

0Y-1
9-2
17-3
25-4
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47-8
50-10
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61-12
69-13
73-14
81-15
89-18
91-19
94-20
97-21

12-16	.10
16-20	.30
20-24	.50
24-28	.70
28-32	.90
32-36	1.10
36-40	1.30
40-50	1.60
50-60	2.10
60-70	2.60

0-10	-	.20
10-15	-	.00
15-20	-	.20
20-25	-	.30
25-30	-	.50
30-40	-	1.00
40-50	-	3.00
50-60	-	5.00
60-70	-	7.00
70-80	-	9.00
80-90	-	11.00
90-100	-	13.00

RAILROAD

Form O. D. 10 4-40 400 bks.
Printed in U. S. A.

	M	19
	M	19
Fireman	Oct 25	1940
Trainman	^{TO}	
Trainman	March 8	1945

[illegible]

Train	Left
1	11:00
2	11:15
3	11:30
4	11:45
5	12:00
6	12:15
7	12:30
8	12:45
9	1:00
10	1:15
11	1:30
12	1:45
13	2:00
14	2:15
15	2:30
16	2:45
17	3:00
18	3:15
19	3:30
20	3:45
21	4:00
22	4:15
23	4:30
24	4:45
25	5:00
26	5:15
27	5:30
28	5:45
29	6:00
30	6:15
31	6:30
32	6:45
33	7:00
34	7:15
35	7:30
36	7:45
37	8:00
38	8:15
39	8:30
40	8:45
41	9:00
42	9:15
43	9:30
44	9:45
45	10:00
46	10:15
47	10:30
48	10:45
49	11:00
50	11:15
51	11:30
52	11:45
53	12:00
54	12:15
55	12:30
56	12:45
57	1:00
58	1:15
59	1:30
60	1:45
61	2:00
62	2:15
63	2:30
64	2:45
65	3:00
66	3:15
67	3:30
68	3:45
69	4:00
70	4:15
71	4:30
72	4:45
73	5:00
74	5:15
75	5:30
76	5:45
77	6:00
78	6:15
79	6:30
80	6:45
81	7:00
82	7:15
83	7:30
84	7:45
85	8:00
86	8:15
87	8:30
88	8:45
89	9:00
90	9:15
91	9:30
92	9:45
93	10:00
94	10:15
95	10:30
96	10:45
97	11:00
98	11:15
99	11:30
100	11:45

M 19

Arrived

M 19

Engine Number	Engineer
1	
2	
3	
4	
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99	
100	

Fireman

Conductor

Trainman

Trainman

Trainman

[illegible]

Form O. D. 10 4-40 400 bks.
Printed in U. S. A.

	M	19
	M	19
Fireman	Dec 19, 1940 Received	
Trainman	\$44.18 Back pay for	
Trainman	Sept 1939	

1940 Dec		Car Number		Seals		Class	Contents	Where		Total Wgt. of Car and Lading	REMARKS
Initials		Loaded	Empty	No. Side	So. Side			Taken	Left		
6	1	10	Odq	7 ⁰⁰ _P	alb.	3 ⁵⁰ _A	Wright				6.83
7	2	9	alb.	5 ⁰⁰ _P	norm.	12 ⁰⁰ _P	—				5.64
8	3	10	norm.	8 ⁰⁰ _P	alb.	6 ¹⁰ _A	—	2.65 yd. train	2 hr 10 min O.T.		10.57
11	4	109	alb.	10 ³⁰ _P	alb.	6 ³⁰ _A	Loffler				7.06
5											30.10
6		.90 -	3%	29.20			29.23	check			
13	7	X 18	alb.	1 ⁰⁰ _P	norm.	6 ³⁰ _P	Oliver				5.64
14	8	X 18	norm.	8 ³⁰ _A	alb.	5 ⁰⁰ _P	—	2.65 yd. train	30 min O.T.		9.29
15	9	9	alb.	5 ⁰⁰ _P	Odq	11 ⁰⁰ _P	Wright				6.83
16	10	.10	Odq	5 ⁰⁰ _P	alb.	14 ⁵ _A	—				6.83
19	11	9	alb.	5 ⁰⁰ _P	Odq	11 ³⁰ _P	—				6.83
12											35.42
13		1.06	3%		34.36		34.33	check			
14											
15											3.2
20	16	10	Odq	5 ⁰⁰ _P	alb.	2 ²⁰ _A	Wright				6.83
21	17	9	alb.	4 ³⁰ _P	norm.	11 ⁴⁵ _P	—				5.64
22	18	10	norm.	5 ³⁰ _P	alb.	2 ⁵⁵ _A	—	2.65 yd. train	1 hr 25 min O.T.		10.31
24	19	9	alb.	3 ⁴⁵ _P	Odq	11 ⁰⁰ _P	Wright				6.83
25	20	10	Odq	2 ⁵⁰ _P	alb.	11 ¹⁵ _P	—				6.83
26	21	109	alb.	10 ⁰⁰ _A	alb.	6 ⁰⁰ _P	Jamie				7.06
22			1.31 - 3%	42.29							43.50
23											
27	24	109	alb.	10 ⁰⁰ _A	alb.	6 ⁰⁰ _P	Jamie				7.06
28	25	109	alb.	10 ⁰⁰ _A	alb.	6 ⁰⁰ _P	—				7.06
26			.42 - 3%	13.70							14.12
27				13.70	41.64		check				
28											
29											
30											
31											
32											
33											
34											
35											
36											
37											
38											
39											
40											
41											
42											
43											
44											

Train	Left
1	10:00
2	10:15
3	10:30
4	10:45
5	11:00
6	11:15
7	11:30
8	11:45
9	12:00
10	12:15
11	12:30
12	12:45
13	13:00
14	13:15
15	13:30
16	13:45
17	14:00
18	14:15
19	14:30
20	14:45
21	15:00
22	15:15
23	15:30
24	15:45
25	16:00
26	16:15
27	16:30
28	16:45
29	17:00
30	17:15
31	17:30
32	17:45
33	18:00
34	18:15
35	18:30
36	18:45
37	19:00
38	19:15
39	19:30
40	19:45
41	20:00
42	20:15
43	20:30
44	20:45
45	21:00
46	21:15
47	21:30
48	21:45
49	22:00
50	22:15
51	22:30
52	22:45
53	23:00
54	23:15
55	23:30
56	23:45
57	00:00
58	00:15
59	00:30
60	00:45
61	01:00
62	01:15
63	01:30
64	01:45
65	02:00
66	02:15
67	02:30
68	02:45
69	03:00
70	03:15
71	03:30
72	03:45
73	04:00
74	04:15
75	04:30
76	04:45
77	05:00
78	05:15
79	05:30
80	05:45
81	06:00
82	06:15
83	06:30
84	06:45
85	07:00
86	07:15
87	07:30
88	07:45
89	08:00
90	08:15
91	08:30
92	08:45
93	09:00
94	09:15
95	09:30
96	09:45
97	10:00
98	10:15
99	10:30
100	10:45

