (b) in a letter to Richard A. Bilas, President of the Commission, dated September 2, 1998.

4. In his September 2, 1998 letter, J.P. Jones referenced apparent

violations of California Labor Code § 6906 (b) by both the BNSF and the UPRR and alleged:

a. That the carriers' failure to ensure competent and qualified conductors creates conditions threatening the safety of the affected employees and the general public; and

b. That the carriers have been in violation of Labor Code § 6906 (b) by qualifying newly hired employees as conductors after serving only two or three months as a brakeman.

5. Further, in a letter dated February 2, 1999, J.P. Jones stated that the UTU is unaware of any appellate court decision which would preclude the Commission from moving forward on the UTU's request that the Commission enforce California Labor Code § 6906 (b) and alleged that the BNSF and UPRR continue to violate California Labor Code § 6906 (b) on a daily basis, thereby putting the public in jeopardy.

6. In a letter dated March 25, 1999, to Mr. Robert E. Futrell, Principal/Branch Chief, Rail Safety Division, J.P. Jones alleged that "[u]nqualified and untrained new employees [are] operating on the UPRR in California" and:

a. That UTU members employed by the UPRR as conductor trainers believe that the on-the-job training portion of the UPRR's training program for conductors is not sufficient;

b. That one employee was trained insufficiently to the degree that he improperly positioned a switch and directed the movement of a set of locomotives into the side of a train on an adjacent track;

c. That UPRR conductor training does not provide employees with the adequate practical experience necessary to respond to routine situations, such as properly lining a switch, or stopping a train on a grade, professionally and safely;

d. That UTU local representatives have previously reported the

practice of inadequately trained conductors so that this is an on-going problem; and

e. Finally, that newly qualified conductors are vulnerable to furlough and are subject to being recalled to service at an unfamiliar location.

#### ATTACHED DECLARATION

7. On May 21, 1999, in the course of investigating conductor training at the UPRR and the BNSF, George Elsmore of the Commission's Rail Safety and Carrier's staff has reviewed the response submitted by UPRR on May 20, 1999, dated May 19, 1999, and the response submitted by BNSF on May 21, 1999, as well as the conductor training materials submitted by UPRR and BNSF. The conductor training materials included such items as training program syllabuses, course material, and program overviews. Mr. Elsmore states that neither the UPRR's nor the BNSF's current training program for new conductors requires more than 14 weeks of training, with a short additional period for observation, for an employee to qualify as a conductor.

#### ATTACHED UPRR AND BNSF RESPONSE

8. On May 20, 1999, the UPRR submitted its response to an inquiry by the Commission concerning its conductor qualification criteria. This response provides, inter alia, employee work histories evidencing promotions to conductor status without the two-years prior employment as a brakeman under California Labor Code 6906 (b). For example, UPRR's first work history (under Tab D of UPRR's letter submitted May 20, 1999) reflects an employee who was hired January 26, 1998, and promoted to conductor seven months later, on August 30, 1998.

9. Similarly, on May 24, 1999, the BNSF submitted its response to an

inquiry by the Commission concerning its conductor qualification criteria. The BNSF response provides, inter alia, employee work histories evidencing promotions to conductor status without the two-years prior employment as a brakeman under California Labor Code 6906 (b). For example, BNSF's second work history reflects an employee who was hired December 12, 1997, and promoted to conductor three months later, on March 3, 1998.

### LEGAL ARGUMENTS

10. Both the BNSF and the UPRR have alleged in correspondence to the Commission's staff, as well as in their responses of May 21, 1999 and May 24, 1999, respectively, that the Railroads cannot and are not required to comply with California Labor Code § 6906 (b), among other reasons, on the following legal grounds:

a. That a "conductor law" in Texas that was nearly identical to Labor Code §6906 (b) was struck down in a 1914 decision of the United States Supreme Court, *Smith v. Texas*, 233 U.S. 630, on the ground that it violated the Fourteenth Amendment of the federal Constitution (this holding was adopted by the California Supreme Court in *In re Cardinal*, 170 Cal. 619 (1915));

b. That in 1943, in response to a request for an opinion concerning the validity of the requirement for engineers in Labor Code §6906(a) (one year's actual experience as such, or three years' actual service as a steam locomotive fireman), the California Attorney General ruled that subsection "a" of section 6906 is unconstitutional and void since it prescribes neither tests of fitness nor qualifications reasonably calculated to protect the public and since it arbitrarily discriminates against persons who are competent to act as steam locomotive engineers, 2 Ops. Atty. Gen. 157; and

c. That the federal Railroad Anti-Featherbedding Law of 1964 amended the California Labor Code to provide that the laws of the state could not prevent a common carrier from manning its trains in accordance with any agreement between a railroad and its employees or their representatives (Labor Code § 6900.5), that the UTU had entered into such an agreement covering the subjects of qualification, promotion and training for train service employees (including conductors) in California with the UPRR, and that this agreement covered the area of promotions, hiring and training of conductors.

11. Further, in a letter dated October 6, 1998, UPRR Counsel Carol A. Harris responded to a Commission inquiry with respect to Labor Code § 6906 (b) that the Labor Code's conductor qualifications called for at least two years service as a railroad brakeman in road service on a "steam" or "electric" railroad other than street railway, or one year's actual service as a railroad conductor in road service. Since there are no steam or electric locomotives operated by the UPRR in California on which UPRR employees might gain the necessary experience under the literal wording of the statute, only those employees who had been freight conductors for one year in other states could act as conductors in the state of California.

12. In a letter dated October 30, 1998, BNSF Counsel W. Douglas Werner responded to Staff Counsel's inquiry concerning California Labor Code § 6906 (b), and referenced a bargaining agreement between the BNSF and UTU covering the subjects of qualification, promotion and training for train service employees (including conductors) in California; BNSF Counsel asserted that BNSF is manning its trains in accordance with the provisions of this collective bargaining agreement as is expressly provided for in Labor Code § 6900.5.

CALIFORNIA CONSTITUTION, Art. 3, sec. 3.5

13. In considering the Railroads' noncompliance and the Railroads' response that they cannot comply legally, the Commission is constrained by the California Constitution, Art. 3, sec. 3.5, which provides in pertinent part that the Commission has no power:

"To declare a statute unenforceable, or refuse to enforce a statute on the basis of it being unconstitutional unless an appellate court has made a determination that such statute is unconstitutional;

To declare a statute unconstitutional;

To declare a statute unenforceable, or to refuse to enforce a statute on the basis that federal law or federal regulations prohibit the enforcement of such statute unless an appellate court has made a determination that the enforcement of such statute is prohibited by federal law or federal regulations."

PRELIMINARY FINDINGS

14. The employee work history records contained within the BNSF's and UPRR's May 24, 1999, and May 20, 1999 responses, respectively, evidence the promotion of employees to conductor without the two years prior experience in the operation of trains required by California Labor Code § 6906 (b). This evidence is sufficient to have us reasonably conclude that BNSF and UPRR are operating in violation of Labor Code § 6906 (b) and, without a further showing from the Railroads, to require us to order BNSF and UPRR to comply with California Labor Code § 6906 (b).

ORDER

For good cause shown, as set forth in the declaration dated May 24, 1999 and UPRR and BNSF responses attached to this order.

IT IS ORDERED that:

1. Investigation 99-06-005 is opened for the limited purpose of determining why the BNSF and the UPRR should not be ordered to comply with the conductor qualifications requirements of California Labor Code § 6906(b).
2. On July 19, 1999, at 10:00 a.m., at 505 Van Ness Avenue, San Francisco, California, the BNSF and UPRR Railroads shall show cause why they should not be ordered to comply with California Labor Code § 6906(b).
3. The UTU, other interested parties, and the Railroads may present evidence and/or argument at the hearing on the order to show cause.
4. This proceeding shall be categorized as an adjudicatory proceeding pursuant to Rule 6(c)(1) of the Commission's Rules of Practice and Procedure.<sup>1</sup> The arguments concerning the legal validity of Labor Code §§ 6900 through 6906 and the facts concerning whether recently promoted conductors are adequately prepared to safely carry out their duties, are adjudicatory in nature.
5. All ex parte contacts concerning adjudicatory issues are prohibited. (Rule 7(b).)
6. The need for a hearing is demonstrated by the safety concerns raised by the UTU's allegations that inadequately qualified employees are performing critical conductor functions on trains operating in California, and by the Railroads' response that they cannot comply on legal grounds.

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<sup>1</sup> Title 20, California Code of Regulations, § 6(c)(1).

7. The Executive Director shall cause a copy of this order to be served upon both Railroads and the UTU.

This order is effective today.

Dated June 3, 1999, at San Francisco, California.

RICHARD A. BILAS  
President  
HENRY M. DUQUE  
JOSIAH L. NEEPER  
LORETTA M. LYNCH  
TAL C. FINNEY  
Commissioners



**PRELIMINARY SCOPING MEMORANDUM**

1. The scope of the issues to be determined in the proceeding shall be (1) whether the Commission has jurisdiction over conductor qualifications; and (2), in light of the evidence presented in the attached declaration and the evidence which may be adduced at hearing, whether the Railroads should be ordered to comply with Labor Code § 6906 (b).

2. A further scoping memo, among other things, will designate a Principal Hearing or Presiding Officer.

3. A prehearing conference will be scheduled at a time and location to be determined by the Principal Hearing or Presiding Officer.

4. The Principal Hearing or Presiding Officer shall rule on the scoping memo and the scheduling of hearings at or after the prehearing conference.

**DECLARATION OF GEORGE L. ELSMORE**

1. My name is George L. Elsmore. I am employed by the California Public Utilities Commission as an Associate Transportation Operations Supervisor. I am assigned to the Rail Safety Branch of the Rail Safety and Carriers Division. My duties include monitoring safety procedures of the UPRR and the BNSF for compliance with Commission orders, rules and regulations. I inspect and conduct investigations under the authority of the Federal Railroad Administration and have received extensive training in the area of, and I am federally certified in the discipline of, railroad operating practices. Between 1974 and 1993, I was employed by the Union Pacific Railroad as a Linesman, Signalman, Signal Maintainer, Train Dispatcher, Assistant Chief Dispatcher and Corridor Manager. I declare under oath that the following is true and correct. It is based on my personal knowledge, or if based on information not of my personal knowledge, I believe the information to be true and correct. If called as a witness, I could testify competently to the matters contained below.

2. Pursuant to California Labor Code § 6801, railroad conductor qualifications and training requirements are safety issues within the scope of my duties.

3. My experience in the railroad industry and as a safety inspector for the State of California and the Federal Railroad Administration has provided me with knowledge of railroad operating and engineering equipment, standards, nomenclature and training. I am familiar with the standards and qualifications for the various classifications of railroad employees.

4. On or about May 21, 1999, in the course of investigating conductor training at the UPRR and the BNSF, I reviewed the conductor training materials submitted by the UPRR and the BNSF on March 5, 1999 and March 16, 1999, respectively. The conductor training materials included such items as training

program syllabuses, course material, and program overviews.

5. Neither the UPRR's nor the BNSF's current training program for new conductors requires more than 16 weeks of training, with a short additional period for student training and/or observation, for an employee to qualify as a conductor. Neither the UPRR's nor the BNSF's current training program for new conductors requires two-years experience as a brakeman prior to promotion to conductor.

Executed on MAY 24, 1999, at San Francisco, California.

I declare that the foregoing is true and correct under penalty of perjury.

  
GEORGE L. ELSMORE

I.99-06-005

## **ATTACHMENT 1**

**Union Pacific's May 19, 1999 Letter**

1.99-06-005

# UNION PACIFIC RAILROAD COMPANY



49 Stevenson Street 15th Floor San Francisco, CA 94105  
(415) 541-7011 Facsimile (415) 541-7017

Carol A. Harris  
General Commerce Counsel

Room 1533  
Law Department

May 19, 1999

Patrick S. Berdge  
Public Utilities Counsel III  
California Public Utilities Commission  
505 Van Ness Ave.  
San Francisco, CA 94102-3296

Subject: Proposed Order to Show Cause re: Cal. Labor Code Sec. 6906

Dear Mr. Berdge:

You have advised us that a Sacramento lobbyist for the United Transportation Union ("UTU") has asked the Commission to bring criminal proceedings against Union Pacific Railroad Company ("UP"), for alleged violations of California Labor Code Section 6906(b), regarding minimum qualifications for railroad conductors.

As discussed in detail below, the UTU's request is anomalous -- the union seeks criminal prosecution of the railroad for promotion practices that are specifically authorized by the UTU's own collective bargaining agreement with UP. The UTU's current request is not only contractually barred, but is legally unsupportable, and is pregnant with trouble for California's railroads, the Commission, and the UTU itself. The Commission can and should determine at this early juncture that the UTU's request is groundless, and that no criminal or other proceedings should be brought against UP.

Section 6906(b) is old law, enacted in 1911, and has for decades been legally invalid. Its operative provisions require conductors to have had steam or electric train service. No railroad in the country operates steam service, and no heavy rail in California is electrified. The United States Supreme Court nullified a similar provision of Texas law in 1914, and the California Attorney General in an opinion published over 50 years ago, found the law to be unenforceable.

Were the Commission to attempt to have Section 6906(b) enforced today, California's railroads would not only be put to substantial litigation expense, but would find themselves with insufficient numbers of crew to operate their trains. Younger, less experienced conductors, whose interests UTU purports to represent, would be out of work. UP would quickly become congested in California, which congestion would spread interstate and potentially erupt into a major service crisis. The costs of such a service crisis would be in the tens of millions of dollars not only to UP and its employees, but also to the railroad's shippers and to the public.

Patrick S. Berdge, Esq.  
May 19, 1999  
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It is therefore imperative that the Commissioners should be fully informed of the context in which they are being asked to apply this law. Before responding to your specific factual and legal inquiries, we will set forth the chronology of salient events leading up to the present controversy over conductor qualifications. We will also describe the adverse and possibly unintended consequences that issuance of an Order to Show Cause ("OSC") would inflict upon UP's work force, and how it would impair our ability to provide essential rail service to our shippers and to the public.

### Background and Chronology

Labor Code Section 6906 establishes minimum qualifications for employment of engineers and trainmen. It provides:

**"Sec. 6906. Qualifications of engineers, conductors, and brakemen**

No common carrier shall employ any person as:

(a) A locomotive engineer who has not had at least three years' actual service as a locomotive fireman or one year's actual service as a locomotive engineer.

(b) A conductor who has not had at least two years' actual service as a railroad brakeman in road service on steam or electric railroad other than street railway, or one year's actual service as a railroad conductor in road service.

(c) A brakeman who has not passed the regular examination required by transcontinental railroads."

These provisions were first enacted in 1911, together with requirements establishing the minimum number of individuals in the train crew and the functions performed by each. Similar laws were passed in many other states in the early 20th Century.

In 1910, an engineer named W. W. Smith, with substantial experience in the railroad business, served as conductor of a freight train on the former Texas & Gulf Railway, and was found guilty of violating a similar Texas statute which made it unlawful for any person to act as conductor of a freight train without having previously served for two years as conductor or brakeman on such trains. The Texas law was struck down by the United States Supreme Court in 1914, *Smith v. Texas*, 233 U.S. 630, on the grounds that it violated the Fourteenth Amendment of the Constitution. (Tab A) The Court concluded that:

"The statute not only prevents experienced and competent men in the passenger service from acting as freight conductors, but it excludes the engineer on a freight train, -- even though, under the rules of all railroads, the freight engineer now acts as conductor in the event the regular conductor is disabled en route. This general custom is a practical recognition of their qualification, and is founded on the fact that the engineer, by virtue of his position, is familiar with the rules and signals relating to the train's movement, and peculiarly qualified for the performance of the duties of conductor.

Berdge, Esq.  
19. 1999

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"So that the case distinctly raises the question as to whether a statute, in permitting certain competent men to serve, can lay down a test which absolutely prohibits other competent men from entering the same private employment. It would seem that to ask the question is to answer,--and the answer in no way denies the right of the state to require examinations to test the fitness and capacity of brakemen, firemen, engineers, and conductors to enter upon a service fraught with so much of risk to themselves and to the public. But all men are entitled to the equal protection of the law in their right to work for the support of themselves and families. A statute which permits the brakeman to act,--because he is presumptively competent,--and prohibits the employment of engineers and all others who can affirmatively prove that they are likewise competent, is not confined to securing the public safety, but denies to many the liberty of contract granted to brakemen, and operates to establish rules of promotion in a private employment." *Id.* at 641.

Responding to a request for an opinion concerning the validity of the requirement for engineers in Labor Code Sec. 6906(a), the California Attorney General in 1943 opined that *Smith v. Texas* and other related cases:

"...compel the conclusion that subdivision "a" of Section 6906 is unconstitutional and void, since it prescribes neither tests of fitness nor qualifications reasonably calculated to protect the public and since it arbitrarily discriminates against persons who are competent to act as steam locomotive engineers." 2  
Ops. Atty. Gen. 157. (Tab B).

Since the end of World War II, technological advances have dramatically changed rail operations. By 1960, locomotive fleets had been converted to diesel, which marked the end of the steam and electric powered freight railroads in California. Thereafter, the caboos was eliminated and the paperwork maintained by conductors was streamlined as a result of electronic recordkeeping. Electronic detection systems were installed along with centralized traffic control, improved signal systems, and new methods of dispatching trains utilizing radio technology. The necessity of certain jobs and responsibilities of trainmen had been eliminated, and the historic requirement of a "five-man crew" composed of engineer, fireman, conductor, and two brakemen was reduced to only two persons (engineer and conductor) in through freight service, which is now the standard crew size on the major railroads nationwide, including UP.

These changes were brought about largely as a result of the award of a federal arbitration board (Federal Arbitration Board No. 282) appointed pursuant to Public Law Board 88-109, which was enacted in 1963 by Congress to deal with collective bargaining issues and handle disputes stemming from an imminent nationwide railroad strike. The Board determined that firemen were no longer necessary on diesel engines in freight service and called for the removal of the fireman's craft through normal attrition. However, the arbitration award was not intended to preempt state laws on crew requirements.

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It took a statewide initiative to repeal California's "full crew" laws. In the 1964 general elections the voters passed Proposition 17, the Railroad Anti-Featherbedding Act of 1964, which was codified as Section 6900.5 of the Labor Code. Section 6900.5 repealed existing laws that regulate the size and job description of crew members on freight trains and also repealed a law that had authorized the California Public Utilities Commission to determine the number of brakemen on all trains in California. It provides:

**"Sec. 6900.5 Elimination of featherbedding practices; public policy; applicability of award of federal arbitration board**

It is the policy of the people of the State of California that featherbedding practices in the railroad industry should be eliminated and that national settlement of labor controversies relating to the manning of trains should be made effective in California. Accordingly the award of the Federal Arbitration Board No. 282 appointed by President John F. Kennedy pursuant to Congressional Public Law 88-108 of August 28, 1963, providing for the elimination of excess firemen and brakemen on diesel powered freight trains, or awards made pursuant thereto, shall be made effective in this State. Said award was the culmination of the proceedings originating with the Presidential Railroad Commission which was appointed by President Dwight D. Eisenhower at the request of both railroad labor and management and reported to President Kennedy on February 26, 1962.

*Nothing contained in the laws of the State or in any order of any regulatory agency of the State shall prevent a common carrier by railroad from manning its trains in accordance with said award, in accordance with any federal legislation or awards pursuant thereto, or in accordance with any agreement between a railroad company and its employees or their representatives." (Emphasis added).*

UTU, which represents trainmen (conductors, switchmen, and brakemen), opposed the measure. It's ballot arguments against Proposition No. 17 pointed out that if it passed it would mean "a complete surrender of all of California's regulatory powers governing the manning of freight trains." It warned that:

**"The California Public Utilities Commission, guardian of the people's interests, would thus be by-passed and the railroads would have a free hand to establish work rules as they see fit. With the Public Utilities Commission eliminated from the picture, the people's interests would not longer be protected."**  
(Tab C)

In the 1980's, crew size and the criteria for promotion to the position of conductor and engineer were addressed in the collective bargaining process. Effective with the 1985 agreement with UTU, the former Southern Pacific Transportation Company ("SP") went to "conductor only" trains and began promoting engineers from the ranks of the UTU. All brakemen and switchmen were given the opportunity to qualify for promotion to the position of conductor. The agreement expressly provided that "[e]ffective with the 1986 classes, there is no road service requirement before becoming promoted." This is inconsistent with the requirement of Labor



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Code Section 6906(b) that conductors must have had "at least two years' actual service as a railroad brakeman *in road service*."

In 1991, the Federal Railroad Administration ("FRA") adopted rules governing the qualification and certification of locomotive engineers which are contained in Part 240 of Title 49 of the Code of Federal Regulations, 49 CFR Part 240. As of September 17, 1991, each railroad is required to have in effect a written program for certifying the qualifications of locomotive engineers which contains certain prescribed elements. As a result, many railroads, including UP, have fully integrated their conductor training with the engineer certification program.

On October 20, 1997, following its merger with SP, UP entered into an agreement with UTU that applies to the western region of the merged UP/SP system, which includes California. A copy of the complete agreement was previously provided to Staff. The October 20, 1997 agreement provides that "[t]he standard crew for all through freight and for all hours-of-service relief will be one (1) conductor." It also specifies that all post-October 31, 1985 employees' must take promotion to conductor at the earliest opportunity. With respect to conductor qualifications it states unequivocally that prior experience as a brakeman is no longer required:

*"The Carrier will hold promotion classes on a regular basis to provide the opportunity for non-promoted trainmen to qualify. Mileage and/or time limits as a brakeman/yardman that may have existed previous to the 1991 National Implementing Agreement governing promotion are no longer applicable."* (Emphasis added).

UTU members received valuable consideration for these concessions on crew size and removal of previous barriers to promotion, including increased compensation to reflect the railroads' "productivity" savings. Conductors employed today on UP in California can expect to earn in excess of \$70,000 per year, and engineers can earn in excess of \$100,000.

In late 1998, UP implemented a new training program in which conductor training is incorporated into the requirements for engineer certification. Currently all new UP train/engine/yard, or "TE&Y", employees are hired on the condition that they must accept promotion to conductor and thereafter to engineer at the earliest opportunity. A newly hired employee receives three weeks of formal training in the duties and responsibilities of brakemen followed by eleven weeks of classroom and on-the-job training on the operating rules and other skills required of a conductor, or a minimum of fourteen weeks, although certain individuals or entire classes may be held for additional training at the discretion of the training staff. After they

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<sup>1</sup>In the 1985 negotiations with SP, UTU bargained to give any brakemen employed on the former Southern Pacific as of October 31, 1985 the right to pass up promotion to conductor. Since 1985, 386 individuals have invoked this exemption and passed up promotion, 134 of whom currently occupy positions as brakemen on the merged UP/SP in California.

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have completed the course and passed their examinations, individuals must still be locally qualified before they are eligible to serve as a conductor or on an extra board. At a later date, they will enter the engineer training phase of the program which generally takes six months to complete.

Consistent with the terms of its agreements with UTU, UP does not impose time or mileage requirements for promotion to conductor. Protracted experience as a brakeman is no longer necessary because new methods of training conductors, which employ qualified peer instructors, mentoring, and "hands-on" training, have replaced the old practice of promoting conductors from the ranks of brakemen, whose experience is often confined to performing duties that are repetitive in nature and limited in scope, with no formal instruction.

The minimum fourteen week training which is provided for conductors is a prerequisite for becoming an engineer. Upon completing the conductor training and becoming locally qualified, individuals have the opportunity to gain valuable experience as a conductor before they advance to the position of engineer. This would no longer be an option if two years prior work experience as a brakeman were required before an individual could qualify to serve as a conductor. Because it is now possible for TE&Y employees to complete the entire certification process and become licensed as an engineer within a year of their date of hire, it would not make good business sense to hold them back for two years in an entry level position so they could work as conductors.

#### Response to Specific Inquiries

UP objects to Staff's first four inquiries on the grounds that they are vague and ambiguous. In view of the fact that these responses will be used for an OSC, which could potentially expose UP to criminal prosecution, these inquiries should be precise and should focus on the terms of the involved statute. Your letter states that our response is "binding," yet we can not be sure what is being asked. Without waiving this objection, UP responds as follows:

1. *Was the presentation, information and materials supplied by the UPRR at 10:00 a.m., on March 5, 1999, to Kenneth L. Koss, Robert E. Futrell and Patrick S. Berdge at the Commission concerning the latest conductor training by the UPRR, correct to the best of your knowledge?*

Response: In the March 5, 1999 meeting, UP provided Staff with materials and information concerning UP's training/promotion program. The materials that we provided are the same as those that are currently being used by UP for its conductor training. If Staff now wants us to authenticate particular materials or verify specific information that was related to Staff in that presentation, the materials or facts must be identified with greater specificity.

