N. P. 1454
5-49

Ptd. in U. S. A.

WORK TRAIN CONDUCTOR'S TIME, LABOR AND CAR REPORT

POINTS BETWEEN WHICH EMPLOYED

DIVISION.....

Date.....19.....

Between.....and.....

Between.....and.....

Between.....and.....

Conductor.....

Brakeman.....

" .....

Began Work at.....M. Closed Work at.....M. Engine No.....

Engineer.....

Cabooses.....No.....No.....No.....

Fireman.....

	INITIALS	NUMBERS	EMPTY OR CONTENTS	KIND	WHERE TAKEN		WHERE LEFT		DATE	MILES		REMARKS
					Loaded	Empty	Loaded	Empty		Loaded	Empty	
1												
2												
3												
4												
5												
6												
7												
8												
9												
10												
11												
12												
13												
14												
15												
16												
17												
18												
19												
20												
21												
22												
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25												
26												
27												
28												
29												
30												
31												

N. P. 1454 B. E.
5-49

	TIME TO	WORK PERFORMED

(1) Conductors (both road and yard crews) will make two copies of this report for all work trains, including wrecking and removing snow, ice, and sand. One report is sufficient for each day's work, the original to be sent to the Car Accountant and the carbon copy to the Division Supt. with time slip.

(2) Give in proper columns, using station numbers, where cars were first taken, and finally left for the day.

(3) Boarding cars, or cars used as such must be reported as loads.

(4) When engaged in picking up wrecks, so state, and show numbers of cars wrecked and cars loaded on; also numbers of cars transferred from and to.

(5) When Steam Shovel Pile Driver, Rotary Plows, Tool Cars, Boarding Cars, etc., are used report both number and class of car.

(6) If Foreign Cars are used, be particular to give the initials of same.

(7) Entire time worked must be fully accounted for from beginning to closing and exact location is required. To illustrate: 7 A.M. to 9 A.M. Laying track MP — to MP —; 8 A.M. to 9 A.M. Ballasting MP— to MP—; 9 A.M. to noon. Distributing telegraph poles MP— to MP—; etc., etc. for entire time of day.

.....
Conductor

Time allowed on this report.....day

.....hours overtime.

.....
In Charge Train Service