Arrived

Engine Number

Conductor

Trainman

Engineer

Fireman

Trainman

Trainman

M

M

19

19

Jan	Initials	Car Number		Seals		Class	Contents	Where		Total Wgt. of Car and Lading	REMARKS
		Loaded	Empty	No. Side	So. Side			Taken	Left		
31	X20	alb.	100 ⁰⁰ _P	Norw		Hught				5.64	
42	X20	Norw	83 ³⁶ _A	alb.		—				6.73	
63	X53	alb.	83 ³⁶ _A	alb.		—	ice job	30 min	O.T.	6.16	
94	X20	alb.	33 ³⁰ _P	alb.		Rockwood				5.64	
5										24.17	
6		23.44									
7											
108	9	alb.	33 ³⁰ _P	Norw	84 ⁴⁵ _P	N-right				5.64	
119	10	Norwood	85 ⁵⁰ _P	alb.	40 ⁰⁰ _P	—		10 min	O.T.	5.81	
1410	9	alb.	33 ³⁰ _P	Odq.	114 ⁴⁵ _P	—				6.83	
1511	10	Odq.	63 ³⁰ _P	alb.	33 ³⁶ _A	—				6.83	
12										25.11	
13		24.36		24.18	+ 234.7						
14											
15											
1716	109	alb.	100 ⁰⁰ _A	alb.	85 ⁵⁰ _P	Surprise		2 hr 30 min	O.T.	10.82	
1817	109	—	100 ⁰⁰ _A	—	60 ⁰⁰ _P	—				7.06	
1918	15	—	100 ⁰⁰ _A	—	60 ⁰⁰ _P	Oliver	1 hr 2A.			7.76	
2019	15	—	100 ⁰⁰ _A	—	60 ⁰⁰ _P	Surprise				7.06	
2120	X19	alb.	40 ⁰⁰ _P	alb.	93 ³⁵ _P	Rockwood				5.64	
2221	109	alb.	100 ⁰⁰ _A	alb.	60 ⁰⁰ _P	Surprise				7.06	
2322	109	alb.	100 ⁰⁰ _A	alb.	60 ⁰⁰ _P	—				7.06	
23		50.89 -	1.57	37%			50.85			52.46	
24											
2425	109	alb.	100 ⁰⁰ _A	alb.	60 ⁰⁰ _P	Surprise		45 min	O.T.	8.05	
2526	109	alb.	100 ⁰⁰ _A	alb.	72 ²⁵ _P	—		1 hr 25 min	O.T.	8.94	
2627	109	alb.	100 ⁰⁰ _A	alb.	92 ⁵⁰ _P	Oliver	1 ³⁰ SA.	3 hr 20 min	O.T.	12.53	
2728	109	alb.	100 ⁰⁰ _A	alb.	60 ⁰⁰ _P	Surprise				7.06	
2829	109	alb.	100 ⁰⁰ _A	alb.	60 ⁰⁰ _P	—				7.06	
2930	109	alb.	100 ⁰⁰ _A	alb.	60 ⁰⁰ _P	—	1 ⁰⁰ SA			7.76	
3031	109	alb.	100 ⁰⁰ _A	alb.	60 ⁰⁰ _P	—		40 min	O.T.	7.94	
32										59.34	
33		57.56 -	1.78	3%			57.74				
34											
35											
36											
37											
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43											
44											

RUTLAND

L. G. MORPHY,

RAILROAD

RECEIVER

Form O. D. 10 4-40 400 bks.
Printed in U. S. A.

Train	Left	M	19
Arrived		M	19
Engine Number	Engineer	Fireman	
Conductor		Trainman	
Trainman		Trainman	

Jan.	Initials	Car Number		Seals		Class	Contents	Where		Total Wgt. of Car and Lading	REMARKS
		Loaded	Empty	No. Side	So. Side			Taken	Left		
31	1	109	alb.	10 ³⁰ _A	alb.	6 ³⁰ _P	Engine				7.06
31	2	109	—	—	—	7 ¹⁵ _P	—				8.72
2	3	109	—	—	—	7 ³⁰ _P	Hydro 1 ⁵⁰ _{SA}		1 ³⁰ _{O.T.}		10.35
3	4	109	—	—	—	6 ³⁰ _P	Surge				7.06
4	5	9	alb.	5 ⁴⁰ _P	Odq.	1 ⁰⁰ _A	Dishaw				6.83
5	6	10	Odq.	5 ³⁰ _P	alb.	12 ⁵⁵ _A	—				6.83
6	7	9	alb.	3 ⁵⁰ _P	Odq.	11 ³⁰ _P	Oliver				6.83
8	9	109	—	—	—	—	—				53.68
9	10	—	52.07	- 3%	—	—	52.08	chub			
10	—	—	—	—	—	—	—				
11	10	Odq.	5 ⁵⁰ _P	alb.	3 ²⁵ _P	—	Oliver				6.83
12	9	alb.	5 ⁵⁰ _P	Norm.	12 ⁴⁵ _P	—	—				5.64
13	10	Norm.	10 ¹⁵ _P	alb.	8 ³⁰ _P	—	2 ⁰⁵ _{OT}		2.65	1 ¹⁰ _{R.}	11.18
14	9	alb.	4 ¹⁰ _P	Odq.	11 ⁴⁵ _P	—	—				6.83
15	10	Odq.	4 ³⁰ _P	alb.	12 ⁵⁵ _A	—	—				6.83
16	9	alb.	4 ³⁰ _P	Odq.	12 ⁴⁰ _A	—	—				6.83
17	—	—	—	—	—	—	—				44.14
18	—	—	42.82	- 3%	—	—	42.82	chub			
19	—	—	—	—	—	—	—				
20	10	Odq.	1 ¹⁵ _P	alb.	11 ⁴⁵ _P	—	Oliver		49 min.	OT.	7.70
21	9	alb.	3 ⁴⁰ _P	Norm.	9 ⁵⁵ _P	—	—				5.64
22	10	Norm.	4 ⁰⁰ _P	alb.	1 ¹⁰ _A	—	2.64		1 ¹⁰ _{OT}		9.51
23	9	alb.	4 ⁰⁰ _P	Norm.	12 ²⁰ _P	—	—		20 min.	OT	5.99
24	10	Norm.	6 ⁴⁰ _P	alb.	2 ⁰⁰ _A	—	—				5.64
25	9	alb.	3 ³⁰ _P	Norm.	9 ⁰⁵ _P	—	—				5.64
26	10	Norm.	8 ²⁰ _P	alb.	1 ¹⁰ _A	—	—				5.64
27	—	—	44.39	- 3%	—	—	44.36	chub			45.76
28	—	—	—	—	—	—	—				
29	21422	off went to Malone	—	—	—	—	Norman up from New York				
30	9	alb.	3 ³⁰ _P	Odq.	11 ¹⁵ _P	—	Oliver				6.83
31	10	Odq.	2 ⁴⁰ _P	alb.	11 ⁴⁵ _P	—	—				6.83
32	9	alb.	4 ⁴⁰ _P	Odq.	11 ⁵⁵ _P	—	—				6.83
33	10	Odq.	6 ³⁰ _P	alb.	2 ⁴⁰ _P	—	—				6.83
34	9	alb.	4 ⁴⁰ _P	Odq.	1 ⁰⁰ _A	—	—				6.83
35	—	—	—	—	—	—	—				34.15
36	—	—	—	—	—	—	33.10	chub			
37	—	—	—	—	—	—	—				
38	—	—	—	—	—	—	—				
39	—	—	—	—	—	—	—				
40	—	—	—	—	—	—	—				
41	—	—	—	—	—	—	—				
42	—	—	—	—	—	—	—				
43	—	—	—	—	—	—	—				
44	—	—	—	—	—	—	—				

RUTLAND

L. G. MORPHY,

RAILROAD

RECEIVER

Form O. D. 10 4-40 400 bks.
Printed in U. S. A.