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2. *At the UPRR presentation to the Commission conducted on March 5, 1999, concerning conductor training and conductor qualifications, did UPRR state that a newly hired employee could become a qualified conductor charged with the duties and obligations of a railroad conductor following a 14-week training program and a short period as observer or student conductor?*

Response: An individual enrolled in UP's training/promotion program for engineers can be qualified as a conductor only after the following occurs: (1) he/she has completed a *minimum* of 14 weeks of formal training, passed the required examinations, and has demonstrated a functional knowledge of operating rules and applicable federal and state requirements and a sufficient mastery of the basic skills employed in performing the duties of conductor; and (2) he/she has been *locally* qualified by the operating officer in charge of territory on which the individual is assigned to work. Local qualification occurs after the formal training class and associated testing has been successfully completed and it entails an assessment of the individual's fitness to perform the duties of a conductor. It may include one or more familiarization trips and other on-the-job training at the discretion of the UP officer. This process can take as little as a few days or may extend for several months, or more. Some individuals will make additional student familiarization trips even after they are locally qualified.

In response to your specific inquiry, our comments at the May 5, 1999 meeting were not recorded and we can not affirm or deny the statement you have attributed to us.

3. *Within the last three years, has the UPRR employed as conductors individuals who had, at the time they were promoted to conductor, less than two years experience and/or training as a railroad employee functioning in a brakeman capacity with UPRR or other Class I railroad?*

Response: It is not clear what is meant by the terms "experience and/or training" or "railroad employee functioning in a brakeman capacity" in the context of the proposed OSC. The two-year requirement in Section 6906(b) expressly requires the following four elements: (a) "actual service"; (b) as a "railroad brakeman"; (c) in "road service"; and (d) on "steam or electric railroad". Seemingly any calculation of time served for purposes of determining compliance with this provision of Section 6906(b) would exclude training, because that is not "actual service". It would exclude work performed in any position other than brakeman. It would exclude work performed in "yard" service as opposed to "road" service. It might exclude time spent holding a position on an extra board. And it would exclude time serving on a railroad other than a "steam or electric railroad." It is unlikely that there is anyone in UP's California work force who could qualify under this test, and the answer to this inquiry is "yes".

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4. *Please provide the work history records of those employees who, during the last three years, have been promoted to conductor by UPRR but who had, at the time of their promotion, fewer than two years employment with the UPRR, if there are employees who meet this criteria. If the total number of such employees is greater than five (5), UPRR need only provide the work history records of five such employees.*

Response: This inquiry suggests that employment in any capacity with UP could be credited toward the two-year requirement. This would include time spent on extra boards, in yard service, and even in other disciplines such as clerical or mechanical service, all of which is irrelevant to an inquiry into compliance with Section 6906(b).

In response to this inquiry, UP has prepared an abstract of the employment records for five UP employees from records maintained at UP's Omaha headquarters. (Tab D). The actual inputs are made electronically and the data is voluminous and contains sensitive information concerning compensation, discipline, illnesses, disabilities, results of efficiency testing, and other personal information, which is confidential and has been redacted. The names and social security numbers of the involved individuals have also been removed to protect their privacy. The printouts may contain data entry errors. If you have questions about a particular entry you should contact us.

5. *Do you assert that there are valid legal grounds for not complying with California Labor Code Sec. 6906(b)? Please briefly summarize these legal positions if your answer is yes.*

Response: UP believes that the following legal grounds exist for challenging the validity of Section 6906(b):

*First*, the statute violates due process because it is impossible for any railroad to comply with the express terms of Section 6906(b); it is hopelessly obsolete. There are no steam or electric railroads in California on which prospective conductors can become qualified.<sup>2</sup> The requirements that conductors must serve "in road service" are unduly restrictive as a result of intervening changes in operating practices and crewing of trains which has significantly reduced the need for brakemen in "road" service with a corresponding decline in the work available for prospective conductors. Additionally, the comprehensive structured formal

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<sup>2</sup> At the March 5, 1999 meeting, Staff asserted that the word "diesel" should be substituted for "steam" and "electric" in Section 6906(b) as a result of an amendment to the Labor Code in 1959. That is not correct -- the 1959 changes applied only to Labor Code Section 6901 which concerns passenger, mail and express trains. Section 6906 was most recently amended in 1957 by deleting "steam" from Section 6906(a) and adding "in road service" to Section 6906(b). The phrase "on steam or electric railroad" was retained.

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training program that is now in effect on UP is widely recognized as being vastly superior and much more effective than what was available previously.

*Second*, the statute violates due process and equal protection guarantees. Since 1914, state requirements which base the determination of an employee's fitness for employment as a conductor solely on time spent working as a brakeman have been deemed to be in violation of the U. S. Constitution. *Smith v. Texas, supra*. This case remains good law and is binding on this state. It was expressly relied on by the California Attorney General's 1943 opinion invalidating the counterpart requirements for engineers in Section 7906(a) and was also cited with approval by the California Supreme Court as recently as 1985. See, *Conservatorship of Valerie N.*, 40 Cal.3d 143 (1985).

*Third*, state requirements for qualifying conductors are preempted under Section 20106 of the Federal Railway Safety Act, 49 USC 20106, because the subject matter is substantially subsumed by federal requirements governing training and certification of railroad employees which address the same safety concerns. In 1996, the Court of Appeals of Wisconsin held that Wisconsin's "conductor law" which required three years prior work experience as a railroad brakeman, was preempted under FRSA. *Wisconsin v. Wisconsin Central Transportation Corp.*, 200 Wis.2d 450 (1996). (Tab E) The Wisconsin Supreme Court affirmed at 209 Wis.2d 278 (1997). Additionally, enforcement of California's two-year requirement would deprive trainmen of the opportunity to obtain experience working as a conductor as part of their engineer training. This is itself an unlawful interference with a federally regulated matter and is grounds for a federal preemption challenge.

*Fourth*, if UP is compelled to change the way it "mans" its freight trains in order to provide sufficient opportunities for conductor trainees to fulfill California's requirement for two years of "road service" as a brakeman, this would violate the Railroad Anti-featherbedding Law of 1964, which repealed the California Public Utilities Commission's former authority to determine the number of brakemen that are needed on trains to promote safety. Labor Code Sec. 6900.5 provides that no state law or order of this Commission shall prevent a railroad from manning its trains in accordance with its labor agreements. As explained previously, UP's current agreement with UTU provides that the standard crew for through freight trains shall be comprised of one engineer and one conductor, and no brakeman. Not only is UTU reneging on its agreement with UP, it is also improperly pressuring the Commission do something through the OSC investigation process that the Commission is prohibited from doing directly -- i.e. determining the number of brakemen that UP must have on trains.

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*Fifth*, the proposed OSC would impose an unreasonable burden on interstate commerce in violation of the Commerce Clause of the U. S. Constitution. If the conductor law is literally enforced, most if not all of UP's California conductors would be disqualified. Even if the Commission overlooks that provision pertaining to steam or electric railroads, there would not be a sufficient number of individuals eligible to serve as conductors in this state. One of the critical indicators that the Surface Transportation Board monitored closely during the service crisis on UP in 1997-1998 was the numbers of hours that trains were held for crews. When there is an insufficient number of qualified crew members to operate trains, trains are held at terminals causing congestion. If this were to occur in the key terminals in California it would have ripple effects across the country resulting in another major service crisis.

*Finally*, the proposed OSC would jeopardize public and employee safety. The only brakemen who would be presumptively qualified to work as conductors would be those SP brakemen who passed up promotion and were "grandfathered" under the 1985 agreement. This would create an anomalous situation in which individuals who received state-of-the-art training and are freshly motivated would be replaced by individuals who are arguably the least eager and least fit to perform these duties. Another category of employees that UP might logically look to to fill empty conductor slots would be engineers who, though they lack the requisite two years of road service as brakemen, by reason of their training and experience could demonstrate fitness to serve as conductors under the holding in *Smith v. Texas, supra*. A third strategy would be to have conductors transfer in from other states. Section 6906(b) allows out-of-state conductors to work in California after *one year's service as a conductor*. This would still leave UP short of both engineers and conductors, and those who could qualify under California's conductor law would have to work the maximum time permitted under federal law, a condition which, if it persisted for very long, would invite fatigue and would not be conducive to safety. This clear abdication of the Commission's obligations to promote rail safety under the laws of this state would provide further grounds for invalidating the compliance order.

### Conclusion

The foregoing discussion does not take into consideration the inestimable hardship that the proposed OSC would inflict on those conductors and conductors-in-training whose careers and livelihoods would be in jeopardy until the legal situation was sorted out. In recent months some of UP's forces have been furloughed in various locations, including California. Conductors who had not yet advanced to engineer but who could not continue in their present position would be most at risk. If they lost their status as conductors they could not serve on an extra board and would have to take lower paying jobs, if any were available.

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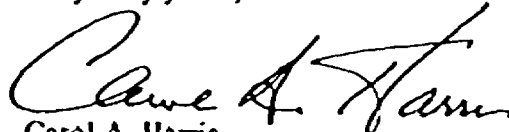
Your letter attempts to provide assurances that the railroads will have an ample opportunity to respond to the factual and legal issues after the OSC is issued, but if the Commission concludes to issue the OSC, UP would treat that as a matter of serious concern. Major staffing changes would be needed to find and move qualified individuals to critical locations, and this could not be accomplished on short notice. Thus, even the threat of a compliance order could compel UP to take drastic and painful measures.

Consideration should be given to alternative courses of action. For example, the Commission could furnish UTU with a copy of this letter and direct Staff to continue to investigate the matter informally. The railroads have never received a copy of the UTU's informal complaint, and we are not even sure what specific allegations have been made. If we are presented with specific instances of unsafe practices, we will promptly investigate and advise Staff of our findings and suggested response. But if UTU insists on a formal proceeding, it should be required to file a verified complaint and bear the burden of proof. UTU should also be called upon to explain why it believes the Commission should enforce something that the UTU bargained away fifteen years ago.

If the Commission decides to proceed with the OSC we strongly urge the Commission to voluntarily stay the investigation and allow us to seek declaratory relief in federal court. We have presented what we believe is a compelling showing of the invalidity of Section 6906 under both state and federal laws, and it would be manifestly unfair to cause UP, its customers, and its employees to suffer under the cloud of the OSC for the months and years that it would take to exhaust administrative remedies. Federal court review would be most appropriate in view of the strong federal interest in promoting a safe and efficient national rail transportation system.

We appreciate the opportunity to provide these comments. Copies of this letter and attachments A, B, C, and E are enclosed for each of the Commissioners.

Very truly yours,

  
Carol A. Harris

Attachments

cc: Peter Arth, Jr., General Counsel  
Lionel B. Wilson, Assis. Gen. Counsel  
Kenneth L. Koss, Director, Railroad Safety & Carriers Div.  
Robert E. Futrell, Principal, Rail Safety Branch  
Robert G. Webb, Senior Trans. Oper. Super.

1.99-06-005

**TAB A**

**[Union Pacific's May 19, 1999 Letter Entitled  
"Proposed Order to Show Cause re: Cal. Labor Code Sec. 6906"]**



1.99-06-005

34 S.Ct. 681  
L.R.A. 1915D,677, 58 L.Ed. 1129, Am. Ann. Cas. 1915D,420  
(Cite as: 233 U.S. 630, 34 S.Ct. 681)

W. W. SMITH, Piff. in Err.,  
v.  
STATE OF TEXAS.

No. 268.

Argued and submitted March 12, 1914.  
Decided May 11, 1914.

IN ERROR to the Court of Criminal Appeals of the State of Texas to review a judgment which affirmed a conviction in the County Court of Gregg County, in that state, of having acted as conductor of a freight train without previous experience as freight conductor or brakeman. Reversed and remanded for further proceedings.

See same case below, --- Tex. Crim. Rep. ---, 146 S. W. 900.

The facts are stated in the opinion.

CONSTITUTIONAL LAW ⇨ 275(2)  
92k275(2)

An infringement of the liberty of contract without due process of law, contrary to Const. U.S. Amend. 14, results from Acts Tex. 31st Leg. c. 46, making it a misdemeanor for any person to act as a conductor on a railway train without having served for two years as a freight conductor or brakeman.

RAILROADS ⇨ 230  
320k230

Acts Tex. 31st Leg. c. 46, making it a misdemeanor to act as a conductor on a railway train without having served two years as a freight conductor or brakeman, held unconstitutional.

RAILROADS ⇨ 255(1)  
320k255(1)

Acts Tex. 31st Leg. c. 46, making it a misdemeanor for any person to act as conductor without having served for two years as a freight conductor or brakeman, is unconstitutional.

\*631 \*682 Messrs. Gardner Lathrop and Robert Dunlap for plaintiff in error.

\*632 Mr. B. F. Looney Attorney General of Texas, and Mr. Luther Nickels for defendant in error.

\*635 Mr. Justice Lamar delivered the opinion of the court:

W. W. Smith, the plaintiff in error, a man forty-seven years of age, had spent twenty-one years in the railroad business. He had never been a brakeman or a conductor, but for six years he served as fireman, for three years ran as extra engineer on a freight train, for eight years was engineer on a mixed train, hauling freight and passengers, and for four years had been engineer on a passenger train of the Texas & Gulf Railway. On July 22, 1910, he acted as conductor of a freight train running between two Texas towns on that road. There is no claim in the brief for the state that he was not competent to perform the duties of that position. On the contrary, it affirmatively and without contradiction appeared that the plaintiff in error, like other locomotive engineers, was familiar with the duties of that position, and was competent to discharge them with skill and efficiency. He was, however, found guilty of the offense of violating the Texas statute which makes it unlawful for any person to act [FN < dagger > >] as conductor of a freight train without having \*636 previously served for two years as conductor or brakeman on such trains. On that verdict he was sentenced to pay a fine, and the judgment having been affirmed, the case is here on a record in which he contends that the statute under which he was convicted violated the provisions of the 14th Amendment.

1. Life, liberty, property, and the equal protection of the law, grouped together in the Constitution, are so related that the deprivation of any one of those separate and independent rights may lessen or extinguish the value of the other three. In so far as a man is deprived of the right to labor, his liberty is restricted, his capacity to earn wages and acquire property is lessened, and he is denied the protection which the law affords those who are permitted to work. Liberty means more than freedom from servitude, and the constitutional guaranty is an assurance that the citizen shall be protected in the right to use his powers of mind and body in any lawful calling.

If the service is public, the state may prescribe qualifications and require an examination to test the fitness of any person to engage in or remain in the public calling. *Re Lockwood*, 154 U. S. 116, 38 L. ed. 929, 14 Sup. Ct. Rep. 1082; *Hawker v. New York*, 170 U. S. 189, 42 L. ed. 1002, 18 Sup. Ct. Rep. 573; *Watson v. Maryland*, 218 U. S. 173, 54 L. ed. 987, 30 Sup. Ct. Rep. 644. The private employer may likewise fix standards and tests, but,

Cite as: 233 U.S. 630, \*636, 34 S.Ct. 681, \*\*682)

if his business is one in which the public health or safety is concerned, the state may legislate so as to exclude from work in such private calling those whose incompetence might cause injury to the public. But, as the public interest is the basis of such legislation, the tests and prohibition should be enacted with reference to that object, and so as not unduly to 'interfere with private business, or impose unusual and unnecessary restrictions upon lawful occupations.' *LAWTON v. STEELE*, 152 U. S. 137, 38 L. ed. 388, 14 Sup. Ct. Rep. 499.

A discussion of legislation of this nature is found in *Nashville, C. & St. L. R. Co. v. Alabama*, 128 U. S. 98, 32 L. ed. 353, 2 Inters. Com. Rep. 238, 9 Sup. Ct. Rep. 28, where this court sustained the validity of a statute which required \*637 all locomotive engineers to submit to an examination for color blindness, and then provided that those \*\*683 unable to distinguish signals should not act as engineers on railroad trains. That statute did not prevent any competent person from being employed, but operated merely to exclude those who, on examination, were found to be physically unfit for the discharge of a duty where defective eyesight was almost certain to cause loss of life or limb. Another case cited by the plaintiff in error is that of *Dent v. West Virginia*, 129 U. S. 114, 32 L. ed. 623, 9 Sup. Ct. Rep. 231. The act there under review provided that no one except licensed physicians should be allowed to practise medicine, and declared that licenses should be issued by the state board of health only to those (1) who were graduates of a reputable medical college; (2) to those who had practised medicine continuously for ten years; or (3) to those who, after examination, were found qualified to practice. Ten years' experience was accepted as proof of fitness, but such experience was not made the sole test, since the privilege of practising was attainable by all others who, by producing a diploma or by standing an examination, could show that they were qualified for the performance of the duties of the profession. In answer to the contention that the act was void because it deprived the citizen of the liberty to contract and the right to labor, the court said no objection could be raised to the statutory requirements 'because of their stringency or difficulty. It is only when they have no relation to such calling or profession, or are unattainable by such reasonable study and application, that they can operate to deprive one of his right to pursue a lawful vocation.'

The necessity of avoiding the fixing of arbitrary

tests by which competent persons would be excluded from lawful employment is also recognized in *Smith v. Alabama*, 124 U. S. 465, 480, 31 L. ed. 508, 513, 1 Inters. Com. Rep. 804, 8 Sup. Ct. Rep. 564. There the act provided that all engineers should secure a license, and in sustaining the \*638 validity of the statute the court pointed out that the law 'requires that every locomotive engineer shall have a license, but it does not limit the number of persons who may be licensed, or prescribe any arbitrary conditions of the grant.' This and the other cases establish, beyond controversy, that, in the exercise of the police power, the state may prescribe tests and require a license from those who wish to engage in or remain in a private calling affecting the public safety. The liberty of contract is, of course, not unlimited; but there is no reason or authority for the proposition that conditions may be imposed by statute which will admit some who are competent and arbitrarily exclude others who are equally competent to labor on terms mutually satisfactory to employer and employee. None of the cases sustains the proposition that, under the power to secure the public safety, a privileged class can be created and be then given a monopoly of the right to work in a special or favored position. Such a statute would shut the door, without a hearing, upon many persons and classes of persons who were competent to serve, and would deprive them of the liberty to work in a calling they were qualified to fill with safety to the public and benefit to themselves.

2. The statute here under consideration permits those who had been freight conductors for two years before the law was passed, and those who for two years have been freight conductors in other states, to act in the same capacity in the state of Texas. But barring these exceptional cases, the act permits brakemen of freight trains to be promoted to the position of conductor on a freight train, but excludes all other citizens of the United States from the right to engage in such service. The statute does not require the brakeman to prove his fitness, though it does prevent all others from showing that they are competent. The act prescribes no other qualification for appointment as conductor than that for two years the \*639 applicant should have been a brakeman on a freight train, but affords no opportunity to any others to prove their fitness. It thus absolutely excludes the whole body of the public, including many railroad men, from the right to secure employment as conductor on a freight train.

For it is to be noted that under this statute, not only

the general public, but also four classes of railroad men, familiar with the movement and operation of trains, and having the same kind of experience as a brakeman, are given no chance to show their competency, but are arbitrarily denied the right to act as conductors. The statute excludes firemen and engineers of all trains, and all brakemen and conductors of passenger trains. But no reason is suggested why a brakeman on a passenger train should be denied the right to serve in a position that the brakeman on a freight train is permitted to fill. Both have the same class of work to do, both acquire the same familiarity with rules, signals, and methods of \*\*684 moving and distributing cars, and if the training of one qualifies him to serve as conductor, the like training of the other should not exclude him from the right to earn his living in the same occupation.

It is argued in the brief for the state that, in practice, brakemen on freight trains are generally promoted to the position of freight conductors, and then to the position of conductors on passenger trains. And yet, under this act, even passenger conductors of the greatest experience and highest capacity would be punished if they acted as freight conductors without having previously been brakemen.

The statute not only prevents experienced and competent men in the passenger service from acting as freight conductors, but it excludes the engineer on a freight train,--even though, under the rules of all railroads, the freight engineer now acts as conductor in the event the regular conductor is disabled en route. This general custom \*640 is a practical recognition of their qualification, and is founded on the fact that the engineer, by virtue of his position, is familiar with the rules and signals relating to the train's movement, and peculiarly qualified for the performance of the duties of conductor. If we cannot take judicial knowledge of these facts, the record contains affirmative proof on the subject. For, according to the testimony [FN < < dagger > >] of the state's witness, 'acting as engineer on \*641 a freight train would better acquaint one with the knowledge of how to operate a freight train than acting as brakeman.' And yet, though at least equally competent, the engineer is denied the right to serve as conductor, and the exclusive right of appointment and promotion to that position is conferred upon brakemen.

3. So that the case distinctly raises the question as

to whether a statute, in permitting certain competent men to serve, can lay down a test which absolutely prohibits other competent men from entering the same private employment. It would seem that to ask the question is to answer,--and the answer in no way denies the right of the state to require examinations to test the fitness and capacity of brakemen, firemen, engineers, and conductors to enter upon a service fraught with so much of risk to themselves and to the public. But all men are entitled to the equal protection of the law in their right to work for the support of themselves and families. A statute which permits the brakeman to act,--because he is presumptively competent,--and prohibits the employment of engineers and all others who can affirmatively prove that they are likewise competent, is not confined to securing the public safety, but denies to many the liberty of contract granted to brakemen, and operates to establish rules of promotion in a private employment.

If brakemen only are allowed the right of appointment to the position of conductors, then a privilege is given to them which is denied all other citizens of the United States. If the statute can fix the class from which conductors on freight trains shall be taken, another statute could limit the class from which brakeman and conductors on passenger trains could be selected, and so, progressively, the whole matter as to who could enter the railroad service, and who could go from one position to another, would be regulated by statute. In the nature of \*\*685 the case, promotion is a matter of private business management, and \*642 should be left to the carrier company, which, bound to serve the public, is held to the exercise of diligence in selecting competent men, and responsible in law for the acts of those who fill any of these positions.

4. There was evidence that Smith safely and properly operated the train which had in it cars containing freight destined for points in Texas, Missouri, Oklahoma, and Kansas. But in view of what has been said it is not necessary to consider whether the plaintiff, as engineer, was in a position to raise the point that, under the decision in the Adams Express Case (Platt v. New York, 232 U. S. 35, 58 L. ed. ----, 34 Sup. Ct. Rep. 209) the statute interfered with interstate commerce. The judgment is reversed and the case remanded to the Court of Criminal Appeals of the State of Texas for further proceedings not inconsistent with this opinion.

Reversed.

Mr. Justice Holmes dissents.

FN<<dagger>> Sec. 2. If any person shall act or engage to act as a conductor on a railroad train in this state without having for two (2) years prior thereto served or worked in the capacity of a brakeman or conductor on a freight train on a line of railroad, he shall be deemed guilty of a misdemeanor, and shall be punished by a fine of not less than \$25 nor more than \$500, and each day he so engages shall constitute a separate offense.

Sec. 3. If any person shall knowingly engage, promote, require, persuade, prevail upon, or cause any person to do any act in violation of the provisions of the two preceding sections of this act, he shall be deemed guilty of a misdemeanor, and shall be punished by a fine of not less than \$25 nor more than \$500, and each day he so engages shall constitute a separate offense. [Tex. Laws 1909, chap. 46.]

FN<<dagger>> I understand the railroad business, and know that a locomotive engineer learns as much about how a freight train should be operated by a conductor as a brakeman or conductor. Acting as engineer on a freight train will better acquaint one with a knowledge of how to operate a freight train than acting as brakeman. Under the rules of all railroads, and of the Texas & Gulf Railway Company, the engineer is held equally responsible with the conductor for the safe operation of the train. All orders are given to the engineer as well as to the conductor. Every order

sent to a conductor in a train is made in duplicate, and one copy of it is given to the conductor and the other to the engineer. It is a rule with railway companies that if anything should happen to disable the conductor, or in any way prevent his proceeding with his train, the engineer is to immediately take charge of the train and handle it into the terminal. The engineer is constantly with the train and knows all of the signals, knows how the couplings are made, knows how the cars are switched and distributed, and knows how they are taken into the train and transported from one place to another. An engineer is so constantly associated with all the work of a conductor on a freight train that he should know as much about how a freight train should be operated by a conductor as the conductor himself. All actions of the conductor that pertain to the safe operation of the train are being carried on in his presence and within his observation all the time. The manner of handling the way bills and ascertaining the destinations of the cars in his train is easy and plain, and it does not take a person that has had experience as a conductor to understand that part of his service. The way bills are plainly written and the destinations plainly given, and booking the waybills and delivering them with the cars is clerical, and can be done by anyone that can read and write and who has ordinary sense. Every act that is to be done by the engineer, and all of the conductor's acts with reference to this are in the view and observation of the engineer.

END OF DOCUMENT

1.99-06-005

**TAB B**

**[Union Pacific's May 19, 1999 Letter Entitled  
"Proposed Order to Show Cause re: Cal. Labor Code Sec. 6906"]**

the claim against the State arose, shall be paid after the date upon which the money levies.

"This section does not affect or apply to:

"(a) Transfers of money from the General Fund for the benefit of elementary schools, high schools, the University of California, the Interest and Sinking Fund, or any other bond interest fund.

"(b) Regular periodic expenditures of fixed sums for any public purpose.

"(c) Appropriations made for cooperative work under specific agreement or under contract."

In our opinion an analysis of the various appropriation acts enacted in 1941 including Chapter 588 and an analysis of Section 435 of the Political Code enacted during that year leads to the conclusion arrived at by you which is that the funds thus made available are not limited to the fiscal years specified. Chapter 588 should, in our opinion, be construed as making available or setting aside during the specified years the sums mentioned but that such monies are to be expended under Political Code Section 435 within three years after which the funds became available by Chapter 588.

Opinion NS-5066—August 19, 1943

**SUBJECT: LOCOMOTIVE ENGINEER'S QUALIFICATIONS, LABOR CODE §6906A WHICH FORBIDS A COMMON CARRIER TO EMPLOY ANY PERSON AS A STEAM LOCOMOTIVE ENGINEER WHO HAS NOT HAD AT LEAST ONE YEAR'S ACTUAL EXPERIENCE AS SUCH, OR THREE YEARS' ACTUAL SERVICE AS A STEAM LOCOMOTIVE FIREMAN, IS UNCONSTITUTIONAL.**

**PREPARED FOR: ASSEMBLYMAN ALBERT C. WOLLENBERG, SAN FRANCISCO.**

**PREPARED BY: CHAS. W. JOHNSON, SUPERVISING DEPUTY ATTORNEY GENERAL.**

You have requested that I advise you concerning the validity of the requirement that no common carrier shall employ a steam locomotive engineer who has not had at least three years' actual service as a steam locomotive fireman or one year's actual service as a steam locomotive engineer. This requirement is found in Subdivision "a" of Section 6906 of the Labor Code, which reads:

"No common carrier shall employ any person as: (a) A steam locomotive engineer who has not had at least three years' actual service as a steam locomotive fireman or one year's actual service as a steam locomotive engineer. (b) A conductor who has not had at least two years' actual service as a railroad brakeman on steam or electric railroad other than

street railway, or one year's actual service as a railroad conductor. (c) A brakeman who has not passed the regular examination required by trans-continental railroads."

In the case of *Smith v. Texas*, 233 U. S. 630, the Supreme Court of the United States considered the constitutionality of a statute of the State of Texas which made it a crime for any person to "act or engage to act as a conductor on a railroad train in this State without having for two (2) years prior thereto served or worked in the capacity of a brakeman or conductor on a freight train on a line railroad" and made it a crime for any person to "knowingly engage, promote, require, persuade, prevail upon or cause any person" to so act. The Supreme Court held that the statute violated the Fourteenth Amendment to the Federal Constitution and was therefore unconstitutional and void. In discussing the question, the court said:

"The statute here under discussion permits those who had been freight conductors for two years before the law was passed, and those who for two years have been freight conductors in other States, to act in the same capacity in the State of Texas. But barring these exceptional cases, the act permits brakemen on freight trains to be promoted to the position of conductor on a freight train, but excludes all other citizens of the United States from the right to engage in such service. The statute does not require the brakeman to prove his fitness, though it does prevent all others from showing that they are competent. The act prescribes no other qualification for appointment as conductor, than that for two years the applicant should have been a brakeman on a freight train, but affords no opportunity to any others to prove their fitness. It thus absolutely excludes the whole body of the public, including many railroad men, from the right to secure employment as conductor on a freight train."

• • • • •

"So that the case distinctly raises the question as to whether a statute, in permitting certain competent men to serve, can lay down a test which absolutely prohibits other competent men from entering the same private employment. It would seem that to ask the question is to answer it—and the answer in no way denies the right of the States to require examinations to test the fitness and capacity of brakemen, firemen, engineers and conductors to enter upon a service fraught with so much of risk to themselves and to the public. But all men are entitled to the equal protection of the law in their right to work for the support of themselves and families. A statute which permits the brakeman to act—because he is presumptively competent—and prohibits the employment of engineers and all others who can affirmatively prove that they are likewise competent, is not confined to securing the public safety but denies to many the liberty of contract granted to brakemen and operates to establish rules of promotion in a private employment."



This decision was approved by the Supreme Court of this State in the case of *In re Cardinal*, 170 Cal. 319, in which the Court said with reference to *Smith v. Texas* (p. 323):

"As to the correctness of the principles enunciated in the opinion in that case there can be, of course, no dispute."

Likewise, the Supreme Court of Arizona in the case of *Atchison, Topeka & Santa Fe Railway v. Arizona*, 265 Pac. 602, held unconstitutional a statute of Arizona prohibiting the employment by railway companies of a telegraph or telephone operator who had not had at least one year's experience as a telegraph operator. And the Circuit Court of Ohio, in the case of *Cleveland C. C. & St. L. R. Co. v. State*, 26 Ohio C. C. 348, held unconstitutional a statute forbidding the employment of any person as a conductor who had not had two years' experience as a conductor of a passenger, freight, or construction train within the six years next preceding his employment.

It should not be concluded from these decisions that the legislature is without authority to prescribe qualifications for railroad employees, for reasonable tests of fitness and qualifications may be prescribed in the exercise of the police power to insure the safety of the public (38 A. L. R. 569). But these decisions compel the conclusion that subdivision "a" of Section 6906 is unconstitutional and void, since it prescribes neither tests of fitness nor qualifications reasonably calculated to protect the public and since it arbitrarily discriminates against persons who are competent to act as steam locomotive engineers.

This conclusion renders it unnecessary to answer your second inquiry.

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Opinion NS-5067—August 19, 1943

**SUBJECT: HIGHWAY PATROL, SUPERVISING INSPECTOR'S OUT-OF-STATE TRAVELING EXPENSES ARE PROPERLY CHARGEABLE AGAINST FUNDS FOR THE SUPPORT OF THE CALIFORNIA HIGHWAY PATROL.**

**PREPARED FOR: CHIEF OF THE CALIFORNIA HIGHWAY PATROL, SACRAMENTO.**

**PREPARED BY: CHAS. W. JOHNSON, SUPERVISING DEPUTY ATTORNEY GENERAL.**

By letter of August 3rd you state that a claim for traveling expenses incurred by a supervising inspector of the California Highway Patrol in attending a traffic officers' training school course at Northwestern University, Illinois, has been rejected by the Controller. The inspector in question is in charge of the training of personnel of the Highway Patrol and you advise that, while the training school authorized by section 124 of the Vehicle Code is not now in operation, information is disseminated by bulletins and field classes to personnel of the Highway

1.99-06-005

**TAB C**

**[Union Pacific's May 19, 1999 Letter Entitled  
"Proposed Order to Show Cause re: Cal. Labor Code Sec. 6906"]**

losses cause other crimes including those of violence and corruption. Nevada, the state of legalized gambling, has the highest crime rate in the country. Higher crime rates mean higher police costs.

The Legislature is powerless to make the slightest modification in this private lottery scheme. It would take another state-wide election to effect any change whatsoever or to dislodge this stranglehold of the American Sweepstakes Corporation.

Even if you'd like a true State lottery, you don't want this. It would give one of the poorest pay-offs of any lottery anywhere. Analysis indicates that only 2% of the gross would be available as prizes! Compare that with the 50% pay-back by the Irish Sweepstakes, or the 85% return by the California race-tracks.

Educators, taxpayers, law enforcement officers, Republicans and Democrats, organized labor, church groups and business are all against this lottery grab.

promoters in New Hampshire.

Proposition 16 must not pass! Vote NO on Proposition 16—and be sure your friends and family do too!

### CALIFORNIANS AGAINST THE LOTTERY SCHEME

**LAUGHLIN E. WATERS,**  
State Chairman  
Former State Legislator  
and former U. S. Attorney

**DON FAZACKERLEY,**  
Co-Chairman, Northern  
California; Former San  
Francisco Police  
Commissioner

**EUGENE W. BISCAILUZ,**  
Co-Chairman, Southern  
California; Past President,  
State Peace Officers  
Association

**17 RAILROAD TRAIN CREWS.** Initiative. Declares state policy on manning trains. Provides that Award No. 282 of Federal Arbitration Board on manning of diesel powered freight trains shall be effective in California, and that no state law or regulation shall prevent a railroad from manning trains in accordance with federal legislation or awards pursuant thereto, or collective bargaining agreements. Repeals initiative provisions on crews required for freight, mixed, or work trains, and right of State Public Utilities Commission to determine number of brakemen on all trains, and repeals other legislation concerning crews on certain kinds of trains.

YES

NO

#### Analysis by the Legislative Counsel

This measure, the Railroad Anti-Featherbedding Law of 1964, would amend the Labor Code to declare as policy of the State: that "featherbedding" practices on railroads should be eliminated; that national settlement of labor controversies relating to the manning of trains should be made effective in California; and that the award of the Federal Arbitration Board No. 282, appointed pursuant to Public Law 88-108 and providing for the elimination of excess firemen and brakemen on diesel-powered freight trains, or awards made pursuant thereto, shall be made effective in this State.

It would provide that nothing contained in the laws of this State or in any order of any regulatory agency of this State shall prevent a common carrier by railroad from manning its trains in accordance with the award of the Federal Arbitration Board No. 282, in accordance with any federal legislation or awards pursuant thereto, or in accordance with any agreement between a railroad company and its employees or their representatives.

It would also repeal existing provisions of the Labor Code which now prohibit common carriers operating certain trains from operating freight, mixed, or work trains, and certain other kinds of trains and equipment, without specified numbers and kinds of crew members, and would also repeal existing provisions authorizing the Public Utilities Commission to require common carriers by railroad to operate their trains with such number of brakemen as are necessary to promote safety.

#### Argument in Favor of Proposition No. 17

Proposition 17 is a non-partisan economic issue that merits the support of all Californians.

Your "yes" vote on Proposition 17 supports the peaceful solution which three United States Presidents, Dwight Eisenhower, John Kennedy, and Lyndon Johnson, achieved in the long-standing, nationwide controversy over railroad work rules. Moreover, a "yes" vote is necessary to make the settlement of this controversy effective in California.

Award by the Federal Arbitration Board appointed by President Kennedy and a collective bargaining agreement reached under the leadership of President Johnson—averted a nationwide railroad strike which would have paralyzed the country.

The main dispute resolved by these settlements was over an antiquated requirement that a fireman ride in the cab of a diesel-powered freight train where there are no fires to stoke or coals to shovel. Another dispute resolved was over the requirement for excess brakemen on certain trains.

The presence of a fireman—in addition to the engineer and head brakeman—has meant that three men ride the cabs on freight trains in contrast to only two men in the cabs of passenger trains, where safety is naturally of paramount concern.

A Presidential Commission appointed by President Eisenhower, and an Emergency Board and an Arbitration Board appointed by President Kennedy, taking account of modern improvements in railroad equipment such as air brake systems and automatic signal devices, all found that firemen are unnecessary for the safe and efficient operation of diesel-powered freight trains.

The Arbitration Board's Award provides for the gradual elimination of firemen on 90 percent of all freight trains, and requires their continued presence on 10 percent where special situations may exist. This leaves at least two men in the cab on all trains.

The railroads are absolutely required to retain in their employment all present full-time firemen with more than two years seniority. Generous severance payments must be made to those few firemen affected by the Award with less than two years seniority. Employment needs of California's railroads today are such that these men can transfer to other railroad jobs if they wish.

In California, wasteful featherbedding, which the national Award gradually eliminates, costs consumers about \$12 million a year. For our State to conform to the national transportation pattern established under the leadership of three Presidents, it is necessary to repeal conflicting, outmoded "excess crew" laws.

Proposition 17 repeals these outmoded featherbedding laws and makes possible genuine collective bargaining procedures.

The only opposition to Proposition 17 stems from certain labor leaders concerned about the eventual loss of membership dues.

Your "yes" vote on Proposition 17 will keep California competitive with other

California transportation industry.

Proposition 17 is a necessary step forward for our fast-growing State, whose continuing prosperity depends upon the attractions of new industry to provide jobs for all our people.

Vote "yes" on Proposition 17.

SENATOR  
HUGH M. BURNS  
(D) Fresno  
President Pro Tem  
California State Senate

JOHN F. MCCARTHY  
State Senator,  
13th Senatorial District

DR. MURIEL B. DUNCAN  
Los Angeles  
State Women's Club Leader

#### Argument Against Proposition No. 17

California's present law, regulating the size of train-crews through the State Public Utilities Commission, was wisely enacted to protect the safety of the general public, railroad patrons and workers. The Law was updated in 1959 to meet present day safety needs. California is one of 16 progressive states with similar "minimum crew" legislation.

Incalculable loss of human lives has been prevented through the proper manning of trains, and millions of dollars in equipment and property have been safeguarded. At the same time, the railroads in California have continued to make substantial profits (largely because the productivity of railroad workers is the second highest in American industry).

Through this initiative measure, the railroads are attempting to eliminate the all-important "co-pilot" and "assistant engineer" and other essential crewmen from diesel locomotives, a serious threat to public safety in the operation of trains.

Passage of Proposition 17 would also mean a complete surrender of all of California's regulatory powers governing the manning of freight trains. There would no longer be any state or Federal agency controlling the safe manning of trains, leaving this solely at the discretion of the railroad owners.

The California Public Utilities Commission, guardian of the people's interests, would thus be by-passed and the railroads would have a free hand to establish work rules as they see fit. With the Public Utilities Commission eliminated from the picture, the people's interests would no longer be protected.

The railroads are also attempting to circumvent the will of the State Legislature

Arbitration Award ruling supersedes California's enacted statutes. This, in spite of the fact that the Arbitration Award ruling was never intended to apply to California, or to any other state already having laws controlling the manning of trains.

It was specifically emphasized by the Chairman of the House Committee on Interstate Commerce that "The Committee does not intend that any award made under this section may supersede or modify any State Law relating to the manning of trains". Thus, on August 28, 1962, Congress made it crystal clear that compulsory arbitration awards under Public Law 88-108 were never intended to be substituted for California State Law.

California's Minimum Crew Laws were established for safety reasons. Railroading is a hazardous operation, and in California, railroads operate over more miles of dangerous mountain terrain than in any other

state. California has 11,000 grade crossings, each a potential hazard.

While wiping out all public control over safe manning of trains, the railroad interests are also attempting to write into the State Constitution, through Proposition 17, language which would prohibit California from ever enacting any legislation in the future to regulate the size of train-crews for public safety purposes.

To avoid surrendering constitutional state authority to regulate manning of trains for public safety purposes, Californians must vote NO on Proposition 17.

**JAMES L. EVANS**  
Chairman, Brotherhood of  
Locomotive Firemen and Engineers,  
AFL-CIO, State Legislative Board

**G. W. BALLARD**  
State Representative Brotherhood  
of Railroad Trainmen, AFL-CIO

1.99-06-005

**TAB D**

**[Union Pacific's May 19, 1999 Letter Entitled  
"Proposed Order to Show Cause re: Cal. Labor Code Sec. 6906"]**

END OF TRANSCRIPT / PRESS PA1 FOR MENU  
V

DATE	TRANSCRIPT DATA FOR	DESCRIPTION			
021699	401K	AGRMT 401K PARTICIPANT			
020199	TITL/LOC	THRU FRT FIREMAN	LOS ANGELE	CA	807
072798	TITL/LOC	THRU FRT BRAKEMAN	LOS ANGELE	CA	807
062798	TITL/LOC	YARD CONDUCTOR	LOS ANGELE	CA	807
053198	TITL/LOC	YARD CONDUCTOR	LOS ANGELE	CA	807
051898	UPS1	UP SHARES UP SHARES PARTICIPANT - 1998			
020498	BEN4	UNITED TRANSPORTATION UNION-TRAINMEN			UTUT
012698	NEW HIRE	THRU FRT BRAKEMAN	COLTON	CA	807

(Conductor Local Qualification Date 8/30/98)

1/28/98	938 AS	00749 TT50	00749	TT50
2/17/98	1319 AS	00809 TT01	00809	TT01
3/12/98	1937 AS	00809 XS50	00809	XS50
5/31/98	1904 AS	00809 YT56	00809	YT56
6/26/98	243 AS	00809 BT50	00809	BT50
6/27/98	741 AS	00809 BT50	00809	BT50
6/27/98	810 AS	00809 YT56	00809	YT56
7/26/98	2146 AS	00809 TC01	00809	TC01
7/27/98	615 AS	00809 RT51	00809	RT51
7/27/98	613 AS	00809 TC01	00809	TC01
8/3/98	1749 AS	00809 LTS2	00809	LTS2
8/30/98	1503 AS	00809 XBS0	00809	XBS0
9/2/98	1305 AS	00809 XCS0	00809	XCS0
9/17/98	2136 AS	00777 AT51	00777	AT51
2/1/99	1548 AS	00809 TFS0	00809	TFS0
2/13/99	1037 AS	00809 RES0	00809	RES0
2/13/99	817 AS	00809 RES0	00809	RES0
3/22/99	1155 AS	00809 RES0	00809	RES0
3/27/99	1306 AS	00809 YES6	00809	YES6
3/27/99	1313 AS	00809 YES6	00809	YES6
3/28/99	1627 AS	00809 RES0	00809	RES0
3/30/99	2242 AS	00809 RES0	00809	RES0
4/12/99	1555 AS	00809 RES0	00809	RES0
4/20/99	1026 AS	00809 RES0	00809	RES0
4/26/99	2024 AS	00809 RES0	00809	RES0
5/4/99	241 AS	00809 RES0	00809	RES0



# Total and Average On Duty Time for

Date Range: 01/26/98 - 05/18/99

Name: V

Pos: SW1

On Duty Date	Circ#	Board	Train	Pos	Prior OT	On Duty	Off Duty	Time	Final Tie Up Time
3/13/98	CX809	YT58	YLA79 13 VI	SW1	+2400	3/13/98 11:59pm	3/14/98 11:58am	12:00	3/14/98 12:14pm
3/15/98	CX809	YT58	YLA60 15 VI	SW1	+2400	3/15/98 4:00pm	3/15/98 1:55am	09:55	3/16/98 1:55am
3/17/98	CX809	YT58	LA69 17 VI	SW1	+2400	3/17/98 3:30pm	3/17/98 11:07pm	07:37	3/17/98 11:07pm
3/18/98	CX809	YT58	YLA70 18 VI	SW1	2323	3/18/98 10:30pm	3/19/98 10:30am	12:00	3/19/98 11:00am
3/19/98	CX809	YT58	YLA70 19 VI	SW1	1130	3/19/98 10:30pm	3/20/98 8:30am	08:00	3/20/98 8:30am
3/24/98	CX809	YT58	YLA51 24 VI	SW1	+2400	3/24/98 7:59am	3/24/98 3:41pm	07:42	3/24/98 3:41pm
3/25/98	CX809	YT58	YLA78 25 VI	SW1	+2400	3/25/98 11:00pm	3/26/98 8:45am	09:45	3/26/98 8:45am
3/28/98	CX809	YT58	YLA71 28 VI	SW1	1445	3/28/98 11:30pm	3/27/98 8:20am	06:50	3/27/98 8:20am
3/27/98	CX809	YT58	YLA70 27 VI	SW1	1410	3/27/98 10:30pm	3/28/98 10:30am	12:00	3/28/98 11:00am
3/29/98	CS720	AT58	LZG49 29 VI	BR1	0059	3/29/98 12:01am	3/29/98 8:20am	06:19	3/29/98 8:20am
3/29/98	CX809	YT58	YLA79 29 VI	SW1	1739	3/29/98 11:59pm	3/30/98 10:35am	10:38	3/30/98 10:40am
3/31/98	CX809	YT58	YLA65 31 VI	SW1	+2400	3/31/98 2:30pm	4/1/98 2:30am	12:00	4/1/98 2:30am
4/1/98	CX809	YT58	YLA71 01 VI	SW1	2100	4/1/98 11:30pm	4/2/98 7:50am	08:20	4/2/98 7:50am
4/3/98	CX809	WT50	2101LAX 30 VI	BR1	+2400	4/3/98 10:30am	4/3/98 8:45pm	10:15	4/3/98 8:45pm
4/5/98	CX809	YT58	YLA64 05 VI	SW1	+2400	4/5/98 3:30pm	4/5/98 11:44pm	09:14	4/5/98 11:44pm
4/7/98	CX809	YT58	LA89X 07 V	SW1	+2400	4/7/98 4:00pm	4/8/98 4:55am	12:55	4/8/98 5:00am
4/8/98	CX809	YT58	YLA78 08 V	SW1	1757	4/8/98 11:00pm	4/8/98 6:35am	07:35	4/8/98 6:35am
4/11/98	CX809	YT58	LA57 11 V	SW1	+2400	4/11/98 8:00am	4/11/98 3:45pm	07:45	4/11/98 3:45pm
4/13/98	CX809	YT58	YLA62 13 VI	SW1	+2400	4/13/98 3:30pm	4/14/98 12:10am	08:40	4/14/98 12:10am
4/14/98	CX809	YT58	YLA78 14 VI	SW1	2250	4/14/98 11:00pm	4/15/98 9:10am	10:10	4/15/98 9:10am
4/16/98	CX809	YT58	YLA54 16 VI	SW1	+2400	4/16/98 4:00pm	4/17/98 12:55am	08:55	4/17/98 12:55am
4/20/98	CX809	YT58	LA57 20 VI	SW1	+2400	4/20/98 8:00am	4/20/98 4:35pm	08:35	4/20/98 4:35pm
4/21/98	CX809	WT50	IGSAP 20 V	BR1	2025	4/21/98 1:00pm	4/21/98 8:30pm	07:30	4/21/98 8:30pm
4/22/98	CX809	YT58	YLA79 22 V	SW1	+2400	4/22/98 11:59pm	4/23/98 11:59am	12:00	4/23/98 12:30pm
4/25/98	CX809	YT58	LA57 25 VI	SW1	+2400	4/25/98 8:00am	4/25/98 4:30pm	08:30	4/25/98 4:30pm
4/28/98	CX809	YT58	YLA78 28 V	SW1	+2400	4/28/98 11:00pm	4/29/98 9:45am	10:45	4/29/98 9:45am
4/30/98	CX809	YT58	LA57X 30 V	FOR	2215	4/30/98 8:00am	4/30/98 5:06pm	09:06	4/30/98 5:06pm
5/1/98	CX809	YT58	LA80X 01 VI	FOR	2256	5/1/98 4:00pm	5/2/98	08:00	5/2/98
5/3/98	CX809	YT58	YLA64 03 V	SW1	+2400	5/3/98 3:30pm	5/4/98 1:30am	10:00	5/4/98 1:30am
5/5/98	CX809	YT58	YLA65 05 V	SW1	+2400	5/5/98 2:30pm	5/6/98 1:10am	10:40	5/6/98 1:10am
5/8/98	CX777	AT51	LZ835 08 V	BR1	0000	5/8/98 7:00am	5/8/98 6:59pm	11:59	5/8/98 6:59pm
5/10/98	CX809	YT58	YLA63 10 V	SW1	+2400	5/10/98 4:00pm	5/11/98 3:50am	11:50	5/11/98 3:50am
5/12/98	CX809	YT58	YLA71 12 V	SW1	+2400	5/12/98 11:30pm	5/13/98 9:00am	09:30	5/13/98 9:00am
5/19/98	CX809	YT58	YLA70 19 V	SW1	+2400	5/19/98 10:30pm	5/20/98 10:30am	12:00	5/20/98 10:55am
5/22/98	CX809	YT58	YLA71 22 V	SW1	+2400	5/22/98 11:30pm	5/23/98 9:10am	09:40	5/23/98 9:10am
5/26/98	CX809	WT50	ILBQ2 25 V	BR1	+2400	5/26/98 2:00am	5/26/98 12:10pm	10:10	5/26/98 12:10pm
5/28/98	CX809	YT58	YLA71 28 V	SW1	+2400	5/28/98 11:30pm	5/29/98 8:45am	09:15	5/29/98 8:45am
5/30/98	CX809	YT58	YLA62 30 V	FOR	+2400	5/30/98 3:30pm	5/31/98 1:30am	10:00	5/31/98 1:30am