Train Left
Arrived
Engine Number Engineer
Conductor
Trainman

2.64 M 19
7.02 M 19
Fireman
Trainman
Trainman

3	Initials	Car Number		Seals		Class	Contents	Where		Total Wgt. of Car and Lading	REMARKS
		Loaded	Empty	No. Side	So. Side			Taken	Left		
28 1	109	alb.	10 $\frac{30}{P}$	alb.	6 $\frac{30}{A}$	Soffler					7.06
29 2	—	—	—	—	—	—		1 hr.	O.T.		8.39
30 3	—	—	—	—	6 $\frac{30}{A}$	—					7.06
31 4	—	—	—	—	—	—					
4 5	—	—	—	—	—	—					
2 6	109	alb.	10 $\frac{30}{P}$	alb.	6 $\frac{30}{A}$	Soffler					7.06
3 7	—	chuck	28.68	—	—	—	.89-3%				29.57
8	—	—	—	—	—	—					
4 9	X 14	alb.	1 $\frac{00}{P}$	Norw	7 $\frac{00}{P}$	Hughes					5.64
5 10	X 14	Norw	8 $\frac{30}{A}$	alb.	5 $\frac{20}{P}$	—	3 hr. S.A. Train	50 min	O.T.		9.64
5 11	109	alb.	10 $\frac{30}{P}$	alb.	5 $\frac{40}{A}$	Soffler					7.06
6 12	109	alb.	10 $\frac{30}{P}$	alb.	6 $\frac{30}{A}$	—					7.06
7 13	—	—	—	—	—	—					
8 14	9	alb.	3 $\frac{30}{P}$	Ogd.	11 $\frac{20}{P}$	Oliver					6.83
9 15	10	Odg	6 $\frac{00}{P}$	alb.	3 $\frac{30}{A}$	—					6.83
16	—	chuck	39.65	—	—	—	1.23-3%	2.15-5%			43.03
17	—	—	—	—	—	—					
11 18	9	alb.	6 $\frac{00}{P}$	Norw	12 $\frac{30}{A}$	Wright					5.64
12 19	10	Norw	4 $\frac{10}{P}$	alb.	1 $\frac{00}{A}$	—	Local Fret.	50 min	O.T.		7.02
13 20	109	alb.	6 $\frac{20}{P}$	alb.	—	Bochus	1 hr. S.A.	20 min	O.T.		8.20
15 21	9	alb.	3 $\frac{40}{P}$	Norw	9 $\frac{30}{P}$	Wright					5.64
16 22	10	Norw	4 $\frac{20}{P}$	alb.	10 $\frac{35}{P}$	—					5.64
23	—	29.60	—	chuck	—	—	1.60-5%	.92-3%			32.14
24	—	—	—	—	—	—					
18 25	CP 17	alb.	1 $\frac{00}{P}$	Norw	6 $\frac{55}{P}$	Hughes					5.64
19 26	X 14	Norw	8 $\frac{30}{A}$	alb.	5 $\frac{55}{P}$	—	2.64 Making up train	1 $\frac{25}{min}$	O.T.		10.32
20 27	9	alb.	3 $\frac{40}{P}$	Odg	12 $\frac{00}{P}$	Soffler					6.83
21 28	10	Ogd	4 $\frac{20}{P}$	alb.	1 $\frac{25}{A}$	—					6.83
22 29	9	alb.	4 $\frac{00}{P}$	Norw	11 $\frac{20}{P}$	Wright					5.64
23 30	10	Norw	4 $\frac{20}{P}$	alb.	2 $\frac{40}{A}$	—	2 hr	O.T.			7.75
31	—	—	—	—	—	—					43.01
32	—	39.62	chuck	—	—	—	39.62	2.16-5%	1.23-3%		
33	—	—	—	—	—	—					
34	—	—	—	—	—	—					
35	—	—	—	—	—	—					
36	—	—	—	—	—	—					
37	—	—	—	—	—	—					
38	—	—	—	—	—	—					
39	—	—	—	—	—	—					
40	—	—	—	—	—	—					
41	—	—	—	—	—	—					
42	—	—	—	—	—	—					
43	—	—	—	—	—	—					
44	—	—	—	—	—	—					

Train	Left	M	19
Arrived		M	19
Engine Number	Engineer	Fireman	
Conductor		Trainman	
Trainman	JUNE 5th	Trainman	

JUNE, 5th

#29.74 Back pay for Oct. 1939

[illegible]

RUTLAND

L. G. MORPHY.

RAILROAD

RECEIVER

Form O. D. 10 4-40 400 bks.

Printed in U. S. A.

Train	Left	M
Arrived	36.66 0.83 <u>1.83</u>	49.14 2.46 <u>51.60</u>
Engine Number	36.66 0.83 <u>1.83</u>	M 49.14 2.46 <u>51.60</u>
Conductor	36.66 0.83 <u>1.83</u>	Fireman 49.14 2.46 <u>51.60</u>
Trainman	36.66 0.83 <u>1.83</u>	Trainman 49.14 2.46 <u>51.60</u>

[illegible]

RUTLAND

L. G. MORPHY.

RAILROAD

RECEIVED

Form O. D. 10 4-40 400 bks.

Printed in U. S. A.

Train	Left	M	19
Arrived	7 34	M	19
Engine Number	Engineer	Fireman	
Conductor		Trainman	
Trainman		Trainman	

Aug	Initials	Car Number		Seals		Class	Contents	Where		Total Wgt. of Car and Lading	REMARKS
		Loaded	Empty	No. Side	So. Side			Taken	Left		
1	X	alb.	1 ⁰⁰ _P	Norw.		Oliver				5.64	
2	X	Norw	8 ³⁰ _A	alb.		—	3 hr making up stock			8.71	
3	109	alb	10 ⁰⁰ _A	alb	6 ⁰⁰ _P	—				7.06	
3	109	—	10 ³⁰ _A	—	6 ³⁰ _A	Jarvis				8.00	
5	109	—	10 ⁰⁰ _A	—	6 ⁰⁰ _P	Surprise				7.06	
6	109	—	10 ⁰⁰ _A	—	6 ⁰⁰ _P	—				7.06	
7	109	—	10 ⁰⁰ _A	—	—	—				7.06	
8										50.59	
9							46.62				
10	check	46.60						2.53-5%	1.44-3%		
11											
12	109	alb.	10 ⁰⁰ _A	alb.	6 ⁰⁰ _P	Surprise				7.06	
13	109	—	—	—	6 ⁰⁰ _P	—	20 min O.T.			7.50	
14	109	—	—	—	6 ⁰⁰ _P	Highlights	1 hr 45 min S.A.			8.30	
15	346	alb	7 ³⁰ _A	alb	8 ³⁰ _P	McKean-Cleland	242 mi			9.54	
16	346	—	7 ³⁰ _A	—	8 ⁴² _P	—	242 mi			9.65	
17										42.05	
18	check	38.77					38.75	2.10-5%	1.20-3%		
19											
20											
21	109	alb	10 ⁰⁰ _A	alb	8 ⁰⁰ _P	Surprise				7.06	
22	109	—	—	—	7 ⁰⁰ _P	—	1 hr 5 min O.T.			8.50	
23	109	—	—	—	6 ⁰⁰ _P	Highlights	2 hr SA			8.47	
24	23	—yd.	—	—	—	Surprise				7.06	
25	109	—	—	—	—	—				7.06	
26	346	—	7 ³⁰ _A	—	8 ⁴³ _P	Cleland-McKean	1 hr 7 min O.T.			9.63	
27	346	—	7 ³⁰ _A	—	8 ³⁰ _P	McKean-Cleland	54 min O.T.			9.48	
28										57.26	
29	check	52.76					52.77	2.86-5%	1.63-3%		
30		Aug 28-24.87		Back Pay for	Dec 1939						
31											
32	346	alb	7 ³⁰ _A	alb	8 ³³ _P	Cleland-McKean	57 min O.T.			9.52	
33	346	—	—	—	—	McKean-Cleland	1 hr 4 min O.T.			9.60	
34	109	alb	10 ³⁰ _P	alb	6 ³⁰ _A	Jarvis				7.06	
35	109	—	10 ⁰⁰ _A	—	6 ⁰⁰ _P	Surprise				7.06	
36	109	—	10 ⁰⁰ _A	—	6 ⁰⁰ _P	—	5 min O.T.			7.17	
37	109	—	—	—	6 ²⁹ _P	—	20 min O.T.			7.50	
38										47.91	
39	check	44.10					44.14	2.40-5%	1.37-3%		
40											
41											
42											
43											
44											

Train	Left	M	19
Arrived		M	19
Engine Number	Engineer	Fireman	
Conductor		Trainman	Sept. 25 1941
Trainman	Sept 18 1941 received	Trainman	Received # 26

Fireman

Trainman

Trainman

Sept. 25 1941
Received \$ 26.22
Back Pay for Feb 1940

Jan 1940

Aug.	Initials	Car Number		Seals		Class	Contents	Where		Total Wgt. of Car and Lading	REMARKS
		Loaded	Empty	No. Side	So. Side			Taken	Left		
29	109	alb	10 ⁰⁰ / _A	alb.	6 ⁰⁰ / _P	Surprise				7.06	
30	—	—	—	—	6 ¹⁰ / _P	—	10 min O.T.	1 hr SA.		7.98	
30	14-37	—	6 ¹⁰ / _P	—	10 ⁴⁰ / _P	Rockwood				5.64	
31	109	—	10 ⁰⁰ / _A	—	6 ⁰⁰ / _P	Pozzetto				7.06	
Sept 1	109	—	—	—	—	Surprise				7.06	
2	109	—	—	—	—	—				7.06	
3	109	—	—	—	—	—				7.06	
4	109	—	—	—	—	—				7.06	
5	—	—	—	—	—	—				55.98	
11	check	51.64		51.58			2.80-5%	1.60-3%			
12	—	—	—	—	—	—					
13	109	alb.	10 ⁰⁰ / _A	alb.	6 ⁰⁰ / _P	Surprise				7.06	
14	55-52	—	7 ³⁰ / _A	—	8 ¹⁵⁰ / _P	McKinn	1 hr	14 min O.T.		9.69	
15	109	—	10 ⁰⁰ / _A	—	6 ⁰⁰ / _P	Dislay				7.06	
16	52-55	alb	7 ³⁰ / _A	alb	8 ⁷⁰⁵ / _P	Cleland Mc Keen		29 min OT		9.19	
17	109	—	10 ⁰⁰ / _A	—	6 ⁰⁰ / _P	Surprise				7.06	
18	109	—	—	—	—	—				7.06	
19	109	—	—	—	—	—				7.06	
20	—	—	—	—	—	—				53.18	
21	—	49.93	check	—	—	49.93	2.71-5%	1.54-3%			
22	—	—	—	—	—	—					
23	109	alb	10 ⁰⁰ / _A	alb.	6 ⁰⁰ / _P	Boehme				7.06	
24	109	—	—	—	6 ¹⁵ / _P	—	.15 min O.T.			7.39	
25	109	—	—	—	6 ⁰⁰ / _P	—				7.06	
26	109	—	—	—	6 ¹⁵ / _P	Surprise	10 min O.T.			7.28	
27	109	—	—	—	6 ¹⁵ / _P	—	15 min O.T.			7.39	
28	109	—	—	—	6 ³⁰ / _P	—	30 min O.T.			7.72	
29	—	—	—	—	—	—				43.90	
30	check	40.50		—	—	40.45	2.20-5%	1.25-3%			
31	—	—	—	—	—	—					
32	—	—	—	—	—	—					
1933	9	alb	5 ⁰⁰ / _P	Norm	11 ⁴⁰ / _P	Sipfler				5.64	
2034	10	Norm	8 ¹³⁰ / _P	alb.	3 ¹²⁰ / _P	—				5.64	
2235	346	alb.	7 ³⁰ / _P	alb	8 ³⁰ / _P	Rockwood	.54 min O.T.			9.47	
2336	109	alb.	10 ⁰⁰ / _A	alb	6 ²⁰ / _P	Surprise	20 min O.T.			7.50	
2437	109	—	—	—	6 ⁰⁰ / _P	—				7.06	
2538	X 15	—	3 ²⁰ / _P	Norm.	12 ⁴⁰ / _P	Dickson				6.34	
39	—	—	—	—	—	—					
40	check	39.96		—	—	38.38	2.08-5%	1.19-3%		41.65	
41	—	—	—	—	—	—					
42	—	—	—	—	—	—					
43	—	—	—	—	—	—					
44	—	—	—	—	—	—					

Train	Left	M	19
Arrived		M	19
Engine Number	Engineer	Fireman	
Conductor		Trainman	
Trainman		Trainman	

Doc.	Initials	Car Number		Seals		Class	Contents	Where		Total Wgt. of Car and Lading	REMARKS
		Loaded	Empty	No. Side	So. Side			Taken	Left		
121	X 14	7 ⁰⁰ _A	122	3 ³⁵ _P	61	Sabourin	35 min O.T.		6.74		
132	X 14	8 ⁰⁰ _A	61	2 ⁴⁰ _P	122	—			6.07		
153	X 14	7 ⁰⁰ _A	122	4 ⁵⁰ _P	61	—	1 hr 50 min O.T.		8.16		
164	X 14	8 ⁰⁰ _A	61	2 ⁵⁰ _P	122	—			6.07		
175	X 14	8 ⁰⁰ _A	122	4 ²⁰ _P	61	—	20 min O.T.		6.45		
186	X 14	8 ⁰⁰ _A	61	2 ⁴⁵ _P	122	—			6.07		
7	check	36.50									
8											
199	X 20	8 ⁰⁰ _A	122	4 ¹⁰ _P	61	Sabourin 1 hr S.A.	10 min O.T.		6.96		
200	X 20	8 ⁰⁰ _A	61	3 ⁰⁰ _P	122	—			6.07		
211	X 20	8 ⁰⁰ _A	122	5 ⁵⁰ _P	61	—	1 hr 50 min O.T.		8.16		
212	X 20	8 ⁰⁰ _A	61	4 ⁵⁰ _P	122	—	50 min O.T.		7.02		
213	X 20	8 ⁰⁰ _A	122	2 ⁵⁰ _P	61	—			6.07		
214	X 20	2 ⁵⁰ _P	61	8 ⁵⁵ _P	122	—			6.07		
15	check	37.20									
16											
217	X 20	7 ⁰⁰ _A	122	3 ³⁵ _P	61	Sabourin			6.74		
218	X 20	8 ⁰⁰ _A	61	3 ⁰⁰ _P	122	—			6.07		
219	X 20	7 ⁰⁰ _A	122	4 ¹⁵ _P	61	—	1 hr 55 min O.T.		8.26		
30	X 18	8 ⁰⁰ _A	61	3 ⁰⁰ _P	122	—			6.07		
3121	X 18	8 ⁰⁰ _A	122	3 ⁵⁰ _P	61	—	1 hr S.A.		6.77		
3122	X 18	3 ⁰⁰ _P	61	6 ³⁰ _P	122	—			6.07		
23											
24	check	37.48									
25											
226	X 18	7 ⁰⁰ _A	122	3 ¹⁵ _P	61	Sabourin	15 min O.T.		6.36		
327	X 18	8 ⁰⁰ _A	61	3 ⁰⁰ _P	122	—			6.07		
528	X 19	7 ⁰⁰ _A	122	5 ²⁰ _P	61	—	1 hr S.A. 2 hr 20 min O.T.		8.93		
629	X 19	8 ⁰⁰ _A	61	3 ³⁰ _P	122	—			6.07		
730	X 19	8 ⁰⁰ _A	122	4 ³⁰ _P	61	—	1 hr S.A. 30 min O.T.		6.64		
831	X 19	8 ⁰⁰ _A	61	3 ³⁰ _P	122	—			6.07		
32									40.14		
33	check	38.32					1.14 - 3%				
34											
935	X 19	7 ⁰⁰ _A	122	2 ⁴⁰ _P	61	Sabourin			6.07		
1036	X 19	8 ⁰⁰ _A	61	3 ³⁰ _P	122	—			6.07		
1237	X 19	8 ²⁰ _A	122	6 ¹⁰ _P	61	—	1 hr 50 min O.T.		8.16		
1338	X 19	8 ⁰⁰ _A	61	3 ⁵⁰ _P	122	—			6.07		
1439	X 19	8 ⁰⁰ _A	122	5 ³⁵ _P	61	—	1 hr 25 min O.T.		7.69		
1540	X 19	8 ⁰⁰ _A	61	5 ³⁰ _P	122	—	1 hr 30 min O.T.		7.78		
41											
42	check	38.61		1.26 - 3%		2.03 - 5%	38.55		41.84		
43											
44											