139-06-005

# Total and Average On Duty Time for

Date Range: 01/26/98 - 05/18/99

						Name: V		Pos: FOR				
On Duty Date	Circ#	Board	Train	Name	Pos	Prior OT	On Duty	Off Duty	Time	Final Ho Up Time	HAAT	
5/31/98	CX809	YT58	YLA70	31 V	FOR	2100	5/31/98 10:30pm	6/1/98 10:15am	11:45	6/1/98 11:30am	HH	
6/1/98	CX809	YT58	YLA70	01 V	FOR	1100	6/1/98 10:30pm	6/2/98 10:25am	11:55	6/2/98 11:12am	HH	
6/2/98	CX809	YT58	YLA70	02 V	FOR	1118	6/2/98 10:30pm	6/3/98 10:25am	11:55	6/3/98 11:15am	HH	
6/16/98	CX809	YT58	YLA70	16 V	FOR	+2400	6/16/98 10:30pm	6/17/98 10:00am	11:30	6/17/98 10:20am	HH	
6/17/98	CX809	YT58	YLA70	17 V	FOR	1210	6/17/98 10:30pm	6/18/98 10:20am	11:50	6/18/98 10:20am	HH	
6/18/98	CX809	YT58	YLA70	18 V	FOR	1210	6/18/98 10:30pm	6/19/98 9:10am	10:40	6/19/98 9:10am	HH	
6/21/98	CX809	YT58	YLA70	21 V	FOR	+2400	6/21/98 10:30pm	6/22/98 10:15am	11:45	6/22/98 10:15am	HH	
6/22/98	CX809	YT58	YLA70	22 V	FOR	1215	6/22/98 10:30pm	6/23/98 10:27am	11:57	6/23/98 10:27am	HH	
6/23/98	CX809	YT58	YLA70	23 V	FOR	1203	6/23/98 10:30pm	6/24/98 10:30am	12:00	6/24/98 10:52am	HH	
6/24/98	CX809	YT58	YLA70	24 V	FOR	1138	6/24/98 10:30pm	6/25/98 9:55am	11:25	6/25/98 9:55am	HH	
6/25/98	CX809	YT58	YLA70	25 V	FOR	1235	6/25/98 10:30pm	6/26/98 8:58am	10:28	6/26/98 8:58am	HH	
7/5/98	CX809	YT58	YLA70	05 V	FOR	+2400	7/5/98 10:30pm	7/6/98 8:58am	10:28	7/6/98 8:58am	HH	
7/6/98	CX809	YT58	YLA70	06 V	FOR	1332	7/6/98 10:30pm	7/7/98 9:55am	11:25	7/7/98 9:55am	HH	
7/7/98	CX809	YT58	YLA70	08 V	FOR	1235	7/7/98 10:30pm	7/8/98 9:20am	10:50	7/8/98 9:20am	HH	
7/8/98	CX809	YT58	YLA70	08 V	FOR	1310	7/8/98 10:30pm	7/9/98 8:05am	09:35	7/9/98 8:05am	HH	
7/9/98	CX809	YT58	YLA70	09 V	FOR	1425	7/9/98 10:30pm	7/10/98 10:00am	11:30	7/10/98 10:00am	HH	
7/12/98	CX809	YT58	YLA70	12 V	FOR	+2400	7/12/98 10:30pm	7/13/98 10:30am	12:00	7/13/98 10:35am	HH	
7/13/98	CX809	YT58	YLA70	13 V	FOR	1155	7/13/98 10:30pm	7/14/98 8:23am	09:53	7/14/98 8:23am	HH	
7/14/98	CX809	YT58	YLA70	14 V	FOR	1407	7/14/98 10:30pm	7/15/98 8:26am	09:58	7/15/98 8:26am	HH	
7/15/98	CX809	YT58	YLA70	15 V	FOR	1404	7/15/98 10:30pm	7/16/98 10:23am	11:53	7/16/98 10:23am	HH	
7/16/98	CX809	YT58	YLA70	16 V	FOR	1207	7/16/98 10:30pm	7/17/98 8:23am	09:53	7/17/98 8:23am	HH	
7/19/98	CX809	YT58	YLA70	19 V	FOR	+2400	7/19/98 10:30pm	7/20/98 10:30am	12:00	7/20/98 10:50am	HH	
7/20/98	CX809	YT58	YLA70	20 V	FOR	1140	7/20/98 10:30pm	7/21/98 9:24am	10:54	7/21/98 9:24am	HH	
7/21/98	CX809	YT58	YLA70	21 V	FOR	1308	7/21/98 10:30pm	7/22/98 9:05am	10:35	7/22/98 9:05am	HH	
7/22/98	CX809	YT58	YLA70	22 V	FOR	1325	7/22/98 10:30pm	7/23/98 10:30am	12:00	7/23/98 10:58am	HH	
7/23/98	CX809	YT58	YLA70	23 V	FOR	1134	7/23/98 10:30pm	7/24/98 10:08am	11:38	7/24/98 10:08am	HH	
8/1/98	CX809	RT51	MLANP	29 V	BRI	+2400	8/1/98 1:15am	8/1/98 1:15pm	12:00	8/1/98 4:40pm	HA	
8/2/98	CX650	RT51	ZVNRB	28 V	BRI	1350	8/2/98 8:30am	8/2/98 12:45pm	08:15	8/2/98 12:45pm	AA	
8/2/98	CX650	RT51	IAFLA4	30 V	BRI	0815	8/2/98 9:00pm	8/3/98 9:00am	12:00	8/3/98 9:35am	AH	
8/6/98	CX809	LT52	AMLMOX	31 V	BRI	+2400	8/6/98 1:30am	8/6/98 11:30am	10:00	8/6/98 11:30am	HA	
8/6/98	CX650	LT52	MYFLA	06 V	BRI	1029	8/6/98 9:59pm	8/7/98 5:35am	07:38	8/7/98 5:35am	AH	
8/6/98	CX809	LT52	ZLAAP	07 V	BRI	2010	8/6/98 1:45am	8/6/98 12:45pm	11:00	8/6/98 12:45pm	HA	
8/6/98	CX650	LT52	MYFLA	08 V	BRI	0914	8/6/98 9:59pm	8/9/98 9:45am	11:48	8/9/98 9:45am	AH	
8/12/98	CX809	LT52	ILASO	12 V	BRI	+2400	8/12/98 8:45pm	8/13/98 8:20am	11:35	8/13/98 8:20am	HA	
8/13/98	CX650	LT52	MYFLA	13 V	BRI	1250	8/13/98 9:10pm	8/14/98 9:00am	11:50	8/14/98 10:40am	AH	
8/17/98	CX809	LT52	MLAYR	17 V	BRI	+2400	8/17/98 9:59pm	8/18/98 7:45am	09:48	8/18/98 7:45am	HA	
8/18/98	CX650	LT52	MYFLA	15 V	BRI	1215	8/18/98 8:00pm	8/19/98 7:50am	11:58	8/19/98 11:30am	AH	
8/30/98	CX777	AT51	LZ833	30 V	BRI	0069	8/30/98 7:30pm	8/31/98 5:10am	09:40	8/31/98 5:10am	HH	

199-06-005

# Total and Average On Duty Time for

Date Range: 01/26/98 - 05/18/99

On Duty Date	Circ#	Board	Train	Name	Pos	Prior OT	On Duty	Off Duty	Time	Final Tie Up Time	HA#	
8/31/98	CX777	AT51	LZB33	31	VI	BR1	1350	8/31/98 7:00pm	9/1/98 7:00am	12:00	9/1/98 8:00am	III
9/1/98	CX777	AT51	LZB33	01	VI	BR1	1100	9/1/98 7:00pm	9/2/98 7:00am	12:00	9/2/98 7:00am	III
9/5/98	CS720	AT55	LZ044	05	VI	CON	0000	9/5/98 4:00pm	9/8/98 3:20am	11:20	9/8/98 3:20am	III
9/7/98	CX809	RT51	ILASC	07	VI	CON	2400	9/7/98 10:30pm	9/8/98 8:05am	09:35	9/8/98 8:05am	IIA
9/8/98	CX650	RT51	CSKLY	05	VI	CON	0855	9/8/98 5:00pm	9/9/98 4:23am	11:23	9/9/98 4:23am	AII
9/12/98	CX809	RT51	MYCEU	11	VI	CON	2400	9/12/98 2:25am	9/12/98 1:52pm	11:27	9/12/98 1:52pm	HA
9/13/98	CX650	RT51	ANFLA	10	VI	CON	2113	9/13/98 11:05am	9/13/98 7:35pm	08:30	9/13/98 7:35pm	AII
9/14/98	CX650	RT51	ZORLC	11	VI	CON	0804	9/14/98 9:00pm	9/15/98 9:00am	12:00	9/15/98 9:26am	AII
9/16/98	CX809	WT50	ILBQ12	15	VI	CON	1734	9/16/98 3:00am	9/16/98 3:00pm	12:00	9/16/98 6:30pm	III
9/17/98	CX777	AT51	LZB35	17	VI	CON	0000	9/17/98 7:00am	9/17/98 6:00pm	11:00	9/17/98 7:28pm	III
9/18/98	CX777	AT51	LZB35	18	VI	CON	1132	9/18/98 7:00am	9/18/98 3:50pm	08:50	9/18/98 3:50pm	III
9/21/98	CX777	AT51	LZB35	21	VI	CON	2400	9/21/98 7:00am	9/21/98 6:54pm	11:54	9/21/98 6:54pm	III
9/22/98	CX777	AT51	LZB35	22	VI	CON	1206	9/22/98 7:00am	9/22/98 7:20pm	12:20	9/22/98 7:20pm	III
9/23/98	CX777	AT51	LZB35	23	VI	CON	1140	9/23/98 7:00am	9/23/98 6:30pm	11:30	9/23/98 6:30pm	III
9/24/98	CX777	AT51	LZB35	24	VI	CON	1230	9/24/98 7:00am	9/24/98 6:22pm	13:22	9/24/98 6:22pm	III
9/25/98	CX777	AT51	LZB35	25	VI	CON	1038	9/25/98 7:00am	9/25/98 6:36pm	11:38	9/25/98 6:36pm	III
9/27/98	CS720	AT55	LZ049	27	VI	CON	0000	9/27/98 12:01am	9/27/98 12:01pm	12:00	9/27/98 12:01pm	III
9/28/98	CS720	WT51	MLBLB	28	VI	CON	2400	9/28/98 7:30pm	9/28/98 7:29am	11:59	9/28/98 7:29am	III
9/29/98	CX809	RT51	ILAAP	29	VI	CON	1431	9/29/98 10:00pm	9/30/98 6:25am	08:25	9/30/98 6:25am	HA
10/1/98	CX650	RT51	MNPLA	26	VI	CON	1925	10/1/98 1:50am	10/1/98 12:05pm	10:15	10/1/98 12:05pm	AH
10/5/98	CX809	RT51	LJY54	05	VI	CON	2400	10/5/98 11:01am	10/5/98 10:15pm	11:14	10/5/98 10:15pm	HA
10/6/98	CX650	RT51	ZAPLA6	03	VI	CON	1845	10/6/98 5:00pm	10/7/98 3:42am	10:42	10/7/98 3:42am	AH
10/9/98	CX809	RT51	IGSAP	09	VI	CON	2400	10/9/98 4:00am	10/9/98 4:00pm	12:00	10/9/98 4:08pm	HA
10/10/98	CX650	RT51	ZAPLA	07	V	CON	1337	10/10/98 5:45am	10/10/98 5:45pm	12:00	10/10/98 6:10pm	AH
10/12/98	CX809	RT51	ILAAP1	12	V	CON	2400	10/12/98 1:30am	10/12/98 11:10am	09:46	10/12/98 11:16am	HA
10/12/98	CX650	RT51	ANPLA	10	V	CON	0844	10/12/98 6:00pm	10/13/98 5:54am	09:54	10/13/98 5:54am	AII
10/15/98	CX809	RT51	OMGEX	12	V	CON	2400	10/15/98 4:30am	10/15/98 2:42pm	10:12	10/15/98 2:42pm	IIA
10/16/98	CX650	RT51	ZAPLA	13	V	CON	1548	10/16/98 6:30am	10/16/98 5:08pm	10:38	10/16/98 5:08pm	AH
10/19/98	CX809	LT52	MLAYR	19	V	CON	2400	10/19/98 9:15pm	10/20/98 5:50am	08:35	10/20/98 5:50am	HA
10/20/98	CX650	LT52	MYRLA	20	V	CON	0855	10/20/98 2:45pm	10/21/98 2:45am	12:00	10/21/98 3:18am	AH
10/22/98	CX809	LT52	MLAYR	22	V	CON	2400	10/22/98 10:15pm	10/23/98 10:07am	11:52	10/23/98 10:07am	HA
10/23/98	CX650	LT52	MYRLA	23	V	CON	0838	10/23/98 7:45pm	10/24/98 7:46am	12:00	10/24/98 6:10am	AH
10/27/98	CX809	RT51	ZLADY	27	V	CON	2400	10/27/98 3:30am	10/27/98 11:57am	08:27	10/27/98 11:57am	HA
10/27/98	CX650	RT51	MHPWO	24	V	CON	1118	10/27/98 11:15pm	10/28/98 11:15am	12:00	10/28/98 1:33pm	AH
10/29/98	CX809	RT51	AMUKO	30	V	CON	2400	10/29/98 6:00pm	10/30/98 4:20am	08:20	10/30/98 4:20am	IIA
10/30/98	CX650	RT51	ZOULA	26	V	CON	1710	10/30/98 9:30pm	10/31/98 9:30am	12:00	10/31/98 9:53am	AH
11/1/98	CX809	RT51	MVCHP	01	V	CON	1707	11/1/98 3:00am	11/1/98 2:25pm	11:25	11/1/98 3:10pm	HA
11/1/98	CX650	RT51	AKSML	28	V	CON	0920	11/1/98 11:30pm	11/2/98 8:40am	09:10	11/2/98 8:40am	AH

199-06-005

# Total and Average On Duty Time for

Date Range: 01/26/98 - 03/18/99

					Name: VI		Pos: CON					
On Duty Date	Circ7	Board	Train	Name	Pos	Prior OT	On Duty	Off Duty	Time	Final Time	Up Time	II
11/3/98	CX809	LT52	MLAYR 03	V	CON	+2400	11/3/98 9:30pm	11/4/98 8:45am	09.15	11/4/98 6:45am		IA
11/4/98	CX650	LT52	MYRLA 04	V	CON	1300	11/4/98 7:45pm	11/5/98 3:35am	07.50	11/5/98 3:35am		AV
11/7/98	CX809	RT51	KLGB 07	V	CON	+2400	11/7/98 6:45am	11/7/98 3:18pm	06.33	11/7/98 3:18pm		IA
11/8/98	CX650	RT51	CSRLX 04	V	CON	0912	11/8/98 12:30am	11/8/98 11:56am	11.26	11/8/98 11:56am		AI
11/9/98	CX809	WT50	AMLKSB 10	V	CON	+2400	11/9/98 11:30pm	11/10/98 9:40am	10.10	11/10/98 9:40am		IB
11/15/98	CX809	RT51	ZLADV2 15	V	CON	+2400	11/15/98 2:00pm	11/15/98 9:00pm	07.00	11/15/98 9:00pm		II
11/16/98	CX650	RT51	IAPLA 13	V	CON	1112	11/16/98 8:15am	11/16/98 5:35pm	09.20	11/16/98 5:35pm		AI
11/18/98	CX809	RT51	MMNYR 18	V	CON	+2400	11/18/98 4:15am	11/18/98 4:15pm	12.00	11/18/98 7:23pm		HI
11/21/98	CX809	RT51	AMLKSB 22	V	CON	+2400	11/21/98 11:00pm	11/22/98 8:20am	09.20	11/22/98 8:20am		HI
11/22/98	CX650	RT51	SYNYR 22	V	CON	0940	11/22/98 8:00pm	11/23/98 8:00am	12.00	11/23/98 7:32am		AJ
11/23/98	CX660	RT51	MYRMN 23	V	CON	1103	11/23/98 8:35pm	11/24/98 8:35am	12.00	11/24/98 8:00am		AH
11/25/98	CX809	RT51	AMLKSB 26	V	CON	+2400	11/25/98 10:15pm	11/26/98 8:06am	09.50	11/26/98 8:05am		IA
11/30/98	CS720	WT50	KB021 30	V	CON	0000	11/30/98 5:30pm	12/1/98 12:33am	07.03	12/1/98 12:33am		AH
12/3/98	CX809	RT51	MMNYR 03	V	CON	+2400	12/3/98 11:00am	12/3/98 11:00pm	12.00	12/4/98 1:36am		HA
12/4/98	CX650	RT51	ISLAX 03	V	CON	1019	12/4/98 11:55am	12/4/98 11:55pm	12.00	12/5/98 12:19am		AI
12/5/98	CX809	WT50	AMLKS 05	V	CON	1811	12/5/98 4:30pm	12/6/98 3:00am	10.30	12/6/98 3:00am		HI
12/7/98	CS720	AT56	LOG45 07	V	CON	0000	12/7/98 10:01pm	12/8/98 10:00am	11.59	12/8/98 10:00am		BI
12/8/98	CS720	AT56	LOG45 08	V	CON	1201	12/8/98 10:01pm	12/8/98 10:00am	11.59	12/9/98 10:00am		BI
12/14/98	CX777	AT52	LOB49 14	V	CON	0000	12/14/98 8:00am	12/14/98 8:00pm	12.00	12/14/98 8:10pm		HI
12/16/98	CX809	RT51	AMLKSB 17	V	CON	+2400	12/16/98 11:10pm	12/17/98 8:38am	09.28	12/17/98 8:38am		HA
12/18/98	CX650	RT51	2 AKSML 14	V	CON	1822	12/18/98 1:00am	12/18/98 1:00pm	12.00	12/18/98 1:00pm		AI
12/19/98	CX809	WT55	AMLBX 19	V	CON	+2400	12/19/98 9:00pm	12/20/98 9:00am	12.00	12/20/98 10:45am		HI
12/21/98	CX809	RT51	ILAAP1 21	V	CON	1415	12/21/98 1:00am	12/21/98 12:50pm	11.50	12/21/98 12:50pm		IA
12/22/98	CX650	RT51	IAPLA5 18	V	CON	1225	12/22/98 1:15am	12/22/98 11:03am	09.48	12/22/98 11:03am		AH
12/28/98	CX650	RT51	MWPWO 28	V	CON	2210	12/28/98 7:00am	12/28/98 5:41pm	10.41	12/29/98 5:41pm		AI
1/4/99	CX650	AT50	LJY59 04	V	CON	0000	1/4/99 10:00am	1/4/99 5:05pm	07.06	1/4/99 5:05pm		BI
1/11/99	CS510	AT51	LOG41 11	V	CON	0000	1/11/99 8:00am	1/11/99 6:49pm	10.49	1/11/99 6:49pm		HI
1/13/99	CX809	WT50	AMLKSB 13	V	CON	+2400	1/13/99 8:10pm	1/14/99 12:49am	06.39	1/14/99 12:49am		HI
1/15/99	CX809	WT50	AMLKSB 15	V	CON	+2400	1/15/99 8:00pm	1/15/99 10:58pm	04.58	1/15/99 10:58pm		HI
1/16/99	CX809	WT50	AMLKSB 17	V	CON	1949	1/16/99 8:45pm	1/17/99 3:19am	06.34	1/17/99 3:19am		BI
1/19/99	CX809	WT55	AKSML 16	V	CON	+2400	1/19/99 1:00am	1/19/99 10:55am	09.55	1/19/99 10:55am		BI
1/20/99	CX777	AT52	LOB34 20	V	CON	0000	1/20/99 7:30pm	1/21/99 7:30am	12.00	1/21/99 7:30am		BI
1/25/99	CX660	RT51	MYRLA 24	V	CON	0825	1/25/99 8:15am	1/25/99 8:15pm	12.00	1/25/99 8:42pm		AI
1/26/99	CX777	AT52	LOB49 26	V	CON	0000	1/26/99 8:00am	1/26/99 7:57pm	11.57	1/26/99 7:57pm		III
1/27/99	CX777	AT52	LOB49 27	V	CON	0758	1/27/99 8:00am	1/27/99 8:00pm	12.00	1/27/99 8:10pm		III
1/28/99	CX777	AT52	LOB49 28	V	CON	1150	1/28/99 8:00am	1/28/99 8:00pm	12.00	1/28/99 8:00pm		BI
1/29/99	CX809	WT55	AMLKSB 29	V	CON	2100	1/29/99 5:00pm	1/30/99 5:00am	12.00	1/30/99 6:02am		BI
1/30/99	CX809	RT51	CLXSK 28	V	CON	1028	1/30/99 4:30pm	1/31/99 12:12am	07.42	1/31/99 12:12am		HA

199-06-005

# Total and Average On Duty Time for

Date Range: 01/26/98 - 05/18/99

On Duty Date	Clie7	Board	Train	Name	Pos	PriorOT	Name: V	On Duty	Off Duty	Time	Final	Up Time	HAHT
1/31/99	CX650	FITSI	ZNPLA 29	VI	CON	1233		1/31/99 12:45pm	1/31/99 9:10pm	08:25	1/31/99 9:10pm		AH
2/5/99	CX809	RES0	ZLAAP 05	V	FIR	+2400		2/5/99 6:15pm	2/6/99 2:30am	08:15	2/6/99 2:30am		HA
2/6/99	CX650	RES0	KZLA 04	VI	FIR	1800		2/6/99 8:30pm	2/7/99 8:00am	11:30	2/7/99 8:00am		AH
2/7/99	CX809	RES0	ILBQ13 03	VI	FIR	0948		2/7/99 8:30pm	2/8/99 6:27am	08:57	2/8/99 6:27am		HA
2/9/99	CX650	RES0	IAPLA 08	V	FIR	1404		2/9/99 12:15am	2/9/99 10:50am	10:35	2/9/99 10:50am		AH
2/12/99	CX809	YES8	YLA61 12	VI	FIR	+2400		2/12/99 4:00pm	2/13/99 2:00am	10:00	2/13/99 4:00am		HA
2/17/99	CX650	RES0	ZAPLA7 14	VI	FIR	1134		2/17/99 12:15am	2/17/99 12:15pm	12:00	2/17/99 12:20pm		AH
2/23/99	CS120	AES5	CLBLBB 23	V	FIR	0000		2/23/99 11:00pm	2/24/99 7:30am	08:30	2/24/99 7:30am		FBI
2/25/99	CX177	AES0	LOB49 25	V	FIR	0000		2/25/99 6:00am	2/25/99 8:00pm	12:00	2/25/99 8:50pm		FBI
3/23/99	CX809	RES0	LAG12 23	V	FIR	+2400		3/23/99 7:30am	3/23/99 5:10pm	09:40	3/23/99 5:10pm		HA
3/24/99	CX650	RES0	MLB 20	V	FIR	0508		3/24/99 2:00am	3/24/99 2:00pm	12:00	3/24/99 3:30pm		AH
3/27/99	CX809	YES8	YLA24 27	VI	FIR	+2400		3/27/99 3:00pm	3/27/99 9:05pm	06:05	3/27/99 9:05pm		FBI
3/29/99	CX809	YES8	YLA61 29	VI	FIR	+2400		3/29/99 4:00pm	3/29/99 10:40pm	06:40	3/29/99 10:40pm		FBI
4/3/99	CX809	RES0	LJY54 03	V	FIR	+2400		4/3/99 4:00pm	4/4/99 4:00am	12:00	4/4/99 4:00am		HA
4/4/99	CX650	RES0	ANPLA 02	V	FIR	1001		4/4/99 5:45pm	4/5/99 5:45am	12:00	4/5/99 6:15am		AH
4/6/99	CX809	RES0	KBG21 05	V	FIR	1421		4/6/99 12:20am	4/6/99 12:20pm	12:00	4/6/99 12:48pm		HA
4/7/99	CX650	RES0	ZAPLA7 04	V	FIR	1028		4/7/99 3:00am	4/7/99 3:00pm	12:00	4/7/99 4:10pm		AH
4/10/99	CX809	RES0	WCOOD 08	V	FIR	+2400		4/10/99 8:00am	4/10/99 8:00pm	12:00	4/10/99 8:00pm		FBI
4/13/99	CX809	RES0	RLADU 13	V	FIT	+2400		4/13/99 1:00am	4/13/99 10:50am	09:50	4/13/99 10:50am		HA
4/13/99	CX650	RES0	AKSML 10	VI	FIT	0908		4/13/99 8:40pm	4/14/99 8:40am	12:00	4/14/99 8:40am		AH
4/23/99	CX809	RES0	MVYCS 23	V	FIT	+2400		4/23/99 3:55am	4/23/99 3:55pm	12:00	4/23/99 4:00pm		HA
4/24/99	CX650	RES0	MPCWO 22	V	FIT	1148		4/24/99 7:30am	4/24/99 7:30pm	12:00	4/24/99 10:30pm		AH
4/28/99	CX809	RES0	ZLAAP 29	V	FIT	+2400		4/28/99 6:30pm	4/30/99 4:05am	09:35	4/30/99 4:05am		HA
4/30/99	CX650	RES0	ANPLA 28	V	FIT	0758		4/30/99 3:45pm	5/1/99 3:15am	11:50	5/1/99 4:15am		AH
5/5/99	CX809	RES0	MVYCHP 05	V	FIT	+2400		5/5/99 8:00am	5/5/99 8:00pm	12:00	5/5/99 8:00pm		HA
5/6/99	CX650	RES0	MPCWO 04	V	FIT	0848		5/6/99 10:30am	5/6/99 10:30pm	12:00	5/7/99 2:00am		AH
5/8/99	CX809	RES0	CLXSR 08	V	FIT	+2400		5/8/99 11:55pm	5/8/99 11:55am	12:00	5/8/99 11:55am		HA
5/10/99	CX650	RES0	MPCWO 07	V	FIT	0948		5/10/99 1:25am	5/10/99 1:25pm	12:00	5/10/99 2:50pm		AH
5/12/99	CX749	RES0	LJY54 12	V	FIT	+2400		5/12/99 10:30pm	5/13/99 8:20am	09:50	5/13/99 8:20am		HA
5/13/99	CX650	RES0	MPCWO 12	V	FIT	0828		5/13/99 9:30pm	5/14/99 2:10am	04:40	5/14/99 2:10am		AA