Train	Left
1	9:30
2	10:00
3	10:30
4	11:00
5	11:30
6	12:00
7	12:30
8	1:00
9	1:30
10	2:00
11	2:30
12	3:00
13	3:30
14	4:00
15	4:30
16	5:00
17	5:30
18	6:00
19	6:30
20	7:00
21	7:30
22	8:00
23	8:30
24	9:00
25	9:30
26	10:00
27	10:30
28	11:00
29	11:30
30	12:00
31	12:30
32	1:00
33	1:30
34	2:00
35	2:30
36	3:00
37	3:30
38	4:00
39	4:30
40	5:00
41	5:30
42	6:00
43	6:30
44	7:00
45	7:30
46	8:00
47	8:30
48	9:00
49	9:30
50	10:00
51	10:30
52	11:00
53	11:30
54	12:00
55	12:30
56	1:00
57	1:30
58	2:00
59	2:30
60	3:00
61	3:30
62	4:00
63	4:30
64	5:00
65	5:30
66	6:00
67	6:30
68	7:00
69	7:30
70	8:00
71	8:30
72	9:00
73	9:30
74	10:00
75	10:30
76	11:00
77	11:30
78	12:00
79	12:30
80	1:00
81	1:30
82	2:00
83	2:30
84	3:00
85	3:30
86	4:00
87	4:30
88	5:00
89	5:30
90	6:00
91	6:30
92	7:00
93	7:30
94	8:00
95	8:30
96	9:00
97	9:30
98	10:00
99	10:30
100	11:00

Left

M

19

Arrived

M

19

Engine Number

Engineer

Fireman

Conductor

Trainman

Trainman

Trainman

[illegible]

RUTLAND

L. G. MORPHY.

RAILROAD

RECEIVED

Form O, D. 10 4-40 400 bks.
Printed in U. S. A.

Train	Left
1	10:00
2	10:15
3	10:30
4	10:45
5	11:00
6	11:15
7	11:30
8	11:45
9	12:00
10	12:15
11	12:30
12	12:45
13	13:00
14	13:15
15	13:30
16	13:45
17	14:00
18	14:15
19	14:30
20	14:45
21	15:00
22	15:15
23	15:30
24	15:45
25	16:00
26	16:15
27	16:30
28	16:45
29	17:00
30	17:15
31	17:30
32	17:45
33	18:00
34	18:15
35	18:30
36	18:45
37	19:00
38	19:15
39	19:30
40	19:45
41	20:00
42	20:15
43	20:30
44	20:45
45	21:00
46	21:15
47	21:30
48	21:45
49	22:00
50	22:15
51	22:30
52	22:45
53	23:00
54	23:15
55	23:30
56	23:45
57	00:00
58	00:15
59	00:30
60	00:45
61	01:00
62	01:15
63	01:30
64	01:45
65	02:00
66	02:15
67	02:30
68	02:45
69	03:00
70	03:15
71	03:30
72	03:45
73	04:00
74	04:15
75	04:30
76	04:45
77	05:00
78	05:15
79	05:30
80	05:45
81	06:00
82	06:15
83	06:30
84	06:45
85	07:00
86	07:15
87	07:30
88	07:45
89	08:00
90	08:15
91	08:30
92	08:45
93	09:00
94	09:15
95	09:30
96	09:45
97	10:00
98	10:15
99	10:30
100	10:45

Arrived

Engine Number

Engineer

Conductor

Trainman

M

M

Fireman

Trainman

Trainman

19

19

Trainman
march & april

	Initials	Car Number		Seals		Class	Contents	Where		Total Wgt. of Car and Lading	REMARKS
		Loaded	Empty	No. Side	So. Side			Taken	Left		
201	X 26	122	7 ⁰⁰ / _A	61	3 ⁰⁰ / _P	Labourin	1 hr. 8 A		6.77		
212	X 26	61	8 ⁰⁰ / _A	122	1 ⁰⁰ / _P	—			6.07		
233	X 26	122	8 ⁰⁰ / _A	61	3 ⁰⁰ / _P	—			6.07		
244	X 26	61	8 ⁰⁰ / _A	122	3 ¹⁰ / _P	—			6.07		
255	X 26	122	8 ⁰⁰ / _A	61	4 ¹⁰ / _P	—			6.64		
266	X 26	61		122	4 ⁰⁰ / _P	—			6.07		
277	check	35.21							37.79		
288											
299											
310	X 26	122	7 ⁰⁰ / _A	61	2 ⁴⁵ / _P	Labourin			6.07		
321	X 26	61	8 ⁰⁰ / _A	122	3 ⁰⁰ / _P	—			6.07		
332	X 26	122	7 ⁰⁰ / _A	61	4 ¹⁵ / _P	—			7.50		
343	X 26	61	8 ⁰⁰ / _A	122	3 ¹⁰ / _P	—			6.07		
354	X 21	122	8 ⁰⁰ / _A	61	3 ⁰⁰ / _P	—			6.07		
365	X 21	61	8 ⁰⁰ / _A	122	3 ¹⁰ / _P	—			6.07		
376	check	35.13							37.85		
387											
398											
409	X 26	122	7 ⁰⁰ / _A	61	3 ⁰⁵ / _P	Labourin	5 min O.T.		6.17		
420	X 26	61	8 ⁰⁰ / _A	122	4 ⁵⁰ / _P	—	50 min O.T.		7.02		
431	X 26	122	7 ⁰⁰ / _A	61	5 ⁴⁰ / _P	—	2 hr 40 min O.T.		9.11		
442	X 26	61	8 ⁰⁰ / _A	122	4 ¹⁵ / _P	—	15 min O.T.		6.36		
453	X 26	122	11 ⁰⁰ / _A	61	9 ¹⁵ / _P	—	1 hr 10 O.T.	1 hr 30 A.	9.34		
464	X 26	61	8 ⁰⁰ / _A	122	4 ³⁰ / _P	—	30 min O.T.		6.64		
475	check	41.19							44.64		
486											
497											
508	X 26	122	8 ⁰⁰ / _A	61	7 ³⁰ / _P	Labourin	3 1/2 hr O.T.	1 hr 30 A.	10.76		
519	X 26	61	8 ⁰⁰ / _A	122	3 ⁰⁰ / _P	—			6.07		
530	X 26	122	7 ⁰⁰ / _A	61	4 ¹⁰ / _P	—	1 hr 30 min O.T.	1 hr 30 A.	8.48		
541	X 26	61	8 ⁰⁰ / _A	122	3 ⁰⁰ / _P	—			6.07		
552	X 26	122	7 ⁰⁰ / _A	61	4 ⁰⁵ / _P	—	1 hr 5 min O.T.	1 hr 30 A.	8.01		
563	X 26	61	8 ⁰⁰ / _A	122	6 ⁵⁰ / _P	—	2 hr 50 min O.T.		9.30		
574	check	45.02							48.69		
585											
596											
607											
618											
629											
640											
651											
662											
673											
684											

Train	Left	M	7 69	19
Arrived		M	8 39	19
Engine Number	Engineer	Fireman		
Conductor		Trainman		
Trainman		Trainman		

Date	Initials	Car Number		Seals		Class	Contents	Where		Total Wgt. of Car and Lading	REMARKS
		Loaded	Empty	No. Side	So. Side			Taken	Left		
April											
171	X 26	122	7 ⁰⁰ / _A	61	3 ⁴⁵ / _P	Sabourin		45 min	O.T.		6.93
182	X 26	61	8 ⁰⁰ / _A	122	2 ⁴⁵ / _P						6.07
203	X 26	122	8 ⁵⁰ / _A	61	4 ⁰⁰ / _P						6.07
214	X 26	61	8 ⁵⁰ / _A	122	3 ¹⁵ / _P						6.07
225	X 26	122	8 ⁰⁰ / _A	61	5 ²⁵ / _P			1 hr 25 min	1 hr. S.A.		8.39
236	X 26	61	8 ⁰⁰ / _A	122	3 ⁴⁵ / _P						6.07
7											39.70
8	check	36.58									
9											
2410	X 20	122	8 ⁰⁰ / _A	61	5 ³⁵ / _P	Sabourin		1 hr 35 min	O.T.		7.88
2511	X 20	61	8 ⁰⁰ / _A	122	3 ³⁰ / _P						6.07
2712	X 20	122	8 ⁰⁰ / _A	61	5 ¹⁰ / _P						7.40
2813	X 20	61	8 ⁰⁰ / _A	122	3 ⁰⁰ / _P						6.07
2914	X 26	122	9 ⁰⁰ / _A	61	6 ⁵⁰ / _P			1 hr 50 min	O.T.		8.16
3015	X 26	61	8 ⁰⁰ / _A	122	3 ³⁰ / _P						6.07
16											
17	check	38.39									
18											
19	X 26	122	7 ⁰⁰ / _A	61	4 ⁴⁵ / _P	Sabourin		1 hr 45 min	O.T.		8.07
20	X 26	61	8 ⁰⁰ / _A	122	3 ⁰⁰ / _P						6.07
21	20109	122	10 ³⁰ / _P	122	6 ³⁰ / _P	Jarvis		2 hr.	S.A.		8.46
22	X 14	122	7 ⁰⁰ / _A	61	6 ¹⁵ / _P	Sabourin		3 hr 15 min	O.T.		9.78
23	X 14	61	8 ⁰⁰ / _A	122	3 ⁴⁰ / _P						6.07
24	X 26	122	9 ³⁰ / _A	61	8 ²⁰ / _P			3 hr.	O.T.		9.49
25	X 26	61	8 ⁰⁰ / _A	122	6 ⁴⁵ / _P			2 hr 45 min	O.T.		9.21
26											59.15
27	check	52.71									
28											
29	X 31	122	8 ²⁰ / _A	61	4 ²⁰ / _P	Sabourin					6.07
30	X 31	61	8 ⁰⁰ / _A	122	3 ⁰⁰ / _P						6.07
31	X 26	122	7 ⁰⁰ / _A	61	4 ¹⁵ / _P						7.50
32	X 26	61	8 ⁰⁰ / _A	122	3 ³⁰ / _P						6.07
33	X 26	122	7 ⁰⁰ / _A	61	7 ²⁰ / _P			4 hrs 20 min	O.T.		11.01
34	X 26	61	8 ⁰⁰ / _A	122	4 ¹⁰ / _P			5 min	O.T.		6.17
35											42.89
36	check	39.53									
37											
38											
39											
40											
41											
42											
43											
44											

Train	Left	M	19
Arrived		M	19
Engine Number	Engineer	Fireman	
Conductor		Trainman	
Trainman		Trainman	

[illegible]

Train	Left	M	19
Arrived		M	19
Engine Number	Engineer	Fireman	
Conductor		Trainman	
Trainman		Trainman	

Date	Initials	Car Number		Seals		Class	Contents	Where		Total Wgt. of Car and Lading	REMARKS
		Loaded	Empty	No. Side	So. Side			Taken	Left		
June 1	X 29	7 ⁰⁰ _A	122	3 ⁴⁰ _P	61	Sabourin		40 min	O.T.	6.83	
2	X 29	8 ⁰⁰ _A	61	2 ⁴⁰ _P	122	—				6.07	
23	X 21	7 ⁰⁰ _A	122	3 ⁰⁰ _P	61	—		10 min	O.T.	6.26	
24	X 21	8 ⁰⁰ _A	61	3 ⁰⁰ _P	122	—				6.07	
25	X 20	9 ⁰⁰ _A	122	4 ³⁰ _P	61	—				6.07	
26	X 20	8 ⁰⁰ _A	61	5 ⁰⁰ _P	122	—		1 hr 50 min	O.T.	8.16	
7											
8	Chuk	38.31									
9											
26 10	X 20	7 ⁰⁰ _A	122	5 ¹⁰ _P	61	Sabourin		2 hr 10 min	O.T.	8.54	
27 11	X 20	8 ⁰⁰ _A	61	2 ⁵⁰ _P	122	—				6.07	
29 12	X 20	7 ⁰⁰ _A	122	3 ¹⁴ _P	61	—				6.83	
30 13	X 20	8 ⁰⁰ _A	61	3 ³⁵ _P	122	—				6.07	
1 14	X 20	7 ⁰⁰ _A	122	3 ¹⁰ _P	61	—				6.26	
2 15	X 20	8 ⁰⁰ _A	61	2 ³⁰ _P	122	—				6.07	
16											
17	Chuk	38.37									
18											
3 19	X	8 ⁰⁰ _A	122		61	Sabourin					
4 20	X	8 ⁰⁰ _A	61		122	—					
6 21											
7 22											
8 23	X 20	7 ⁰⁰ _A	122	3 ⁰⁰ _P	61	Sabourin					
9 24	X 20	8 ⁰⁰ _A	61	3 ⁰⁰ _P	122	—					
25											
26	Chuk	24.05									
27											
28											
10 29	X 20	8 ²⁰ _A	122	5 ⁰⁵ _P	61	Sabourin				6.93	
11 30	X 20	8 ⁰⁰ _A	61	2 ⁵⁰ _P	122	—				6.07	
13 31	X 20	7 ⁰⁰ _A	122	3 ⁴⁰ _P	61	—				6.83	
14 32	X 20	8 ⁰⁰ _A	61	2 ⁴⁰ _P	122	—				6.07	
15 33	X 20	7 ⁰⁰ _A	122	1 ³⁰ _P	61	—				6.07	
16 34	X 20	8 ⁰⁰ _A	61	3 ⁰⁰ _P	122	—				6.07	
35	Chuk	35.88									
36											
17 37	X 20	7 ³⁰ _A	122	4 ¹⁵ _P	61	Sabourin		45 min	O.T.	6.93	
18 38	X 20	8 ⁰⁰ _A	61	2 ⁵⁰ _P	122	—				6.07	
20 39	X 20	7 ⁰⁰ _A	122	5 ¹⁰ _P	61	—				8.54	
21 40	X 20	8 ⁰⁰ _A	61	2 ⁴⁵ _P	122	—				6.07	
22 41	X 20	8 ³⁰ _A	122	4 ⁰⁰ _P	61	—		20 min	O.T.	6.45	
23 42	X 20	8 ⁰⁰ _A	61	2 ⁵⁵ _P	122	—				6.07	
43											
44	Chuk	37.97									