1.99-06-005

DATE	TRANSCRIPT DATA FOR DESCRIPTION	END OF TRANSCRIPT / PRESS PA1 FOR MENU
101297	TITL/LOC YARD BRAKEMAN	COLTON CA 807
091897	BEN5 METRA HEALTH MEMBER	
090897	NEW HIRE THRU FRT BRAKEMAN	COLTON CA 807
080185	CIPA CULTURAL IMMERSION-PANAMA-03 YEARS 01 MONTH	
070182	CISP CULTURAL IMMERSION-SPAIN-03 YEARS	
070179	CITU CULTURAL IMMERSION-TURKEY-03 YEARS	

(Conductor Local Qualification Date 4/19/98)

PRESS PA1 TO SEE MORE . . .  
H

DATE	TITLE/LOC	DESCRIPTION			
061798	TITL/LOC	YARD BRAKEMAN	COLTON	CA	807
061598	BUMP	THRU FRT BRAKEMAN	COLTON	CA	807
051898	UPS1	UP SHARES UP SHARES PARTICIPANT - 1998			
041498	SB17	FORM B SAFETY BLITZ			
041498	SC01	SAFETY CONFERENCE			
032098	TITL/LOC	THRU FRT BRAKEMAN	COLTON	CA	807
011998	BUMP	YARD BRAKEMAN	COLTON	CA	807
122797	TITL/LOC	YARD BRAKEMAN	COLTON	CA	807
122597	TITL/LOC	YARD BRAKEMAN	COLTON	CA	807
121997	TITL/LOC	YARD BRAKEMAN	COLTON	CA	807
121797	FORCE ASGN	YARD BRAKEMAN	COLTON	CA	807
120997	TITL/LOC	YARD BRAKEMAN	COLTON	CA	807
120697	TITL/LOC	YARD BRAKEMAN	COLTON	CA	807
120497	TITL/LOC	YARD BRAKEMAN	COLTON	CA	807
120197	TITL/LOC	YARD BRAKEMAN	COLTON	CA	807
111597	TITL/LOC	YARD CONDUCTOR	COLTON	CA	807
102397	TITL/LOC	YARD BRAKEMAN	COLTON	CA	807
102297	BUMP	YARD BRAKEMAN	COLTON	CA	807
101897	TITL/LOC	YARD BRAKEMAN	COLTON	CA	807
101697	TITL/LOC	YARD CONDUCTOR	COLTON	CA	807

PRESS PA1 TO SEE MORE . . .  
H

DATE	TRANSCRIPT DATA FOR DESCRIPTION		
042999	TITL/LOC	OUTSIDE HOSTLER HLPR	WEST COLTN CA 807
010599	TITL/LOC	THRU FRT FIREMAN	WEST COLTN CA 807
010199	TITL/LOC	YARD BRAKEMAN	WEST COLTN CA 807
120598	TITL/LOC	THRU FRT CONDUCTOR	WEST COLTN CA 807
120198	TITL/LOC	THRU FRT BRAKEMAN	WEST COLTN CA 807
111798	TITL/LOC	YARD BRAKEMAN	WEST COLTN CA 807
111698	TITL/LOC	YARD BRAKEMAN	WEST COLTN CA 807
110798	TITL/LOC	YARD BRAKEMAN	WEST COLTN CA 807
110398	BUMP	YARD BRAKEMAN	WEST COLTN CA 807
101998	TITL/LOC	YARD BRAKEMAN	WEST COLTN CA 807
100898	TITL/LOC	YARD BRAKEMAN	WEST COLTN CA 807
100598	BUMP	YARD BRAKEMAN	WEST COLTN CA 807
092498	TITL/LOC	YARD BRAKEMAN	WEST COLTN CA 807
081698	BUMP	YARD BRAKEMAN	WEST COLTN CA 807
072758	BUMP	YARD BRAKEMAN	WEST COLTN CA 807
071898	TITL/LOC	YARD BRAKEMAN	WEST COLTN CA 807
071198	BUMP	YARD BRAKEMAN	WEST COLTN CA 807
062698	TITL/LOC	YARD BRAKEMAN	WEST COLTN CA 807
062598	TITL/LOC	YARD BRAKEMAN	COLTON CA 807
062098	TITL/LOC	YARD BRAKEMAN	COLTON CA 807



ASgn	Comp	Date	Log	Class	Ext	Ext	Ext	Ext	Ext	Ext
		10/21/97		1344	AS	00749	TT40	00749		TT40
		10/22/97		2128	AS	00749	XS40	00749		XS40
		10/22/97		1226	AS	00749	XS41	00749		XS41
		10/16/97		1710	AS	00749	YS40	00749		YS40
		10/18/97		416	AS	00749	BS40	00749		BS40
		10/18/97		2145	AS	00749	BS40	00749		BS40
		10/18/97		2149	AS	00749	YS40	00749		YS40
		10/22/97		2239	AS	00749	BS40	00749		BS40
		10/23/97		1213	AS	00749	YS40	00749		YS40
		10/23/97		343	AS	00749	YS40	00749		YS40
		10/23/97		119	AS	00749	YS40	00749		YS40
		11/15/97		946	AS	00749	BS40	00749		BS40
		11/15/97		1129	AS	00749	YS40	00749		YS40
		12/1/97		759	AS	00749	YS40	00749		YS40
		12/4/97		1132	AS	00749	BS40	00749		BS40
		12/6/97		2310	AS	00749	YS40	00749		YS40
		12/9/97		2039	AS	00749	YS40	00749		YS40
		12/16/97		1720	AS	00749	BS40	00749		BS40
		12/17/97		319	AS	00749	BS40	00749		BS40
		12/17/97		1321	AS	00749	YS40	00749		YS40
		12/19/97		1535	AS	00749	YS40	00749		YS40
		12/25/97		656	AS	00749	BS40	00749		BS40
		12/27/97		2146	AS	00749	YS40	00749		YS40
		1/17/98		1842	AS	00749	BS40	00749		BS40
		1/19/98		642	AS	00749	BS40	00749		BS40
		1/22/98		117	AS	00749	XS40	00749		XS40
		1/22/98		119	AS	00749	XS41	00749		XS41
		3/19/98		1350	AS	00749	TC40	00749		TC40
		3/20/98		615	AS	00749	TC40	00749		TC40
		4/21/98		2022	AS	00749	XS41	00749		XS41
		4/22/98		1141	AS	00749	XS41	00749		XS41
		6/11/98		490	AS	00749	YP40	00749		YP40
		6/15/98		2123	AS	00749	BT40	00749		BT40
		6/17/98		1037	AS	00749	YS40	00749		YS40
		6/20/98		1315	AS	00749	BS40	00749		BS40
		6/20/98		1336	AS	00749	YS40	00749		YS40
		6/21/98		2028	AS	00749	YS40	00749		YS40
		6/25/98		1409	AS	00749	BS40	00749		BS40
		6/26/98		1325	AS	00749	YS40	00749		YS40
		7/3/98		1930	AS	SP760	YS40	SP760		YS40
		7/10/98		2208	AS	SP760	BS40	SP760		BS40
		7/11/98		2129	AS	SP760	BS40	SP760		BS40
		7/17/98		2306	AS	SP760	YS40	SP760		YS40
		7/18/98		1845	AS	SP760	YS40	SP760		YS40
		7/25/98		2256	AS	SP760	BS40	SP760		BS40
		7/27/98		831	AS	SP760	BS40	SP760		BS40
		7/31/98		1055	AS	SP760	XS40	SP760		XS40
		8/3/98		615	AS	SP760	XS40	SP760		XS40
		8/10/98		217	AS	SP760	YS40	SP760		YS40
		8/16/98		603	AS	SP760	BS40	SP760		BS40
		8/16/98		608	AS	SP760	BS40	SP760		BS40
		8/28/98		834	AS	SP760	XS40	SP760		XS40
		9/24/98		1233	AS	SP760	YS40	SP760		YS40
		9/29/98		620	AS	SP760	YS40	SP760		YS40
		9/30/98		928	AS	SP760	YS40	SP760		YS40
		10/3/98		1326	AS	SP760	BS40	SP760		BS40

DATE	LINE	DESCRIPTION	SP760	SP760	SP760
10/5/98	2102	AS	SP760 BS40	SP760	BS40
10/8/98	1240	AS	SP760 Y540	SP760	Y540
10/19/98	2235	AS	SP760 Y540	SP760	Y540
10/19/98	737	AS	SP760 BS40	SP760	BS40
11/3/98	1942	AS	SP760 X540	SP760	X540
11/7/98	1417	AS	SP760 Y540	SP760	Y540
11/16/98	814	AS	SP760 BS40	SP760	BS40
11/17/98	1330	AS	SP760 Y540	SP760	Y540
12/1/98	817	AS	SP760 BT40	SP760	BT40
12/5/98	803	AS	SP760 TF40	SP760	TF40
1/1/99	1123	AS	SP760 TF40	SP760	TF40
1/1/99	1122	AS	SP760 BS40	SP760	BS40
1/5/99	1817	AS	SP760 X140	SP760	X140
4/24/99	539	AS	SP760 YH40	SP760	YH40
4/26/99	43	AS	SP760 YH40	SP760	YH40
4/27/99	158	AS	SP760 YH40	SP760	YH40
4/29/99	1124	AS	SP760 YH40	SP760	YH40

# Total and Average On Duty Time for

Date Range: 09/08/97 - 05/18/99

On Duty Date	Circ7	Board	Train	Name
10/12/97	CO749	YS40	YC862	12 H
10/13/97	CO749	YS40	YC862	13 H
10/16/97	CO749	YS40	X862	16 H
10/17/97	CO749	YS40	YC862	17 H
10/18/97	CO749	YS40	YC860	18 H
10/21/97	CO749	YS40	YC860	21 H
10/22/97	CO749	YS40	XCA60	22 H
10/23/97	CO749	YS40	YC760	23 H
10/24/97	CO749	YS40	YC760	24 H
10/25/97	CO749	YS40	YC760	25 H
10/28/97	CO749	YS40	YC760	28 H
10/29/97	CO749	YS40	YC760	29 H
10/30/97	CO749	YS40	YC760	30 H
10/31/97	CO749	YS40	YC760	31 H
11/1/97	CO749	YS40	YC760	01 H
11/4/97	CO749	YS40	YC760	04 H
11/5/97	CO749	YS40	YC760	05 H
11/8/97	CO749	YS40	YC760	08 H
11/7/97	CO749	YS40	YC760	07 H
11/8/97	CO749	YS40	YC760	08 H
11/11/97	CO749	YS40	YC760	11 H
11/12/97	CO749	YS40	YC760	12 H
11/13/97	CO749	YS40	YC760	13 H
11/14/97	CO749	YS40	YC760	14 H
11/15/97	CO749	YS40	YC769	15 H
11/16/97	CO749	YS40	YC769	16 H
11/17/97	CO749	YS40	YC769	17 H
11/18/97	CO749	YS40	YC769	18 H
11/21/97	CO749	YS40	YC769	21 H
11/22/97	CO749	YS40	YC769	22 H
11/23/97	CO749	YS40	YC769	23 H
11/24/97	CO749	YS40	YC769	24 H
11/25/97	CO749	YS40	YC769	25 H
11/25/97	CO749	YS40	YC769	25 H
11/28/97	CO749	YS40	YC769	28 H
11/29/97	CO749	YS40	YC769	29 H
11/30/97	CO749	YS40	YC769	30 H
12/1/97	CO749	YS40	YC870	01 H

Name: H		Pos: FOR				
Pos	PriorOT	On Duty	Off Duty	Time	Final Tie Up Time	HAH
FOR	9959	10/12/97 11:30pm	10/13/97 7:45am	08:15	10/13/97 7:45am	HH
FOR	1600	10/13/97 11:30pm	10/14/97 7:30am	08:00	10/14/97 7:30am	HH
FOR	1600	10/16/97 11:30pm	10/17/97 7:45am	08:15	10/17/97 7:45am	HH
FOR	1600	10/17/97 11:30pm	10/18/97 7:35am	08:05	10/18/97 7:35am	HH
SW2	1525	10/18/97 11:00pm	10/19/97 5:10am	06:10	10/19/97 5:10am	HH
SW2	6550	10/21/97 11:00pm	10/22/97 6:45am	07:45	10/22/97 6:45am	HH
FOR	1645	10/22/97 11:30pm	10/23/97 6:55am	07:25	10/23/97 6:55am	HH
SW1	0805	10/23/97 3:00pm	10/23/97 9:25pm	06:25	10/23/97 9:25pm	HH
SW1	1735	10/24/97 3:00pm	10/24/97 10:40pm	07:40	10/24/97 10:40pm	HH
SW1	1620	10/25/97 3:00pm	10/25/97 8:45pm	05:45	10/25/97 8:45pm	HH
SW1	6815	10/28/97 3:00pm	10/28/97 9:20pm	06:20	10/28/97 9:20pm	HH
SW1	1740	10/29/97 3:00pm	10/29/97 11:00pm	08:00	10/29/97 11:00pm	HH
SW1	1800	10/30/97 3:00pm	10/30/97 11:20pm	08:20	10/30/97 11:20pm	HH
SW1	1540	10/31/97 3:00pm	10/31/97 10:42pm	07:42	10/31/97 10:42pm	HH
SW1	1618	11/1/97 3:00pm	11/1/97 9:40pm	06:40	11/1/97 9:40pm	HH
SW1	6520	11/4/97 3:00pm	11/4/97 10:45pm	07:45	11/4/97 10:45pm	HH
SW1	1615	11/5/97 3:00pm	11/5/97 11:15pm	06:15	11/5/97 11:15pm	HH
SW1	1545	11/8/97 3:00pm	11/8/97 9:20pm	06:20	11/8/97 9:20pm	HH
SW1	1740	11/7/97 3:00pm	11/7/97 10:50pm	07:50	11/7/97 10:50pm	HH
SW1	1610	11/8/97 3:00pm	11/8/97 10:15pm	07:15	11/8/97 10:15pm	HH
SW1	6445	11/11/97 3:00pm	11/11/97 9:00pm	06:00	11/11/97 9:00pm	HH
SW1	1800	11/12/97 3:00pm	11/12/97 11:06pm	06:05	11/12/97 11:06pm	HH
SW1	1535	11/13/97 3:00pm	11/13/97 10:57pm	07:57	11/13/97 10:57pm	HH
SW1	1603	11/14/97 3:00pm	11/14/97 10:25pm	07:25	11/14/97 10:25pm	HH
FOR	1600	11/15/97 3:30pm	11/15/97 11:30pm	08:00	11/15/97 11:30pm	HH
FOR	1600	11/16/97 3:30pm	11/17/97 12:10am	06:40	11/17/97 12:10am	HH
FOR	1520	11/17/97 3:30pm	11/17/97 11:05pm	07:35	11/17/97 11:10pm	HH
FOR	1620	11/18/97 3:30pm	11/18/97 9:55pm	06:25	11/18/97 9:55pm	HH
FOR	1600	11/21/97 3:30pm	11/21/97 11:30pm	06:00	11/21/97 11:35pm	HH
FOR	1600	11/22/97 3:30pm	11/22/97 11:30pm	06:00	11/22/97 11:30pm	HH
FOR	1600	11/23/97 3:30pm	11/23/97 11:15pm	07:45	11/23/97 11:15pm	HH
FOR	1600	11/24/97 3:30pm	11/24/97 11:15pm	07:45	11/24/97 11:15pm	HH
FOR	1600	11/25/97 3:30pm	11/25/97 4:25pm	00:55	11/25/97 4:25pm	HH
FOR	1600	11/25/97 3:30pm	11/25/97 4:25pm	00:55	11/25/97 4:25pm	HH
FOR	1600	11/28/97 3:30pm	11/28/97 11:30pm	06:00	11/28/97 11:30pm	HH
FOR	1600	11/29/97 3:30pm	11/29/97 11:40pm	06:10	11/29/97 11:40pm	HH
FOR	1600	11/30/97 3:30pm	11/30/97 11:15pm	07:45	11/30/97 11:15pm	HH
SW1	2415	12/1/97 11:00pm	12/2/97 12:08am	00:38	12/2/97 12:08am	HH

199-06-005

# Total and Average On Duty Time for

Date Range: 09/08/97 - 05/18/99

Name: II

Pos: FOR

On Duty Date	Chc7	Board	Train	Name	Pos	Prior OT	On Duty	Off Duty	Time	Final Tie Up Time	HAT	
12/2/97	CX749	YS40	YC870	02	H	FOR	2322	12/2/97 11:30pm	12/3/97 8:45am	07:15	12/3/97 6:45am	18
12/3/97	CX749	YS40	YC870	03	H	SWI	1645	12/3/97 11:30pm	12/4/97 7:15am	07:45	12/4/97 7:15am	18
12/6/97	CX749	YS40	YC860	06	H	SW2	6345	12/6/97 11:00pm	12/7/97 7:15am	08:15	12/7/97 7:15am	18
12/9/97	CX749	YS40	XX760	09	H	FOR	+2400	12/9/97 3:00pm	12/9/97 11:00pm	08:00	12/9/97 11:00pm	18
12/10/97	CX749	YS40	YC760	10	H	SWI	1600	12/10/97 3:00pm	12/10/97 11:20pm	08:20	12/10/97 11:20pm	18
12/11/97	CX749	YS40	YC760	11	H	SWI	1540	12/11/97 3:00pm	12/11/97 11:12pm	08:12	12/11/97 11:12pm	18
12/12/97	CX749	YS40	YC760	12	H	SWI	1548	12/12/97 3:00pm	12/12/97 10:55pm	07:55	12/12/97 10:55pm	18
12/13/97	CX749	YS40	YC760	13	H	SWI	1605	12/13/97 3:00pm	12/13/97 9:05pm	06:05	12/13/97 9:05pm	18
12/16/97	CX749	YS40	YC760	16	H	SWI	6555	12/16/97 3:00pm	12/16/97 8:50pm	05:50	12/16/97 8:50pm	18
12/18/97	CX749	YS40	YC761	18	H	HTF	4240	12/18/97 3:30pm	12/18/97 11:30pm	08:00	12/18/97 11:35pm	181
12/19/97	CX749	YS40	YC761	19	H	SW2	1555	12/19/97 3:30pm	12/19/97 9:10pm	05:40	12/19/97 9:10pm	181
12/20/97	CX749	YS40	YC761	20	H	SW2	1820	12/20/97 3:30pm	12/20/97 10:40pm	07:10	12/20/97 10:40pm	181
12/21/97	CX749	YS40	YC781	21	H	SW2	1650	12/21/97 3:30pm	12/21/97 10:20pm	06:50	12/21/97 10:20pm	181
12/22/97	CX749	YS40	YC761	22	H	SW2	1710	12/22/97 3:30pm	12/22/97 9:25pm	05:55	12/22/97 9:25pm	181
12/26/97	CX749	WT40	XC781	26	H	CON	9005	12/26/97 3:30pm	12/26/97 9:07pm	05:37	12/26/97 9:07pm	181
12/27/97	CX749	YS40	X860	27	H	FOR	2553	12/27/97 11:00pm	12/28/97 4:20am	05:20	12/28/97 4:20am	181
12/30/97	CX749	YS40	YC860	30	H	SWI	6840	12/30/97 11:00pm	12/31/97 6:50am	07:50	12/31/97 6:50am	181
12/31/97	CX749	YS40	YC860	31	H	SWI	1610	12/31/97 11:00pm	1/1/98 6:35am	07:35	1/1/98 6:35am	181
1/1/98	CX749	YS40	YC860	01	H	SWI	1625	1/1/98 11:00pm	1/2/98 4:55am	05:55	1/2/98 4:55am	181
1/2/98	CX749	YS40	YC860	02	H	SWI	1605	1/2/98 11:00pm	1/3/98 6:45am	07:45	1/3/98 6:45am	181
1/3/98	CX749	YS40	YC860	03	H	HTF	1615	1/3/98 11:00pm	1/4/98 5:00am	06:00	1/4/98 5:00am	181
1/6/98	CX749	YS40	YC860	06	H	SWI	6800	1/6/98 11:00pm	1/7/98 4:45am	05:45	1/7/98 4:45am	181
1/7/98	CX749	YS40	YC860	07	H	SWI	1615	1/7/98 11:00pm	1/8/98 6:20am	07:20	1/8/98 6:20am	181
1/8/98	CX749	YS40	YC860	08	H	SWI	1640	1/8/98 11:00pm	1/8/98 6:45am	07:45	1/8/98 6:45am	181
1/9/98	CX749	YS40	YC860	09	H	SWI	1615	1/9/98 11:00pm	1/10/98 6:25am	07:25	1/10/98 6:25am	181
1/10/98	CX749	YS40	YC860	10	H	SWI	1635	1/10/98 11:00pm	1/11/98 4:45am	05:45	1/11/98 4:45am	181
1/13/98	CX749	YS40	YC860	13	H	HTF	6815	1/13/98 11:00pm	1/14/98 5:00am	06:00	1/14/98 5:00am	181
1/14/98	CX749	YS40	YC860	14	H	SWI	1800	1/14/98 11:00pm	1/15/98 6:35am	07:35	1/15/98 6:35am	181
1/15/98	CX749	YS40	YC860	15	H	SWI	1825	1/15/98 11:00pm	1/16/98 6:50am	07:50	1/16/98 6:50am	181
1/16/98	CX749	YS40	YC860	16	H	SWI	1610	1/16/98 11:00pm	1/17/98 6:50am	07:50	1/17/98 6:50am	181
1/17/98	CX749	YS40	YC860	17	H	SWI	1610	1/17/98 11:00pm	1/18/98 4:35am	05:35	1/18/98 4:35am	181
1/20/98	CX749	YS40	X860	20	H	HTF	6625	1/20/98 11:00pm	1/21/98 1:27am	02:27	1/21/98 1:27am	181
1/24/98	CX749	YS40	YC860	24	H	SW2	+2400	1/24/98 7:00am	1/24/98 3:15pm	06:15	1/24/98 3:15pm	181
1/25/98	CX749	YS40	YC766	25	H	SW2	+2400	1/25/98 3:30pm	1/25/98 6:36pm	03:06	1/25/98 6:36pm	181
2/3/98	CX749	YS40	YC863	03	H	SWI	+2400	2/3/98 11:30pm	2/4/98 4:45am	05:15	2/4/98 4:45am	181
2/6/98	CX749	YS40	YC862	06	H	SW2	+2400	2/6/98 11:30pm	2/7/98 3:45am	04:15	2/7/98 3:45am	181
2/8/98	CX749	YS40	YC861	08	H	SWI	+2400	2/8/98 7:30am	2/8/98 3:05pm	07:35	2/8/98 3:05pm	181
2/10/98	CX749	YS40	YC660	10	H	SW2	+2400	2/10/98 7:00am	2/10/98 1:25pm	06:25	2/10/98 1:25pm	181