	M	19
	M	19
Fireman		
Trainman		
Trainman		

Aug	Initials	Car Number		Seals		Class	Contents	Where		Total Wgt. of Car and Lading	REMARKS
		Loaded	Empty	No. Side	So. Side			Taken	Left		
381	29	122	7 ⁰⁰ _A	61	5 ⁰⁰ _P	Sabourin	2 hrs O.T.	1 hr S.A.	9.05		
392	29	61	8 ⁰⁰ _A	122	3 ⁰⁰ _P	—			6.07		
313	29	122	7 ⁰⁰ _A	61	4 ³⁰ _P	—	1 hr 20 min O.T.		7.59		
14	29	61	8 ⁰⁰ _A	122	3 ¹⁰ _P	—			6.07		
25	29	122	8 ⁰⁰ _A	61	4 ⁵⁵ _P	—	55 min O.T.		7.12		
36	29	61	8 ⁰⁰ _A	122	2 ²⁰ _P	—			6.07		
7	check	40.15			P						
8											
49	29	122	7 ⁰⁰ _A	61	2 ³⁰ _P	Sabourin			6.07		
510	29	61	8 ⁰⁰ _A	122	2 ⁰⁰ _P	—			6.07		
11	29	122	7 ⁰⁰ _A	61	2 ¹³⁵ _P	—			6.07		
12	29	61	9 ⁴⁵ _A	122	3 ³⁰ _P	—			6.07		
913	29	122	7 ⁰⁰ _A	61	5 ²⁵ _P	—	2 hrs 35 O.T.	1 hr S.A.	9.53		
14	29	61	8 ⁰⁰ _A	122	2 ¹⁵ _P	—			6.07		
15	check	37.61									
16											
117	29	122	7 ⁰⁰ _A	61	3 ²⁵ _P	Sabourin	25 min O.T.		6.55		
118	29	61	8 ⁰⁰ _A	122	3 ⁰⁰ _P	—			6.07		
119	18	122	7 ⁰⁰ _A	61	3 ¹⁰ _P	—	15 min O.T.		6.36		
120	18	61	8 ⁰⁰ _A	122	2 ¹⁰ _P	—			6.07		
121	18	122	7 ⁰⁰ _A	61	3 ³⁰ _P	—	30 min O.T.		6.64		
122	18	61	8 ⁰⁰ _A	122	3 ²⁰ _P	—			6.07		
23	check	35.66									
24											
125	29	122	7 ⁰⁰ _A	61	1 ³⁰ _P	Sabourin			6.07		
126	29	61	8 ⁰⁰ _A	122	1 ³⁰ _P	—			6.07		
127	29	122	8 ³⁰ _A	61	3 ³⁰ _P	—			6.07		
128	29	61	8 ⁰⁰ _A	122	2 ⁵⁵ _P	—			6.07		
129	29	122	8 ⁰⁰ _A	61	7 ²⁰ _P	—	3 hr 20 min O.T.		9.87		
130	29	61	8 ⁰⁰ _A	122	3 ⁴⁰ _P	—			6.07		
31	check	38.09									
32											
133	29	122	8 ³⁰ _A	61	7 ³⁰ _P	Sabourin	3 hrs O.T.		9.49		
134	29	61	8 ⁰⁰ _A	122	3 ¹⁰ _P	—			6.07		
135	17	122	5 ⁰⁰ _P	122	10 ⁵⁰ _P	Rockwood (Helper churobucco)			5.64		
136	29	122	9 ⁰⁰ _P	61	6 ⁵⁰ _P	Sabourin	1 hr 50 min O.T.		8.16		
137	29	61	8 ⁰⁰ _A	122	1 ¹⁰ _P	—			6.07		
138	29	122	11 ⁰⁰ _A	61	6 ⁴⁵ _P	—			6.07		
139	29	61	8 ⁰⁰ _A	122	1 ⁵⁵ _P	—			6.07		
40					P						
41	check	45.10							47.57		
42											
43											
44											

Train	Left	M	19
Arrived		M	19
Engine Number	Engineer	Fireman	
Conductor		Trainman	
Trainman		Trainman	