199-06-005

# Total and Average On Duty Time for

Date Range: 02/08/97 - 03/18/99

On Duty Date	Circ7	Board	Train	Name
2/11/98	CX749	YS40	YC66A	11 H
2/13/98	CX749	YS40	YC760	13 H
2/14/98	CX749	YS40	YC760	14 H
2/15/98	CX749	YS40	XC681	15 H
2/15/98	CX749	YS40	YC66A	15 H
2/16/98	CX749	YS40	YC663	16 H
2/17/98	CX749	YS40	X761	17 H
2/18/98	CX749	YS40	YC760	18 H
2/19/98	CX749	YS40	YC760	19 H
2/20/98	CX749	YS40	YC660	20 H
2/20/98	CX749	YS40	YC663	20 H
2/21/98	CX749	YS40	YC660	21 H
2/22/98	CX749	YS40	YC768	22 H
2/23/98	CX749	YS40	YC661	23 H
2/23/98	CX749	YS40	YC663	23 H
2/24/98	CX749	YS40	XC769	24 H
2/25/98	CX749	YS41	XN778	25 H
2/26/98	CX749	YS40	YC662	26 H
2/27/98	CX749	YS40	1HDR	27 H
2/28/98	CX749	YS40	YC700	28 H
3/2/98	CX749	YS40	YC662	02 H
3/4/98	CX749	YS40	YC662	04 H
3/8/98	CX749	YS42	F699	06 H
3/7/98	CX749	YS40	YC663	07 H
3/8/98	CX749	YS40	YC663	08 H
3/10/98	CX749	YS40	YC660	10 H
3/10/98	CX749	YS40	YC662	10 H
3/12/98	CX749	YS40	YC663	12 H
3/14/98	CX749	YS40	YC761	14 H
3/16/98	CX749	YS40	YC667	16 H
3/17/98	CX749	YS40	YC662	17 H
3/19/98	CX749	YS40	YC660	19 H
3/20/98	CX749	RT40	I AMLKS	18 H
3/21/98	SP563	RT40	I NEWLBB	18 H
3/22/98	CX749	RT40	I MWCML	21 H
3/23/98	SP563	RT40	I INOLB	18 H
3/24/98	CX749	RT40	I ILAEW	24 H
3/25/98	SP563	RT40	I IATLB	21 H

Name: II		Pos: SW1				
Pos	Prior OT	On Duty	Off Duty	Time	Final Tie Up Time	HAH
SW1	+2400	2/11/98 11:30pm	2/12/98 6:35am	07:05	2/12/98 6:35am	104
SW2	+2400	2/13/98 3:00pm	2/13/98 10:45pm	07:45	2/13/98 10:45pm	101
SW1	1615	2/14/98 3:00pm	2/14/98 9:10pm	06:10	2/14/98 9:10pm	101
SW1	1020	2/15/98 7:30am	2/15/98 3:45pm	08:15	2/15/98 3:45pm	104
SW1	0745	2/15/98 11:30pm	2/16/98 6:35am	07:05	2/16/98 6:35am	101
SW1	1655	2/16/98 11:30pm	2/17/98 6:35am	07:05	2/17/98 6:35am	104
FDR	0655	2/17/98 3:30pm	2/17/98 11:10pm	07:40	2/17/98 11:10pm	101
SW2	1550	2/18/98 3:00pm	2/18/98 11:15pm	08:15	2/18/98 11:15pm	101
SW2	1545	2/19/98 3:00pm	2/19/98 10:55pm	07:55	2/19/98 10:55pm	101
SW1	0805	2/20/98 7:00am	2/20/98 1:02pm	06:02	2/20/98 1:02pm	111
SW1	1028	2/20/98 11:30pm	2/21/98 7:20am	07:50	2/21/98 7:20am	114
SW2	1540	2/21/98 11:00pm	2/22/98 6:23am	07:23	2/22/98 6:23am	111
SW1	6807	2/22/98 3:30pm	2/22/98 9:00pm	05:30	2/22/98 9:00pm	111
SW1	1030	2/23/98 7:30am	2/23/98 1:50pm	06:20	2/23/98 1:50pm	111
SW1	0940	2/23/98 11:30pm	2/24/98 6:10am	08:40	2/24/98 6:10am	111
FDR	0820	2/24/98 4:30pm	2/25/98 9:10am	10:40	2/25/98 9:10am	111
CFO	1320	2/25/98 4:30pm	2/25/98 11:00pm	08:30	2/25/98 11:00pm	111
SW1	+2400	2/26/98 11:30pm	2/27/98 5:05am	06:35	2/27/98 5:05am	111
FDR	1025	2/27/98 3:30pm	2/27/98 11:36pm	08:05	2/27/98 11:36pm	111
SW2	1525	2/28/98 3:00pm	2/28/98 8:55pm	05:55	2/28/98 8:55pm	111
SW1	+2400	3/2/98 11:30pm	3/3/98 5:05am	06:35	3/3/98 5:05am	111
SW1	+2400	3/4/98 11:30pm	3/5/98 6:30am	07:00	3/5/98 6:30am	111
HDR	+2400	3/6/98 7:00am	3/6/98 5:45pm	10:45	3/6/98 5:45pm	111
SW1	+2400	3/7/98 11:30pm	3/8/98 6:10am	06:40	3/8/98 6:10am	111
SW1	1720	3/8/98 11:30pm	3/9/98 5:40am	06:10	3/9/98 5:40am	101
SW2	+2400	3/10/98 7:00am	3/10/98 3:20pm	06:20	3/10/98 3:20pm	101
SW1	0610	3/10/98 11:30pm	3/11/98 6:00am	06:30	3/11/98 6:00am	101
SW1	+2400	3/12/98 11:30pm	3/13/98 3:15am	03:45	3/13/98 3:15am	101
SW2	+2400	3/14/98 3:30pm	3/14/98 10:52pm	07:22	3/14/98 10:52pm	101
SW1	+2400	3/16/98 7:30am	3/16/98 12:30pm	05:00	3/16/98 12:30pm	101
SW1	+2400	3/17/98 11:30pm	3/18/98 6:14am	06:44	3/18/98 6:14am	101
SW2	+2400	3/18/98 7:00am	3/18/98 4:35pm	09:35	3/19/98 4:35pm	101
BRI	1940	3/20/98 12:15pm	3/20/98 9:30pm	09:15	3/20/98 9:30pm	11A
BRI	1635	3/21/98 2:05pm	3/21/98 11:15pm	09:10	3/21/98 11:15pm	111
BRI	1445	3/22/98 2:00pm	3/22/98 10:30pm	08:30	3/22/98 10:30pm	11A
BRI	1230	3/23/98 11:00am	3/23/98 11:00pm	12:00	3/24/98 12:06am	111
BRI	1330	3/24/98 1:35pm	3/24/98 11:00pm	09:25	3/24/98 11:00pm	11A
BRI	1110	3/25/98 10:10am	3/25/98 11:45pm	13:35	3/25/98 11:50pm	111

199-06-005

# Total and Average On Duty Time for

Date Range: 09/08/97 - 05/18/99

On Duty Date	Circ#	Board	Train	Name	Pos	Prior OT	Name: JJ		Time	Final File Up Time	HA#
							On Duty	Off Duty			
3/26/98	CX749	RT40	1 RBXO 24	JJ	BR1	1310	3/26/98 1:00pm	3/26/98 8:55pm	07.55	3/26/98 8:55pm	HA
3/27/98	SP563	RT40	1 IEWLOB 25	JJ	BR1	1635	3/27/98 1:30pm	3/27/98 11:15pm	09.45	3/27/98 11:15pm	AJ1
3/28/98	CX749	RT40	1 MWCKS 26	JJ	BR1	1230	3/28/98 11:45am	3/28/98 9:15pm	09.30	3/28/98 9:50pm	HA
3/29/98	SP563	RT40	1 EWLA 25	JJ	BR1	1155	3/29/98 8:45am	3/29/98 6:20pm	08.35	3/29/98 6:20pm	AJ1
3/30/98	CX749	RT40	1 ZLAWE 30	JJ	BR1	1355	3/30/98 8:15am	3/30/98 5:30pm	09.15	3/30/98 5:30pm	HA
3/31/98	SP563	RT40	1 MLOWC 19	JJ	BR1	2000	3/31/98 2:00pm	4/1/98 2:00am	12.00	4/1/98 2:35am	AJ1
4/1/98	CX749	RT40	1 RBME 01	H	BR1	1625	4/1/98 7:00pm	4/2/98 3:35am	08.35	4/2/98 3:35am	HA
4/3/98	SP563	RT40	1 GDLIEG 04	H	BR1	2110	4/3/98 12:45am	4/3/98 12:45pm	12.00	4/3/98 1:35pm	AJ1
4/4/98	CX749	RT40	1 RBNO 04	JJ	BR1	+2400	4/4/98 3:30pm	4/5/98 1:45am	10.15	4/5/98 2:45am	HA
4/5/98	CX749	RT40	1 MWGTU 04	H	BR1	1630	4/5/98 7:15pm	4/6/98 7:15am	12.00	4/6/98 7:15am	AA
4/7/98	CX749	RT40	2 MWCKS 31	H	BR1	1130	4/7/98 1:00am	4/7/98 11:25am	10.25	4/7/98 11:25am	HA
4/8/98	SP563	RT40	1 IMCI 04	H	BR1	1705	4/8/98 4:30am	4/8/98 3:05pm	10.35	4/8/98 3:05pm	AJ1
4/8/98	CX749	RT40	1 RBMEB 07	H	BR1	1355	4/8/98 5:00am	4/9/98 5:00pm	12.00	4/9/98 5:00pm	HA
4/10/98	SP563	RT40	1 MKSWC 06	JJ	BR1	1915	4/10/98 12:15pm	4/11/98 12:15am	12.00	4/11/98 12:30am	AJ1
4/11/98	CX749	RT40	1 KRM 11	H	BR1	1445	4/11/98 3:15pm	4/11/98 11:35pm	08.20	4/11/98 11:35pm	HA
4/12/98	SP563	RT40	1 IDALB 10	H	BR1	1340	4/12/98 1:15pm	4/13/98 1:15am	12.00	4/13/98 1:15am	AJ1
4/14/98	SP563	LT41	S354 14	H	CON	0859	4/14/98 9:00am	4/14/98 7:20pm	10.20	4/14/98 7:20pm	HA
4/15/98	SY131	LT41	S354 15	H	CON	1140	4/15/98 7:00am	4/15/98 4:35pm	09.35	4/15/98 4:35pm	AJ1
4/16/98	SP563	LT41	S354 16	H	CON	1625	4/16/98 9:00am	4/16/98 8:00pm	12.00	4/16/98 8:00pm	HA
4/17/98	SY131	LT41	S354 17	H	CON	0900	4/17/98 8:00am	4/17/98 11:55am	05.55	4/17/98 11:55am	AJ1
4/20/98	CX749	RT40	1 MWCKS 18	JJ	BR1	+2400	4/20/98 3:35pm	4/21/98 2:00am	10.25	4/21/98 3:35am	HA
4/21/98	SP563	RT40	1 IMCI 16	H	BR1	1655	4/21/98 8:30pm	4/22/98 7:00am	10.30	4/22/98 9:05am	AJ1
4/23/98	CX749	RT40	2 RBNO 21	JJ	CON	2325	4/23/98 8:30am	4/23/98 6:35pm	10.05	4/23/98 6:35pm	HA
4/24/98	CX749	RT40	1 MWCEW 23	H	CON	1240	4/24/98 7:15am	4/24/98 4:50pm	09.35	4/24/98 4:50pm	AJ1
4/25/98	CX749	YS40	YC765 25	H	HTF	2240	4/25/98 3:30pm	4/25/98 9:45pm	06.15	4/25/98 9:45pm	BR1
4/26/98	CX749	YS40	YC860 26	H	SW1	0915	4/26/98 7:00am	4/26/98 2:50pm	07.50	4/26/98 2:50pm	BR1
4/26/98	CX749	YS40	YC863 26	H	HTF	0640	4/26/98 11:30pm	4/27/98 8:30am	07.00	4/27/98 8:30am	BR1
4/28/98	SY131	AT40	LT361 28	H	CON	0829	4/28/98 10:00am	4/28/98 5:00pm	07.00	4/28/98 5:00pm	BR1
5/4/98	CX749	YS40	YC760 04	H	SW2	+2400	5/4/98 3:00pm	5/4/98 10:30pm	07.30	5/4/98 10:30pm	BR1
5/5/98	CX749	TH40	2 AIRMEN 05	H	HLT	1431	5/5/98 1:01pm	5/5/98 6:45pm	05.44	5/5/98 7:25pm	BR1
5/6/98	CX749	TH40	8 WCHLE 06	H	HLT	1605	5/6/98 11:30am	5/6/98 10:15pm	10.45	5/6/98 10:30pm	BR1
5/9/98	CX749	RT40	1 KRM 09	JJ	CON	+2400	5/9/98 7:50pm	5/10/98 6:30am	10.10	5/10/98 6:30am	HA
5/10/98	SP563	RT40	1 IEWLOB 08	JJ	CON	1140	5/10/98 8:10pm	5/11/98 5:16am	11.05	5/11/98 5:15am	AJ1
5/11/98	CX749	RT40	1 RBCH 10	JJ	CON	1735	5/11/98 10:50pm	5/12/98 10:50am	12.00	5/12/98 1:00pm	HA
5/13/98	SP563	RT40	1 IATLB 07	H	CON	1415	5/13/98 3:15am	5/13/98 3:15pm	12.00	5/13/98 4:05pm	AJ1
5/14/98	CX749	YS40	YC861 14	H	SW1	1525	5/14/98 7:30am	5/14/98 1:35pm	06.05	5/14/98 1:35pm	BR1
5/15/98	CX749	YS40	YC768 15	H	SW1	+2400	5/15/98 3:30pm	5/15/98 9:15pm	05.45	5/15/98 9:15pm	BR1
5/16/98	CX749	YS40	YC768 16	JJ	SW1	1815	5/16/98 3:30pm	5/16/98 10:50pm	07.20	5/16/98 10:50pm	BR1

199-06-005

# Total and Average On Duty Time for

Date Range: 09/08/97 - 05/18/99

Name: H

Pos: SW2

On Duty Date	Circ#	Board	Trsn	Name	Pos	Prior OT	On Duty	ON Duty	Time	Final Tie Up Time	HAI
5/17/98	CX749	YS40	YC761	17 H	SW2	1640	5/17/98 3:30pm	5/17/98 10:21pm	06:51	5/17/98 10:21pm	HII
5/18/98	CX749	YS40	YC768	18 H	SW2	1709	5/18/98 3:30pm	5/18/98 8:00pm	04:30	5/18/98 8:00pm	HII
5/19/98	CX749	TH40	3 AIRMAN	19 H	HLT	1930	5/19/98 3:30pm	5/19/98 9:30pm	06:00	5/19/98 9:30pm	HII
5/21/98	CX749	YS40	YC661	21 H	SW2	+2400	5/21/98 7:30am	5/21/98 4:25pm	08:55	5/21/98 4:25pm	HII
5/22/98	CX749	TH40	1 WCILE	22 H	HLT	0800	5/22/98 12:25am	5/22/98 1:06pm	12:40	5/22/98 1:15pm	HII
5/23/98	CX749	RT40	1 RBAT	22 H	CON	1115	5/23/98 12:30am	5/23/98 11:00am	10:30	5/23/98 11:00am	HIA
5/23/98	SP563	RT40	1 BNOA	20 H	CON	1230	5/23/98 11:30pm	5/24/98 12:35pm	13:05	5/24/98 1:15pm	AH
5/25/98	CX749	RT40	1 NBVE	24 H	CON	1130	5/25/98 12:45am	5/25/98 10:00am	09:15	5/25/98 10:00am	HIA
5/25/98	SP563	RT40	1 KEWLB8	22 H	CON	1010	5/25/98 8:10pm	5/26/98 8:10am	12:00	5/26/98 8:30am	AH
5/26/98	CX749	YS40	YC862	26 H	SWI	1500	5/26/98 11:30pm	5/27/98 7:00am	07:30	5/27/98 7:00am	HII
5/28/98	CX749	RT40	1 MWCKS	26 H	CON	+2400	5/28/98 7:30am	5/28/98 6:00pm	10:30	5/28/98 7:35pm	HIA
5/29/98	CX749	RT40	1 MWCLI	26 H	CON	2215	5/29/98 5:50pm	5/29/98 11:20pm	05:30	5/29/98 11:20pm	AA
5/30/98	SP563	RT40	1 MESLB	26 H	CON	1740	5/30/98 5:00pm	6/31/98 2:45am	09:45	5/31/98 2:45am	AH
5/31/98	CX749	YS40	YC760	31 H	SWI	1215	6/31/98 3:00pm	6/31/98 8:25pm	05:25	5/31/98 8:25pm	HII
6/4/98	CX749	YP40	FLAG	04 H	PLT	+2400	6/4/98 7:30am	6/4/98 5:40pm	10:10	6/4/98 5:40pm	HII
6/5/98	CX749	YP40	FLG1	05 H	PLT	1350	6/5/98 7:30am	6/5/98 6:10pm	10:40	6/5/98 6:10pm	HII
6/6/98	CX749	YS40	YC893	06 H	FOR	1320	6/6/98 7:30am	6/6/98 7:30pm	12:00	6/6/98 7:40pm	HII
6/7/98	CX749	YS40	YC661	07 H	SW2	1150	6/7/98 7:30am	6/7/98 2:40pm	07:10	6/7/98 2:40pm	HII
6/7/98	CX749	YS40	YC892	07 H	SW2	0850	6/7/98 11:30pm	6/8/98 6:55am	07:25	6/8/98 6:55am	HII
6/9/98	CX749	YS40	YC861	09 H	SW2	+2400	6/9/98 7:30am	6/9/98 1:26pm	05:56	6/9/98 1:26pm	HII
6/10/98	CX749	YS40	YC760	10 H	SW2	+2400	6/10/98 3:00pm	6/10/98 10:25pm	07:25	6/10/98 10:25pm	HII
6/11/98	CX749	YP40	FLG1	11 H	PLT	0905	6/11/98 7:30am	6/11/98 6:35pm	11:05	6/11/98 6:35pm	HII
6/12/98	CX749	YP40	FLG1	12 H	PLT	1255	6/12/98 7:30am	6/12/98 6:35pm	11:05	6/12/98 6:35pm	HII
6/15/98	CX749	YP40	FLG1	15 H	PLT	+2400	6/15/98 7:30am	6/15/98 6:25pm	10:55	6/15/98 6:25pm	HII
6/17/98	CX749	YS40	YC760	17 H	SW1	+2400	6/17/98 3:00pm	6/17/98 11:00pm	08:00	6/17/98 11:00pm	HII
6/18/98	CX749	YS40	YC760	18 H	SW1	1900	6/18/98 3:00pm	6/18/98 8:57pm	05:57	6/18/98 8:57pm	HII
6/19/98	CX749	YS40	YC760	19 H	SW1	1900	6/19/98 3:00pm	6/19/98 11:27pm	08:27	6/19/98 11:27pm	HII
6/20/98	CX749	YS40	YC761	20 H	SW1	1803	6/20/98 3:30pm	6/20/98 11:13pm	07:43	6/20/98 11:13pm	HII
6/21/98	CX749	YS40	YWC31	21 H	SW1	1817	6/21/98 3:30pm	6/21/98 10:55pm	07:25	6/21/98 10:55pm	HII
6/22/98	CX749	YS40	YWC31	22 H	SW1	1635	6/22/98 3:30pm	6/22/98 9:10pm	05:40	6/22/98 9:10pm	HII
6/25/98	CX749	YS40	XWC31	25 H	FOR	+2400	6/25/98 3:30pm	6/25/98 6:05pm	02:35	6/25/98 6:05pm	HII
6/26/98	CX749	YS40	YWC40	26 H	SW1	+2400	6/26/98 11:00pm	6/27/98 6:35am	07:35	6/27/98 6:35am	HII
6/27/98	CX749	YS40	YWC40	27 H	SW1	1625	6/27/98 11:00pm	6/28/98 6:25am	07:25	6/28/98 6:25am	HII
6/30/98	CX749	YS40	YWC40	30 H	SW1	+2400	6/30/98 11:00pm	7/1/98 6:37am	07:37	7/1/98 6:37am	HII
7/1/98	CX749	YS40	YWC40	01 H	SW1	1623	7/1/98 11:00pm	7/2/98 7:25am	08:25	7/2/98 7:25am	HII
7/7/98	SP760	RT41	1 BDA	04 H	CON	+2400	7/7/98 2:00am	7/7/98 12:45pm	10:45	7/7/98 4:00pm	HIA
7/9/98	SP563	RT41	1 DALB	05 H	CON	+2400	7/9/98 5:05am	7/9/98 5:18pm	12:10	7/9/98 5:45pm	AH
7/10/98	SP760	TH40	9 HWCWC	10 H	HLT	+2400	7/10/98 8:10pm	7/11/98 12:45pm	16:35	7/11/98 1:30pm	HII

199-06-005

# Total and Average On Duty Time for

Date Range: 07/08/97 - 09/18/99

Name: JJ

Pos: SWI

On Duty Date	Clrc7	Board	Train	Name	Pos	Prior OT	On Duty	Off Duty	Time	Final Tie Up Time	HAH
7/14/98	SP760	YS40	YWC40 14	JJ	SWI	+2400	7/14/98 11:00pm	7/15/98 3:59am	04:59	7/15/98 3:59am	101
7/17/98	SP760	RT41	2 MBAT 12	JJ	CON	+2400	7/17/98 1:50am	7/17/98 1:50pm	12:00	7/17/98 3:10pm	11A
7/18/98	SP563	RT41	MPXLC 10	JJ	CON	1200	7/18/98 3:10am	7/18/98 3:10pm	12:00	7/18/98 4:00pm	111
7/21/98	SP760	RT41	MWCFW 21	JJ	CON	+2400	7/21/98 5:30pm	7/22/98 4:55am	11:25	7/22/98 4:55am	11A
7/22/98	SP563	RT41	MFWWC 11	JJ	CON	1350	7/22/98 6:45pm	7/23/98 6:45am	12:00	7/23/98 1:35pm	111
7/24/98	SP760	RT41	LBEC4 23	JJ	CON	+2400	7/24/98 5:30pm	7/25/98 2:00am	08:30	7/25/98 3:25am	11A
7/25/98	SP563	RT41	3 MHOVC 21	JJ	CON	1906	7/25/98 10:30pm	7/26/98 10:30am	12:00	7/26/98 11:45am	111
7/27/98	SP760	RT41	ICAM 25	JJ	CON	2115	7/27/98 9:00am	7/27/98 8:10pm	11:10	7/27/98 8:10pm	11A
7/28/98	SP563	RT41	IDULA 24	JJ	CON	1150	7/28/98 8:00am	7/28/98 8:00pm	12:00	7/28/98 8:40pm	111
7/29/98	SP760	RT41	IAPAT 26	JJ	CON	1950	7/29/98 5:30pm	7/30/98 5:20am	11:50	7/30/98 5:20am	11A
7/30/98	SP563	RT41	IDALBX 28	JJ	CON	1810	7/30/98 11:30pm	7/31/98 11:30am	12:00	7/31/98 1:15pm	111
8/3/98	SP760	RT41	ILCMN 01	JJ	CON	+2400	8/3/98 9:20am	8/3/98 8:45pm	11:25	8/3/98 8:45pm	11A
8/4/98	SP563	RT41	2 IDALB 30	JJ	CON	1055	8/4/98 7:40am	8/4/98 7:35pm	11:55	8/4/98 7:35pm	111
8/5/98	SP760	RT41	IAPAT 03	JJ	CON	0800	8/5/98 3:35am	8/5/98 3:35pm	12:00	8/5/98 6:35pm	11A
8/6/98	SP563	RT41	MPXLO 04	JJ	CON	1710	8/6/98 11:45am	8/6/98 11:45pm	12:00	8/7/98 1:00am	111
8/7/98	SP760	YS40	YWC30 07	JJ	SW2	1400	8/7/98 3:00pm	8/7/98 10:56pm	07:55	8/7/98 10:56pm	111
8/10/98	SP760	YS40	YWC21 10	JJ	SW1	+2400	8/10/98 7:30am	8/10/98 1:25pm	05:55	8/10/98 1:25pm	101
8/13/98	SP760	YS40	YWC21 13	JJ	SW1	+2400	8/13/98 7:30am	8/13/98 3:20pm	07:50	8/13/98 3:20pm	101
8/14/98	SP760	YS40	YWC21 14	JJ	SW1	1810	8/14/98 7:30am	8/14/98 3:25pm	07:55	8/14/98 3:25pm	101
8/15/98	SP760	YS40	YWC21 15	JJ	SW1	1605	8/15/98 7:30am	8/15/98 12:55pm	05:25	8/15/98 12:55pm	101
8/28/98	SP760	YS40	YWC40 28	JJ	SW1	+2400	8/28/98 11:00pm	8/29/98 6:20am	07:20	8/29/98 6:20am	101
8/29/98	SP760	YS40	YWC30 29	JJ	SW1	0840	8/29/98 3:00pm	8/29/98 8:40pm	05:40	8/29/98 8:40pm	101
8/30/98	SP760	YS40	YWC20 30	JJ	HTF	1020	8/30/98 7:00am	8/30/98 12:50pm	05:50	8/30/98 12:50pm	101
8/30/98	SP760	YS40	YWC42 30	JJ	SW1	1040	8/30/98 11:30pm	8/31/98 6:35am	07:05	8/31/98 6:35am	101
8/31/98	SP760	YS40	YWC30 31	JJ	SW2	0825	8/31/98 3:00pm	8/31/98 10:30pm	07:30	8/31/98 10:30pm	101
9/1/98	SP760	YS40	YWC20 01	JJ	HTF	0830	9/1/98 7:00am	9/1/98 3:05pm	08:05	9/1/98 3:05pm	101
9/2/98	SP760	YS40	YWC20 02	JJ	SW1	1555	9/2/98 7:00am	9/2/98 12:50pm	05:50	9/2/98 12:50pm	101
9/6/98	SP760	YS40	YWC20 06	JJ	SW2	+2400	9/6/98 7:00am	9/6/98 12:45pm	05:45	9/6/98 12:45pm	101
9/7/98	SP760	YS40	YWC08 07	JJ	SW1	+2400	9/7/98 3:30pm	9/8/98 3:30am	12:00	9/8/98 3:30am	101
9/8/98	SP760	YS40	YWC42 08	JJ	SW1	2000	9/8/98 11:30pm	9/9/98 7:00am	07:30	9/9/98 7:00am	101
9/9/98	SP760	YH40	H881 09	JJ	HHP	1600	9/9/98 11:00pm	9/10/98 8:00am	07:00	9/10/98 8:00am	101
9/10/98	SP760	YS40	YWC45 10	JJ	SW1	1730	9/10/98 11:30pm	9/11/98 6:35am	07:05	9/11/98 6:35am	101
9/11/98	SP760	YS40	YWC40 11	JJ	SW1	1625	9/11/98 11:00pm	9/12/98 6:45am	07:45	9/12/98 6:45am	101
9/12/98	SP760	YS40	YWC45 12	JJ	HTF	1645	9/12/98 11:30pm	9/13/98 6:35am	07:05	9/13/98 6:35am	101
9/13/98	SP760	YS40	YWC45 13	JJ	HTF	1655	9/13/98 11:30pm	9/14/98 4:55am	05:25	9/14/98 4:55am	101
9/15/98	SP760	YS40	YWC44 15	JJ	SW1	+2400	9/15/98 11:30pm	9/16/98 4:15am	04:45	9/16/98 4:15am	101
9/17/98	SP760	YS40	YWC20 17	JJ	SW2	+2400	9/17/98 7:00am	9/17/98 1:00pm	06:00	9/17/98 1:00pm	101
9/17/98	SP760	YS40	YWC45 17	JJ	HTF	1030	9/17/98 11:30pm	9/18/98 5:30am	06:00	9/18/98 5:30am	101

1.99-06-005



# Total and Average On Duty Time for

Date Range: 09/08/97 - 03/18/99

Name: II

Pos: SWI

On Duty Date	Circ#	Board	Train	Name	Pos	Prior OT	On Duty	Off Duty	Time	Final Tie Up Time	HAZ	
9/20/98	SP760	YS40	YWC20	20	II	SWI	+2400	9/20/98 7:00am	9/20/98 12:40pm	05:40	9/20/98 12:40pm	III
9/20/98	SP760	YS40	YWC45	20	II	HTF	1050	9/20/98 11:30pm	9/21/98 1:20am	04:50	9/21/98 1:20am	III
9/22/98	SP760	YS40	WCX46	22	II	HTF	+2400	9/22/98 4:30pm	9/23/98 12:05am	07:35	9/23/98 12:05am	III
9/23/98	SP760	YS40	YWC10	23	II	HTF	2256	9/23/98 11:00pm	9/24/98 6:00am	07:00	9/24/98 6:00am	III
9/24/98	SP760	YS40	YWC31	24	II	SW2	0930	9/24/98 3:30pm	9/24/98 10:35pm	07:05	9/24/98 10:35pm	III
9/25/98	SP760	YS40	YWC31	25	II	SW2	1665	9/25/98 3:30pm	9/25/98 8:40pm	05:10	9/25/98 8:40pm	III
9/26/98	SP760	YS40	YWC31	26	II	SW2	1850	9/26/98 3:30pm	9/26/98 10:40pm	07:10	9/26/98 10:40pm	III
9/27/98	SP760	YS40	YWC31	27	II	SW2	1650	9/27/98 3:30pm	9/27/98 10:35pm	07:05	9/27/98 10:35pm	III
9/28/98	SP760	YS40	YWC31	28	II	SW2	1655	9/28/98 3:30pm	9/28/98 8:55pm	05:25	9/28/98 8:55pm	III
9/30/98	SP760	YS40	YWC21	30	II	SW2	+2400	9/30/98 7:30am	9/30/98 2:15pm	06:45	9/30/98 2:15pm	III
10/1/98	SP760	YS40	YWC20	01	II	SW2	1645	10/1/98 7:00am	10/1/98 3:45pm	06:45	10/1/98 3:45pm	III
10/2/98	SP760	YS40	YWC20	02	II	SW2	1515	10/2/98 7:00am	10/2/98 12:05pm	05:05	10/2/98 12:05pm	III
10/3/98	SP760	YS40	YWC76	03	II	SW2	+2400	10/3/98 3:30pm	10/3/98 8:55pm	03:25	10/3/98 8:55pm	III
10/4/98	SP760	YS40	YWC76	04	II	SW2	2035	10/4/98 3:30pm	10/4/98 7:40pm	04:10	10/4/98 7:40pm	III
10/8/98	SP760	YS40	YWC31	08	II	SW2	+2400	10/8/98 3:30pm	10/8/98 10:50pm	07:20	10/8/98 10:50pm	III
10/9/98	SP760	YS40	YWC31	09	II	SW2	1640	10/9/98 3:30pm	10/9/98 8:55pm	05:25	10/9/98 8:55pm	III
10/10/98	SP760	YS40	YWC31	10	II	SW2	1835	10/10/98 3:30pm	10/10/98 10:50pm	07:20	10/10/98 10:50pm	III
10/11/98	SP760	YS40	YWC31	11	II	SW2	1640	10/11/98 3:30pm	10/11/98 10:45pm	07:15	10/11/98 10:45pm	III
10/12/98	SP760	YS40	YWC31	12	II	SW2	1645	10/12/98 3:30pm	10/12/98 8:30pm	05:00	10/12/98 8:30pm	III
10/15/98	SP760	YS40	YWC31	15	II	SW2	+2400	10/15/98 3:30pm	10/15/98 9:00pm	05:30	10/15/98 9:00pm	III
10/16/98	SP760	YS40	YWC31	16	II	SW2	1830	10/16/98 3:30pm	10/16/98 8:45pm	05:15	10/16/98 8:45pm	III
10/17/98	SP760	YS40	YWC31	17	II	SW2	1845	10/17/98 3:30pm	10/17/98 10:30pm	07:00	10/17/98 10:30pm	III
10/18/98	SP760	YS40	YWC31	18	II	SW2	1700	10/18/98 3:30pm	10/18/98 10:40pm	07:10	10/18/98 10:40pm	III
10/18/98	SP760	YS40	WC31X	19	II	FOR	1650	10/18/98 3:30pm	10/18/98 4:45pm	01:15	10/18/98 4:45pm	III
10/21/98	SP760	YS40	YWC21	21	II	SW1	+2400	10/21/98 7:30am	10/21/98 3:10pm	07:40	10/21/98 3:10pm	III
10/22/98	SP760	YS40	YWC20	22	II	SW1	1550	10/22/98 7:00am	10/22/98 12:50pm	05:50	10/22/98 12:50pm	III
10/23/98	SP760	YS40	YWC20	23	II	SW1	1810	10/23/98 7:00am	10/23/98 3:00pm	08:00	10/23/98 3:00pm	III
10/24/98	SP760	YS40	YWC76	24	II	SW1	+2400	10/24/98 3:30pm	10/24/98 8:55pm	03:25	10/24/98 8:55pm	III
10/25/98	SP760	YS40	YWC76	25	II	SW1	2036	10/25/98 3:30pm	10/25/98 9:20pm	05:50	10/25/98 9:20pm	III
10/29/98	SP760	YS40	YWC20	29	II	SW1	+2400	10/29/98 7:00am	10/29/98 12:30pm	05:30	10/29/98 12:30pm	III
10/30/98	SP760	YS40	YWC20	30	II	SW1	1830	10/30/98 7:00am	10/30/98 3:35pm	08:35	10/30/98 3:35pm	III
10/31/98	SP760	YS40	YWC76	31	II	SW1	2356	10/31/98 3:30pm	10/31/98 9:30pm	06:00	10/31/98 9:30pm	III
11/1/98	SP760	YS40	YWC76	01	II	SW1	1800	11/1/98 3:30pm	11/1/98 7:10pm	03:40	11/1/98 7:10pm	III
11/5/98	SP760	YS40	YWC20	05	II	SW2	+2400	11/5/98 7:00am	11/5/98 3:00pm	08:00	11/5/98 3:00pm	III
11/8/98	SP760	YS40	YWC40	08	II	HTF	+2400	11/8/98 11:00pm	11/7/98 6:50am	07:50	11/7/98 6:50am	III
11/7/98	SP760	YS40	YWC76	07	II	SW1	0840	11/7/98 3:30pm	11/7/98 8:00pm	04:30	11/7/98 8:00pm	III
11/8/98	SP760	YS40	YWC76	08	II	SW1	1930	11/8/98 3:30pm	11/9/98 3:10am	11:40	11/9/98 3:10am	III
11/11/98	SP760	YS40	YWC21	11	II	SW1	+2400	11/11/98 7:30am	11/11/98 4:00pm	06:30	11/11/98 4:00pm	III

1.99-06-005

# Total and Average On Duty Time for

Date Range: 09/02/97 - 03/12/99

On Duty Date	Circ#	Board	Trains	Name	Pos	Prior OT	Name: H.	On Duty	Off Duty	Time	Final Tie Up Time	Hr
11/12/98	SP760	YS40	YWC20	12	H	SWI	1500	11/12/98 7:00am	11/12/98 1:20pm	06:20	11/12/98 1:20pm	1011
11/13/98	SP760	YS40	YWC20	13	H	SWI	1740	11/13/98 7:00am	11/13/98 2:45pm	07:45	11/13/98 2:45pm	1011
11/14/98	SP760	YS40	YWC76	14	H	SWI	+2400	11/14/98 3:30pm	11/14/98 9:50pm	06:20	11/14/98 9:50pm	1011
11/15/98	SP760	YS40	YWC76	15	H	SWI	1740	11/15/98 3:30pm	11/15/98 9:40pm	06:10	11/15/98 9:40pm	1011
11/17/98	SP760	YS40	YWC30	17	H	SWI	+2400	11/17/98 3:00pm	11/17/98 9:05pm	06:05	11/17/98 9:05pm	1011
11/18/98	SP760	YS40	YWC30	18	H	SWI	1755	11/18/98 3:00pm	11/18/98 10:35pm	07:35	11/18/98 10:35pm	1011
11/19/98	SP760	YS40	YWC30	19	H	SWI	1625	11/19/98 3:00pm	11/19/98 9:05pm	06:05	11/19/98 9:05pm	1011
11/25/98	SP760	YS10	YWC30	25	H	SWI	+2400	11/25/98 3:00pm	11/25/98 11:00pm	08:00	11/25/98 11:00pm	1011
11/27/98	SP760	YS40	YWC30	27	H	SWI	+2400	11/27/98 3:00pm	11/27/98 10:05pm	07:05	11/27/98 10:05pm	1011
11/28/98	SP760	YS40	YWC30	28	H	SWI	1655	11/28/98 3:00pm	11/28/98 10:15pm	07:15	11/28/98 10:15pm	1011
12/21/98	SP760	YH40	HX681	21	H	HOS	+2400	12/21/98 11:00pm	12/22/98 7:00am	08:00	12/22/98 7:00am	1011
12/23/98	SP760	YH40	XH680	23	H	HOS	+2400	12/23/98 11:00pm	12/24/98 7:05am	08:05	12/24/98 7:05am	1011
12/28/98	SP760	YH40	XH781	28	H	HOS	+2400	12/28/98 3:00pm	12/28/98 10:00pm	07:00	12/28/98 10:00pm	1011
12/29/98	SP760	YH40	XH780	29	H	HHP	1700	12/29/98 3:00pm	12/29/98 10:50pm	07:50	12/29/98 10:50pm	1011
12/30/98	SP760	YH40	XH780	30	H	HOS	1610	12/30/98 3:00pm	12/30/98 10:55pm	07:55	12/30/98 10:55pm	1011
1/4/99	SP760	YH40	XH681	04	H	HHP	+2400	1/4/99 7:00am	1/4/99 2:10pm	07:10	1/4/99 2:10pm	1011
1/5/99	SP760	YH40	XH681	05	H	HOS	1650	1/5/99 7:00am	1/5/99 3:50pm	08:50	1/5/99 3:50pm	1011
1/6/99	SP760	YH40	H781	06	H	HHP	2310	1/6/99 3:00pm	1/6/99 10:05pm	07:05	1/6/99 10:05pm	1011
1/7/99	SP760	YH40	H880	07	H	HOS	+2400	1/7/99 11:00pm	1/8/99 6:55am	07:55	1/8/99 6:55am	1011
1/9/99	SP760	YH40	H780	09	H	HOS	+2400	1/9/99 3:00pm	1/9/99 11:00pm	08:00	1/9/99 11:00pm	1011
1/10/99	SP760	YH40	H780	10	H	HOS	1600	1/10/99 3:00pm	1/10/99 10:45pm	07:45	1/10/99 10:45pm	1011
1/11/99	SP760	YH40	H880	11	H	HOS	+2400	1/11/99 11:00pm	1/12/99 6:30am	07:30	1/12/99 6:30am	1011
1/14/99	SP760	YH40	H780	14	H	HOS	+2400	1/14/99 3:00pm	1/14/99 10:46pm	07:45	1/14/99 10:45pm	1011
1/16/99	SP760	YH40	H680	16	H	HOS	+2400	1/16/99 7:00am	1/16/99 3:20pm	08:20	1/16/99 3:20pm	1011
1/17/99	SP760	YH40	H881	17	H	HOS	+2400	1/17/99 11:00pm	1/18/99 8:00am	07:00	1/18/99 8:00am	1011
1/19/99	SP760	YH40	H881	19	H	HHP	+2400	1/19/99 11:00pm	1/20/99 6:40am	07:40	1/20/99 6:40am	1011
1/22/99	SP760	YH40	H881	22	H	HOS	+2400	1/22/99 11:00pm	1/23/99 5:15am	06:15	1/23/99 5:15am	1011
1/24/99	SP760	YH40	H880	24	H	HOS	+2400	1/24/99 11:00pm	1/25/99 6:40am	07:40	1/25/99 6:40am	1011
1/26/99	SP760	YH40	H680	26	H	HHP	+2400	1/26/99 7:00am	1/26/99 2:27pm	07:27	1/26/99 2:27pm	1011
1/28/99	SP760	YH40	H681	28	H	HHP	+2400	1/28/99 7:00am	1/28/99 1:50pm	06:50	1/28/99 1:50pm	1011
1/30/99	SP760	YH40	H681	30	H	HOS	+2400	1/30/99 7:00am	1/30/99 1:35pm	06:35	1/30/99 1:35pm	1011
1/31/99	SP760	YH40	H780	31	H	HOS	+2400	1/31/99 3:00pm	1/31/99 10:40pm	07:40	1/31/99 10:40pm	1011
2/1/99	SP760	YH40	H780	01	H	HHP	1620	2/1/99 3:00pm	2/1/99 10:25pm	07:25	2/1/99 10:25pm	1011
2/2/99	SP760	YH40	H780	02	H	HHP	1635	2/2/99 3:00pm	2/2/99 11:00pm	08:00	2/2/99 11:00pm	1011
2/4/99	SP760	YH40	H881	04	H	HHP	+2400	2/4/99 7:00am	2/4/99 1:55pm	06:55	2/4/99 1:55pm	1011
2/6/99	SP760	YH40	H881	06	H	HHP	+2400	2/6/99 7:00am	2/6/99 1:40pm	06:40	2/6/99 1:40pm	1011
2/7/99	SP760	YH40	H780	07	H	HOS	+2400	2/7/99 3:00pm	2/7/99 10:35pm	07:35	2/7/99 10:35pm	1011
2/10/99	SP760	YH40	H881	10	H	HHP	+2400	2/10/99 11:00pm	2/11/99 5:50am	06:50	2/11/99 5:50am	1011

1.99-06-005

# Total and Average On Duty Time for

Date Range: 09/08/97 - 05/18/99

					Name: H								Pos: IHP
On Duty Date	Circ#	Board	Train	Name	Pos	Prior OT	On Duty	ON Duty	Time	Final	Tie Up Time	HAHT	
2/12/99	SP760	YH40	H880	12	H	IHP	+2400	2/12/99 11:00pm	2/13/99 6:25am	07:25	2/13/99 6:25am	IHP	
2/13/99	SP760	YH40	H781	13	H	IHP	0451	2/13/99 3:00pm	2/13/99 7:15pm	04:15	2/13/99 7:15pm	IHP	
2/14/99	SP760	YH40	H680	14	H	HOS	0801	2/14/99 7:00am	2/14/99 2:20pm	07:20	2/14/99 2:20pm	IHP	
2/14/99	SP760	YH40	H880	14	H	HOS	0458	2/14/99 11:00pm	2/15/99 7:05am	08:05	2/15/99 7:05am	IHP	
2/15/99	SP760	YH40	H780	15	H	IHP	0411	2/15/99 3:00pm	2/15/99 10:30pm	07:30	2/15/99 11:00pm	IHP	
2/17/99	SP760	YH40	H681	17	H	IHP	+2400	2/17/99 7:00am	2/17/99 1:50pm	08:50	2/17/99 1:50pm	IHP	
2/17/99	SP760	YH40	H681	17	H	IHP	0628	2/17/99 11:00pm	2/18/99 5:55am	08:55	2/18/99 5:55am	IHP	
2/18/99	SP760	YH40	H780	18	H	HOS	0821	2/18/99 3:00pm	2/18/99 10:40pm	07:40	2/18/99 10:40pm	IHP	
2/19/99	SP760	YH40	H880	19	H	HOS	+2400	2/19/99 11:00pm	2/20/99 8:20am	07:20	2/20/99 8:20am	IHP	
2/20/99	SP760	YH40	H781	20	H	HOS	0458	2/20/99 3:00pm	2/20/99 10:20pm	07:20	2/20/99 10:20pm	IHP	
2/21/99	SP760	YH40	H681	21	H	HOS	0458	2/21/99 7:00am	2/21/99 2:15pm	07:15	2/21/99 2:15pm	IHP	
2/22/99	SP760	YH40	H680	22	H	HOS	1301	2/22/99 7:00am	2/22/99 3:00pm	08:00	2/22/99 3:00pm	IHP	
2/23/99	SP760	YH40	H781	23	H	HOS	2018	2/23/99 3:00pm	2/23/99 10:06pm	07:06	2/23/99 10:06pm	IHP	
2/24/99	SP760	YH40	H881	24	H	IHP	+2400	2/24/99 11:00pm	2/25/99 5:55am	08:55	2/25/99 5:55am	IHP	
2/26/99	SP760	YH40	H780	26	H	IHP	+2400	2/26/99 3:00pm	2/26/99 10:30pm	07:30	2/26/99 10:30pm	IHP	
2/27/99	SP760	YH40	H780	27	H	HOS	1248	2/27/99 3:00pm	2/27/99 10:45pm	07:45	2/27/99 10:45pm	IHP	
2/28/99	SP760	YH40	H680	28	H	HOS	0431	2/28/99 7:00am	2/28/99 3:35pm	08:35	2/28/99 3:35pm	IHP	
3/4/99	SP760	YH40	H881	04	H	HOS	+2400	3/4/99 11:00pm	3/5/99 8:40am	07:40	3/5/99 8:40am	IHP	
3/5/99	SP760	YH40	H880	05	H	HOS	1238	3/5/99 11:00pm	3/6/99 8:40am	07:40	3/6/99 8:40am	IHP	
3/6/99	SP760	YH40	H780	06	H	HOS	0438	3/6/99 3:00pm	3/6/99 10:50pm	07:50	3/6/99 10:50pm	IHP	
3/7/99	SP760	YH40	H781	07	H	IHP	1228	3/7/99 3:00pm	3/7/99 10:12pm	07:12	3/7/99 10:12pm	IHP	
3/11/99	SP760	YH40	H881	11	H	IHP	+2400	3/11/99 7:00am	3/11/99 1:35pm	06:35	3/11/99 1:35pm	IHP	
3/12/99	SP760	YH40	H780	12	H	IHP	+2400	3/12/99 3:00pm	3/12/99 10:40pm	07:40	3/12/99 10:40pm	IHP	
3/13/99	SP760	YH40	H780	13	H	HOS	1238	3/13/99 3:00pm	3/13/99 10:55pm	07:55	3/13/99 10:55pm	IHP	
3/14/99	SP760	YH40	H881	14	H	HOS	0421	3/14/99 7:00am	3/14/99 1:45pm	08:45	3/14/99 1:45pm	IHP	
3/14/99	SP760	YH40	H880	14	H	HOS	0631	3/14/99 11:00pm	3/15/99 8:50am	07:50	3/15/99 8:50am	IHP	
3/15/99	SP760	YH40	H781	15	H	HOS	0428	3/15/99 3:00pm	3/15/99 10:15pm	07:15	3/15/99 10:15pm	IHP	
3/16/99	SP760	YH40	H681	16	H	IHP	0601	3/16/99 7:00am	3/16/99 2:45pm	07:45	3/16/99 2:45pm	IHP	
3/16/99	SP760	YH40	H881	16	H	IHP	0431	3/16/99 11:00pm	3/17/99 6:05am	07:05	3/17/99 6:05am	IHP	
3/17/99	SP760	YH40	H881	17	H	IHP	1311	3/17/99 11:00pm	3/18/99 8:00am	07:00	3/18/99 8:00am	IHP	
3/18/99	SP760	YH40	H781	18	H	IHP	0518	3/18/99 3:00pm	3/18/99 9:10pm	06:10	3/18/99 9:10pm	IHP	
3/20/99	SP760	YH40	H881	20	H	HOS	+2400	3/20/99 7:00am	3/20/99 2:05pm	07:05	3/20/99 2:05pm	IHP	
3/20/99	SP760	YH40	H881	20	H	HOS	0511	3/20/99 11:00pm	3/21/99 6:55am	06:55	3/21/99 6:55am	IHP	
3/21/99	SP760	YH40	H781	21	H	IHP	0521	3/21/99 3:00pm	3/21/99 9:45pm	06:45	3/21/99 9:45pm	IHP	
3/22/99	SP760	YH40	H680	22	H	HOS	0531	3/22/99 7:00am	3/22/99 2:25pm	07:25	3/22/99 2:25pm	IHP	
3/23/99	SP760	YH40	H781	23	H	HOS	+2400	3/23/99 3:00pm	3/23/99 10:06pm	07:06	3/23/99 10:06pm	IHP	
3/24/99	SP760	YH40	H780	24	H	HOS	1311	3/24/99 3:00pm	3/24/99 10:35pm	07:35	3/24/99 10:35pm	IHP	
3/25/99	SP760	YH40	H781	25	H	IHP	1241	3/25/99 3:00pm	3/25/99 10:50pm	07:50	3/25/99 10:50pm	IHP	

1.99-06-005

# Total and Average On Duty Time for

Date Range: 09/08/97 - 05/18/99

On Duty Date	Ckr7	Board	Train	Name
3/26/99	SP780	YH40	H881	28 H
3/27/99	SP780	YH40	H880	27 H
3/28/99	SP780	YH40	H780	28 H
3/29/99	SP780	YH40	H780	29 H
3/31/99	SP760	YH40	H881	31 H
4/1/99	SP780	YH40	H881	01 H
4/2/99	SP760	YH40	H880	02 H
4/14/99	SP760	YH40	H680	14 H
4/16/99	SP780	YH40	H780	16 H
4/17/99	SP760	YH40	H780	17 H
4/18/99	SP780	YH40	H781	18 H
4/20/99	SP780	YH40	H881	20 H
4/21/99	SP780	YH40	H780	21 H
4/23/99	SP780	YH40	H781	23 H
4/26/99	SP780	YH40	H780	26 H
4/27/99	SP760	YH40	H780	27 H
4/28/99	SP760	YH40	H780	28 H
4/28/99	SP780	YH40	H780	28 H
4/30/99	SP780	YH40	H780	30 H
5/1/99	SP780	YH40	H780	01 H
5/10/99	SP780	YH40	H780	10 H
5/11/99	SP780	YH40	H780	11 H
5/12/99	SP780	YH40	H780	12 H
5/15/99	SP780	YH40	H780	15 H
5/16/99	SP780	YH40	H780	16 H
5/17/99	SP780	YH40	H780	17 H

Name: H

Pos: HOS

Pos	Prior OT	On Duty	Off Duty	Time	Final Tie Up Time	HAH
HOS	+2400	3/26/99 11:00pm	3/27/99 6:30am	07:30	3/27/99 6:30am	H1
HHP	1246	3/27/99 11:00pm	3/28/99 7:00am	08:00	3/28/99 7:00am	H1
HOS	0416	3/28/99 3:00pm	3/28/99 10:30pm	07:30	3/28/99 10:30pm	H1
HOS	1245	3/29/99 3:00pm	3/29/99 10:15pm	07:15	3/29/99 10:15pm	H1
HHP	+2400	3/31/99 7:00am	3/31/99 1:30pm	06:30	3/31/99 1:30pm	H1
HOS	+2400	4/1/99 11:00pm	4/2/99 6:05am	07:05	4/2/99 6:05am	H1
HHP	1311	4/2/99 11:00pm	4/3/99 6:35am	07:35	4/3/99 6:35am	H1
HHP	+2400	4/14/99 7:00am	4/14/99 2:18pm	07:19	4/14/99 2:18pm	H1
HHP	+2400	4/16/99 3:00pm	4/16/99 10:35pm	07:35	4/16/99 10:35pm	H1
HOS	1241	4/17/99 3:00pm	4/17/99 10:55pm	07:55	4/17/99 10:55pm	H1
HHP	1221	4/18/99 3:00pm	4/18/99 9:55pm	08:55	4/18/99 9:55pm	H1
HOS	+2400	4/20/99 11:00pm	4/21/99 5:40am	06:40	4/21/99 5:40am	H1
HHP	0536	4/21/99 3:00pm	4/21/99 10:35pm	07:35	4/21/99 10:35pm	H1
HHP	+2400	4/23/99 3:00pm	4/23/99 10:20pm	07:20	4/23/99 10:20pm	H1
HHP	+2400	4/26/99 3:00pm	4/26/99 9:55pm	08:55	4/26/99 9:55pm	H1
HHP	1321	4/27/99 3:00pm	4/27/99 10:40pm	07:40	4/27/99 10:40pm	H1
HHP	1238	4/28/99 3:00pm	4/28/99 10:40pm	07:40	4/28/99 10:40pm	H1
HHP	1238	4/28/99 3:00pm	4/28/99 10:50pm	07:50	4/28/99 10:50pm	H1
HHP	1228	4/30/99 3:00pm	4/30/99 10:15pm	07:15	4/30/99 10:15pm	H1
HHP	1301	5/1/99 3:00pm	5/1/99 10:30pm	07:30	5/1/99 10:30pm	H1
HHP	+2400	5/10/99 3:00pm	5/10/99 10:50pm	07:50	5/10/99 10:50pm	H1
HHP	1228	5/11/99 3:00pm	5/11/99 10:40pm	07:40	5/11/99 10:40pm	H1
HHP	1238	5/12/99 3:00pm	5/12/99 10:55pm	07:55	5/12/99 10:55pm	H1
HHP	+2400	5/15/99 3:00pm	5/15/99 10:45pm	07:45	5/15/99 10:45pm	H1
HHP	1231	5/16/99 3:00pm	5/16/99 10:40pm	07:40	5/16/99 10:40pm	H1
HHP	1238	5/17/99 3:00pm	5/17/99 10:40pm	07:40	5/17/99 10:40pm	H1

L99-06-005

DATE	TRANSCRIPT DATA FOR DESCRIPTION	END OF TRANSCRIPT / PRESS PA1 FOR MENU D	
122597	TITL/LOC YARD BRAKEMAN	COLTON	CA 807
121497	TITL/LOC YARD BRAKEMAN	COLTON	CA 807
121297	TITL/LOC YARD BRAKEMAN	COLTON	CA 807
120197	TITL/LOC YARD BRAKEMAN	COLTON	CA 807
112997	TITL/LOC YARD BRAKEMAN	COLTON	CA 807
101297	TITL/LOC YARD BRAKEMAN	COLTON	CA 807
091897	BEN5 METRA HEALTH MEMBER	COLTON	CA 807
091397	NM01		
090897	NEW HIRE THRU FRT BRAKEMAN	COLTON	CA 807

(Conductor Local Qualification Date 4/19/98)

PRESS PA1 TO SEE MORE . . .  
D

DATE	TRANSCRIPT DATA FOR		DESCRIPTION			
042899	TITL/LOC	OUTSIDE	HOTLER HLPR	WEST COLTN	CA	807
011599	TITL/LOC	THRU FRT	FIREMAN	WEST COLTN	CA	807
120598	TITL/LOC	THRU FRT	CONDUCTOR	WEST COLTN	CA	807
120198	TITL/LOC	THRU FRT	BRAKEMAN	LOS ANGELE	CA	807
082898	TITL/LOC	THRU FRT	CONDUCTOR	WEST COLTN	CA	807
081798	BUMP	THRU FRT	BRAKEMAN	WEST COLTN	CA	807
063098	EA01					
061898	TITL/LOC	THRU FRT	CONDUCTOR	COLTON	CA	807
061398	BUMP	THRU FRT	BRAKEMAN	COLTON	CA	807
060998	BID	THRU FRT	CONDUCTOR	COLTON	CA	807
051898	UPS1 UP	SHARES UP	SHARES PARTICIPANT - 1998			
042198	TITL/LOC	YARD	BRAKEMAN	COLTON	CA	807
031998	TITL/LOC	THRU FRT	BRAKEMAN	COLTON	CA	807
020198	TITL/LOC	YARD	BRAKEMAN	COLTON	CA	807
012698	TITL/LOC	YARD	BRAKEMAN	COLTON	CA	807
012398	TITL/LOC	YARD	BRAKEMAN	COLTON	CA	807
011498	TITL/LOC	YARD	BRAKEMAN	COLTON	CA	807
011298	FORCE ASGN	YARD	BRAKEMAN	COLTON	CA	807
010598	TITL/LOC	YARD	BRAKEMAN	COLTON	CA	807
010298	BUMP	YARD	BRAKEMAN	COLTON	CA	807

ASST	CDT	DATE	ASST	CDT	DATE	ASST	CDT	DATE	ASST	CDT	DATE
		10/2/97	1415	AS	00749	TT40	00749	TT40			
		10/12/97	1227	AS	00749	XS41	00749	XS41			
		10/12/97	2127	AS	00749	XS40	00749	XS40			
		10/13/97	1516	AS	00749	YS40	00749	YS40			
		10/13/97	2241	AS	00749	YS40	00749	YS40			
		11/28/97	1401	AS	00749	BS40	00749	BS40			
		11/29/97	756	AS	00749	BS40	00749	BS40			
		12/1/97	547	AS	00749	YS40	00749	YS40			
		12/12/97	2013	AS	00749	BS40	00749	BS40			
		12/12/97	330	AS	00749	BS40	00749	BS40			
		12/12/97	2011	AS	00749	YS40	00749	YS40			
		12/14/97	1240	AS	00749	YS40	00749	YS40			
		12/25/97	655	AS	00749	XS41	00749	XS41			
		12/26/97	49	AS	00749	YS40	00749	YS40			
		12/26/97	1028	AS	00749	YS40	00749	YS40			
		1/2/98	232	AS	00749	BS40	00749	BS40			
		1/2/98	1058	AS	00749	BS40	00749	BS40			
		1/5/98	2136	AS	00749	YS40	00749	YS40			
		1/12/98	547	AS	00749	BS40	00749	BS40			
		1/12/98	928	AS	00749	BS40	00749	BS40			
		1/14/98	818	AS	00749	YS40	00749	YS40			
		1/23/98	732	AS	00749	BS40	00749	BS40			
		1/26/98	846	AS	00749	YS40	00749	YS40			
		2/1/98	1118	AS	00749	XS40	00749	XS40			
		2/2/98	1147	AS	00749	XS41	00749	XS41			
		3/19/98	1350	AS	00749	TC40	00749	TC40			
		3/19/98	1759	AS	00749	TC40	00749	TC40			
		4/21/98	1727	AS	00749	XS41	00749	XS41			
		4/22/98	1216	AS	00749	XB40	00749	XB40			
		4/22/98	1345	AS	00749	XB40	00749	XB40			
		6/9/98	1839	AS	00749	RT40	00749	RT40			
		6/13/98	1011	AS	00749	BT40	00749	BT40			
		6/18/98	1203	AS	00749	XC40	00749	XC40			
		6/22/98	1254	AS	00749	RT40	00749	RT40			
		6/24/98	806	AS	00749	RT40	00749	RT40			
		7/3/98	1134	AS	SP760	RT40	SP760	RT40			
		7/4/98	2037	AS	SP760	RT41	SP760	RT41			
		8/17/98	1526	AS	SP760	BT40	SP760	BT40			
		8/18/98	833	AS	SP760	RT41	SP760	RT41			
		8/22/98	1104	AS	SP760	RT41	SP760	RT41			
		8/28/98	1406	AS	SP760	XC40	SP760	XC40			
		12/1/98	819	AS	SP760	BT40	SP760	BT40			
		12/1/98	1200	AS	0809	BT20	0809	BT20			
		12/5/98	750	AS	SP760	TF40	SP760	TF40			
		1/15/99	1708	AS	SP760	XH40	SP760	XH40			
		4/23/99	900	AS	SP760	YH40	SP760	YH40			
		4/28/99	1131	AS	SP760	YH40	SP760	YH40			

# Total and Average On Duty Time for

Date Range: 09/03/97 - 03/18/99

On Duty Date	Circ7	Board	Train	Name	Pos	Prior OT	On Duty	Off Duty	Time	Final Tie Up Time	HA/II
10/13/97	CX749	YS40	YC663	13 D	SW1	1600	10/13/97 7:30am	10/13/97 7:30pm	12:00	10/13/97 7:30pm	III
10/16/97	CX749	YS40	YC761	16 D	SW2	7000	10/16/97 3:30pm	10/16/97 8:20pm	04:50	10/16/97 8:20pm	III
10/17/97	CX749	YS40	YC761	17 D	SW2	2110	10/17/97 3:30pm	10/17/97 9:50pm	06:20	10/17/97 9:50pm	III
10/18/97	CX749	YS40	YC761	18 D	SW2	1940	10/18/97 3:30pm	10/18/97 10:00pm	06:30	10/18/97 10:00pm	III
10/19/97	CX749	YS40	YC761	19 D	SW2	1930	10/19/97 3:30pm	10/19/97 10:10pm	06:40	10/19/97 10:10pm	III
10/20/97	CX749	YS40	YC761	20 D	SW2	1720	10/20/97 3:30pm	10/20/97 11:10pm	07:40	10/20/97 11:10pm	III
10/23/97	CX749	YS40	YC761	23 D	SW2	6420	10/23/97 3:30pm	10/23/97 11:00pm	07:30	10/23/97 11:00pm	III
10/24/97	CX749	YS40	YC761	24 D	SW2	1600	10/24/97 3:30pm	10/24/97 11:30pm	08:00	10/24/97 11:30pm	III
10/25/97	CX749	YS40	YC761	25 D	SW2	1600	10/25/97 3:30pm	10/25/97 10:50pm	07:20	10/25/97 10:50pm	III
10/26/97	CX749	YS40	YC761	26 D	SW2	1840	10/26/97 3:30pm	10/26/97 11:05pm	07:35	10/26/97 11:05pm	III
10/27/97	CX749	YS40	YC761	27 D	SW2	1625	10/27/97 3:30pm	10/27/97 9:00pm	05:30	10/27/97 9:00pm	III
10/30/97	CX749	YS40	YC761	30 D	SW2	6800	10/30/97 3:30pm	10/30/97 9:20pm	05:50	10/30/97 9:20pm	III
10/31/97	CX749	YS40	YC761	31 D	SW2	1810	10/31/97 3:30pm	11/1/97 12:05am	08:35	11/1/97 12:05am	III
11/1/97	CX749	YS40	YC761	01 D	SW2	1525	11/1/97 3:30pm	11/1/97 11:10pm	07:40	11/1/97 11:10pm	III
11/2/97	CX749	YS40	YC761	02 D	SW2	1620	11/2/97 3:30pm	11/2/97 11:15pm	07:45	11/2/97 11:15pm	III
11/3/97	CX749	YS40	YC761	03 D	SW2	1815	11/3/97 3:30pm	11/3/97 11:20pm	07:50	11/3/97 11:20pm	III
11/6/97	CX749	YS40	YC761	06 D	SW2	6410	11/6/97 3:30pm	11/7/97 12:10am	08:40	11/7/97 12:10am	III
11/7/97	CX749	YS40	YC761	07 D	SW2	1520	11/7/97 3:30pm	11/7/97 11:55pm	08:25	11/7/97 11:55pm	III
11/8/97	CX749	YS40	YC761	08 D	SW2	1535	11/8/97 3:30pm	11/8/97 11:20pm	07:50	11/8/97 11:20pm	III
11/9/97	CX749	YS40	YC761	09 D	SW2	1610	11/9/97 3:30pm	11/9/97 10:30pm	07:00	11/9/97 10:30pm	III
11/10/97	CX749	YS40	YC761	10 D	SW2	1700	11/10/97 3:30pm	11/10/97 9:40pm	06:10	11/10/97 9:40pm	III
11/13/97	CX749	YS40	YC761	13 D	SW2	6550	11/13/97 3:30pm	11/13/97 10:00pm	06:30	11/13/97 10:00pm	III
11/14/97	CX749	YS40	YC761	14 D	SW2	1730	11/14/97 3:30pm	11/14/97 11:20pm	07:50	11/14/97 11:20pm	III
11/15/97	CX749	YS40	YC761	15 D	SW2	1810	11/15/97 3:30pm	11/15/97 11:00pm	07:30	11/15/97 11:00pm	III
11/16/97	CX749	YS40	YC761	16 D	SW2	1830	11/16/97 3:30pm	11/16/97 11:55pm	08:25	11/16/97 11:55pm	III
11/17/97	CX749	YS40	YC761	17 D	SW2	1530	11/17/97 3:30pm	11/17/97 8:55pm	05:25	11/17/97 8:55pm	III
11/20/97	CX749	YS40	YC761	20 D	SW1	6635	11/20/97 3:30pm	11/20/97 11:40pm	08:10	11/20/97 11:40pm	III
11/21/97	CX749	YS40	YC761	21 D	SW2	1550	11/21/97 3:30pm	11/21/97 9:25pm	05:55	11/21/97 9:25pm	III
11/22/97	CX749	YS40	YC761	22 D	SW2	1806	11/22/97 3:30pm	11/22/97 11:00pm	07:30	11/22/97 11:00pm	III
11/23/97	CX749	YS40	YC761	23 D	SW2	1630	11/23/97 3:30pm	11/23/97 11:05pm	07:35	11/23/97 11:05pm	III
11/24/97	CX749	YS40	YC761	24 D	SW2	1625	11/24/97 3:30pm	11/24/97 9:20pm	05:50	11/24/97 9:20pm	III
11/27/97	CX749	YS40	YC761	27 D	SW2	6810	11/27/97 3:30pm	11/27/97 11:45pm	08:15	11/27/97 11:45pm	III
11/28/97	CX749	YS40	YC761	28 D	SW2	1545	11/28/97 3:30pm	11/28/97 9:20pm	05:50	11/28/97 9:20pm	III
12/3/97	CX749	YS40	YC661	03 D	SW2	9959	12/3/97 7:30am	12/3/97 1:30pm	06:00	12/3/97 1:30pm	III
12/4/97	CX749	YS40	YC660	04 D	SW2	1730	12/4/97 7:00am	12/4/97 3:15pm	08:15	12/4/97 3:15pm	III
12/5/97	CX749	YS40	YC660	05 D	SW2	1545	12/5/97 7:00am	12/5/97 2:35pm	07:35	12/5/97 2:35pm	III
12/8/97	CX749	YS40	YC768	08 D	SW2	2455	12/8/97 3:30pm	12/8/97 7:30pm	04:00	12/8/97 7:30pm	III
12/7/97	CX749	YS40	YC768	07 D	SW2	2000	12/7/97 3:30pm	12/7/97 8:10pm	04:40	12/7/97 8:10pm	III

199-06-005



# Total and Average On Duty Time for

Date Range: 09/08/97 - 05/18/99

Name: D

Pos: SW2

On Duty Date	Circ#	Board	Train	Name	E	Pos	Prior OT	On Duty	Off Duty	Time	Final Tie Up Time	HA/HT
12/10/97	CX749	YS40	YC661	10	D	SW2	5920	12/10/97 7:30am	12/10/97 3:30pm	08:00	12/10/97 3:30pm	III
12/11/97	CX749	YS40	YC660	11	D	SW2	1530	12/11/97 7:00am	12/11/97 3:00pm	08:00	12/11/97 3:00pm	III
12/12/97	CX749	YS40	XC660	12	D	FBY	1600	12/12/97 7:00am	12/12/97 1:30pm	06:30	12/12/97 1:30pm	III
12/15/97	CX749	YS40	YC669	15	D	FOR	6600	12/15/97 7:30am	12/15/97 1:15pm	05:45	12/15/97 1:15pm	III
12/16/97	CX749	YS40	YC659	16	D	SW1	1815	12/16/97 7:30am	12/16/97 3:30pm	08:00	12/16/97 3:30pm	III
12/17/97	CX749	YS40	YC769	17	D	SW1	2400	12/17/97 3:30pm	12/17/97 11:40pm	08:10	12/17/97 11:40pm	III
12/18/97	CX749	YS40	YC769	18	D	SW1	1550	12/18/97 3:30pm	12/18/97 11:30pm	08:00	12/18/97 11:30pm	III
12/19/97	CX749	YS40	YC870	19	D	SW1	2400	12/19/97 11:30pm	12/20/97 7:05am	07:35	12/20/97 7:05am	III
12/22/97	CX749	YS40	YC669	22	D	SW1	4825	12/22/97 7:30am	12/22/97 4:05pm	08:35	12/22/97 4:05pm	III
12/23/97	CX749	YS40	YC669	23	D	SW1	1525	12/23/97 7:30am	12/23/97 3:15pm	07:45	12/23/97 3:15pm	III
12/24/97	CX749	YS40	YC769	24	D	FOR	2415	12/24/97 3:30pm	12/24/97 7:45pm	04:15	12/24/97 7:45pm	III
12/25/97	CX749	YS40	YC860	25	D	HTF	2715	12/25/97 11:00pm	12/26/97 6:54am	07:54	12/26/97 6:54am	III
12/26/97	CX749	YS40	YC860	26	D	HTF	1606	12/26/97 11:00pm	12/27/97 6:25am	07:25	12/27/97 6:25am	III
12/30/97	CX749	YS40	YC860	30	D	HTF	8835	12/30/97 11:00pm	12/31/97 6:50am	07:50	12/31/97 6:50am	III
12/31/97	CX749	YS40	YC860	31	D	HTF	1610	12/31/97 11:00pm	1/1/98 6:35am	07:35	1/1/98 6:35am	III
1/1/98	CX749	YS40	YC860	01	D	HTF	1625	1/1/98 11:00pm	1/2/98 4:55am	05:55	1/2/98 4:55am	III
1/5/98	CX749	YS40	YC862	05	D	SW1	9036	1/5/98 11:30pm	1/8/98 5:05am	05:35	1/8/98 5:05am	III
1/8/98	CX749	YS40	YC862	08	D	SW1	+2400	1/8/98 11:30pm	1/9/98 7:30am	08:00	1/9/98 7:30am	III
1/9/98	CX749	YS40	YC862	09	D	SW1	1800	1/9/98 11:30pm	1/10/98 4:47am	05:17	1/10/98 4:47am	III
1/10/98	CX749	YS40	YC862	10	D	HTF	1843	1/10/98 11:30pm	1/11/98 7:10am	07:40	1/11/98 7:10am	III
1/11/98	CX749	YS40	YC862	11	D	SW1	1820	1/11/98 11:30pm	1/12/98 7:15am	07:45	1/12/98 7:15am	III
1/15/98	CX749	YS40	YC860	15	D	SW2	8745	1/15/98 11:00pm	1/16/98 6:50am	07:50	1/16/98 6:50am	III
1/16/98	CX749	YS40	YC860	16	D	SW2	1610	1/16/98 11:00pm	1/17/98 6:50am	07:50	1/17/98 6:50am	III
1/17/98	CX749	YS40	YC860	17	D	SW2	1610	1/17/98 11:00pm	1/18/98 4:35am	05:35	1/18/98 4:35am	III
1/20/98	CX749	YS40	YC860	20	D	SW2	6923	1/20/98 11:00pm	1/21/98 4:40am	05:40	1/21/98 4:40am	III
1/26/98	CX749	YS40	YC863	26	D	SW1	+2400	1/26/98 11:30pm	1/27/98 6:05am	06:35	1/27/98 6:05am	III
1/27/98	CX749	YS40	YC863	27	D	SW1	1725	1/27/98 11:30pm	1/28/98 5:15am	05:45	1/28/98 5:15am	III
2/3/98	CX749	YS40	YC661	03	D	SW2	+2400	2/3/98 7:30am	2/3/98 3:05pm	07:35	2/3/98 3:05pm	III
2/7/98	CX749	YS40	YC863	07	D	SW1	+2400	2/7/98 11:30pm	2/8/98 7:00am	07:30	2/8/98 7:00am	III
2/8/98	CX749	YS40	YC869	08	D	SW1	1630	2/8/98 11:30pm	2/9/98 11:30am	12:00	2/9/98 11:30am	III
2/11/98	CX749	YS40	XKNOCK	11	D	FOR	+2400	2/11/98 3:30pm	2/11/98 11:30pm	08:00	2/11/98 11:30pm	III
2/13/98	CX749	YS40	YC663	13	D	SW1	+2400	2/13/98 7:30am	2/13/98 5:30pm	10:00	2/13/98 5:30pm	III
2/14/98	CX749	YS42	HERDEN	14	D	HDR	1415	2/14/98 7:45am	2/14/98 3:35pm	07:50	2/14/98 3:35pm	III
2/14/98	CX749	YS40	YC664	14	D	SW1	0755	2/14/98 11:30pm	2/15/98 5:25am	05:55	2/15/98 5:25am	III
2/15/98	CX749	YS40	XC769	15	D	SW2	1005	2/15/98 3:30pm	2/15/98 11:30pm	08:00	2/15/98 11:30pm	III
2/16/98	CX749	YS40	XC769	16	D	FOR	1645	2/16/98 4:15pm	2/16/98 11:30pm	07:15	2/16/98 11:30pm	III
2/19/98	CX749	YS40	YC766	19	D	SW1	+2400	2/19/98 3:30pm	2/19/98 8:30pm	05:00	2/19/98 8:30pm	III
2/20/98	CX749	TH40	4 WCHILE	20	D	HLT	0610	2/20/98 4:40am	2/20/98 5:00pm	12:20	2/20/98 5:15pm	III

1.99-06-005