Oct	Initials	Car Number		Seals		Class	Contents	Where		Total Wgt. of Car and Lading	REMARKS
		Loaded	Empty	No. Side	So. Side			Taken	Left		
21	29	122	9 ⁰⁰ / _A	61	5 ⁰⁰ / _P	Sabourin				6.07	
32	29	61	8 ⁰⁰ / _A	122	3 ³⁰ / _P	—				6.07	
33	23 yd	122	10 ³⁰ / _P	122	6 ³⁰ / _A	Jarvis				7.06	
44	29	122	9 ⁰⁰ / _A	61	6 ⁵⁵ / _P	Sabourin	1 hr 55 min	O.T.		8.26	
65	29	61	8 ⁰⁰ / _A	122	3 ⁰⁰ / _P	—				6.07	
76	29	122	7 ⁰⁰ / _A	61	3 ⁴⁰ / _P	—	40 min	O.T.		6.83	
87	29	61	9 ³⁰ / _A	122	3 ¹⁵ / _P	—				6.07	
8	check	44.05		44.04						46.43	
9											
10	29	122	7 ⁰⁰ / _A	61	2 ⁴⁵ / _P	Sabourin				6.07	
11	29	61	8 ⁰⁰ / _A	122	3 ³⁰ / _P	—				6.07	
12	18	122	3 ³⁰ / _P	122	9 ²⁵ / _P	Rockwood	(Hedge Chubbuck)			5.64	
13	29	122	11 ²⁰ / _A	61	9 ¹⁵ / _P	Sabourin	1 hr 55 min	O.T.		8.26	
14	29	61	8 ⁰⁰ / _A	122	2 ³⁰ / _P	—				6.07	
15	29	122	7 ⁰⁰ / _A	61	3 ¹⁵ / _P	—				7.12	
16	29	61	8 ⁰⁰ / _A	122	3 ⁴⁰ / _P	—				6.07	
17	check	42.89									
18											
19	21	122	7 ⁰⁰ / _A	61	3 ³⁰ / _P	Sab.	20 min	O.T.		6.45	
20	21	61	8 ⁰⁰ / _A	122	2 ⁰⁰ / _P	—				6.07	
21	109	122	10 ⁰⁰ / _P	122	6 ³⁰ / _A	Jarvis	1 hr.	S.A.		7.81	
22	29	122	7 ⁰⁰ / _A	61	2 ³⁰ / _P	Sab.	1 hr	S.A.		6.77	
23	29	61	8 ⁰⁰ / _A	122	3 ⁰⁰ / _P	—				6.07	
24	29	122	8 ⁰⁰ / _A	61	6 ⁰⁰ / _P	—	2 hr 5 min	O.T.		8.45	
25	29	61	8 ⁰⁰ / _A	122	3 ¹⁵ / _P	—				6.07	
26	check	45.81									
27											
28	29	122	8 ⁰⁰ / _A	61	4 ⁴⁰ / _P	Sab	40 min	O.T.		6.83	
29	29	61	8 ¹⁵ / _A	122	2 ³⁰ / _P	Sab				6.07	
30	29	122	7 ⁰⁰ / _A	61	3 ²⁵ / _P	—	20 min	O.T.		6.45	
31	29	61	8 ⁰⁰ / _A	122	2 ²⁵ / _P	—				6.07	
32	29	122	9 ⁰⁰ / _A	61	5 ⁰⁵ / _P	—	55 min	O.T.		7.12	
33	29	61	8 ⁰⁰ / _A	122	3 ⁰⁰ / _P	—				6.07	
34	check	36.65									
35											
36											
37	29	122	7 ⁰⁰ / _A	61	5 ²⁵ / _P	Sab	2 hr 25 min	O.T.		8.83	
38	29	61	8 ⁰⁰ / _A	122	2 ³⁰ / _P	—				6.07	
39											
40	off	to go	hunting	Nov 1st	— 5th						
41											
42	check	13.43									
43											
44											

Train	Left	M	19
Arrived		M	19
Engine Number	Engineer	Fireman	
Conductor		Trainman	
Trainman		Trainman	

Nov.	Initials	Car Number		Seals		Class	Contents	Where		Total Wgt. of Car and Lading	REMARKS
		Loaded	Empty	No. Side	So. Side			Taken	Left		
1	29	122	7 ⁰⁰ / _A	61	1 ⁰⁰ / _P	Sabourin				6.07	
2	29	61	8 ⁰⁰ / _A	122	1 ⁰⁰ / _P	—				6.07	
3	109	122	10 ³⁰ / _P	122	6 ¹³⁰ / _A	Jarvis				7.06	
4	29	122	7 ⁰⁰ / _A	61	3 ⁰⁰ / _A	Sabourin				6.07	
5	29	61	10 ⁰⁰ / _A	122	4 ¹⁵ / _P	—				6.07	
6	29	122	11 ³⁰ / _A	61	5 ¹⁹ / _P	—				6.07	
7	29	61	8 ⁰⁰ / _A	122	1 ⁰⁰ / _P	—				6.07	
8	check	41.18									
9											
10	29	122	7 ⁰⁰ / _A	61	2 ⁰⁰ / _P	Sabourin	1 hr SA			6.77	
11	29	61	8 ⁰⁰ / _A	122	12 ⁵⁰ / _P	—				6.07	
12	109	122	10 ³⁰ / _P	122	7 ³⁰ / _A	Jarvis	1 hr 10 min SA. 1 hr O.T.			7.21	
13	15	122	7 ⁰⁰ / _A	61	2 ¹⁰ / _P	Sabourin				6.07	
14	15	61	8 ⁰⁰ / _A	122	12 ⁴⁰ / _P	—				6.07	
15	29	122	7 ⁰⁰ / _A	122	2 ⁴⁵ / _P	—				6.07	
16	29	61	8 ⁰⁰ / _A	61	12 ⁴⁵ / _P	—				6.07	
17	check	44.03									
18											
19	29	122	8 ⁰⁰ / _A	61	2 ⁴⁵ / _P	Sabourin				6.07	
20	29	61	8 ⁰⁰ / _A	122	1 ¹⁰ / _P	—				6.07	
21	15	122	8 ³⁰ / _A	61	3 ⁴⁰ / _P	—				6.07	
22	15	61	8 ⁰⁰ / _A	122	3 ⁰⁰ / _P	—				6.07	
23	15	122	7 ⁰⁰ / _A	61	5 ²⁰ / _P	—	2 hr 20 min O.T.			8.73	
24	15	61	8 ⁰⁰ / _A	122	12 ²⁰ / _P	—				6.07	
25	check	36.87									
26											
27	15	122	7 ⁰⁰ / _A	61	12 ³⁰ / _P	Sabourin				6.07	
28	15	61	8 ⁰⁰ / _A	122	12 ⁵⁰ / _P	—				6.07	
29	15	122	11 ⁰⁰ / _A	61	8 ⁰⁰ / _P	—	1 hr O.T.			7.21	
30	15	61	8 ⁰⁰ / _A	122	5 ³⁵ / _P	—	1 hr 35 min			7.88	
31	19	122	8 ⁰⁰ / _A	61	3 ¹⁵ / _P	—				6.07	
32	19	61	8 ⁰⁰ / _A	122	6 ¹⁰ / _P	—	2 hr 10 min O.T.			8.54	
33	check	39.63									
34											
35											
36	15	122	7 ⁰⁰ / _A	61	4 ⁰⁰ / _P	Sab.	1 hr 50 min O.T.			8.16	
37	15	61		122		—					
38	15	122	7 ⁰⁰ / _A	61	9 ¹⁰ / _P	Sab	6 hr 10 min O.T.			13.10	
39	15	61	8 ⁰⁰ / _A	122	1 ⁴⁵ / _P	—				6.07	
40	15	122	7 ⁰⁰ / _A	61	3 ⁴⁵ / _P	—	45 min O.T. 1 hr SA.			7.63	
41	15	61	8 ⁰⁰ / _A	122	2 ⁴⁵ / _P	—				6.07	
42											
43	check	44.79									
44											

Train	Left	M	19
Arrived		M	19
Engine Number	Engineer	Fireman	
Conductor		Trainman	
Trainman		Trainman	

Dec	Initials	Car Number		Seals		Class	Contents	Where		Total Wgt. of Car and Lading	REMARKS
		Loaded	Empty	No. Side	So. Side			Taken	Left		
11	18	122	7 ⁰⁰ / _A	61	5 ⁴⁵ / _P	Sab		2 hr 45 min O.T.	1 hr 34	9.91	
12	18	61	8 ⁰⁰ / _A	122	3 ⁰⁰ / _P	—				6.07	
14	15	122	8 ⁰⁰ / _A	61	4 ⁰⁰ / _P	—		5 min O.T.		6.17	
15	15	61	8 ⁰⁰ / _A	122	2 ⁴⁵ / _P	—				6.07	
16	15	122	7 ⁰⁰ / _A	61	4 ⁰⁰ / _P	—		1 hr 5 min O.T.		7.31	
17	15	61	10 ⁰⁰ / _A	122	5 ⁴⁵ / _P	—				6.07	
7	check	39.38									
8											
9	15	122	8 ³⁰ / _A	61	2 ⁴⁵ / _P	Sab.				6.07	
10	15	61	8 ⁰⁰ / _A	122	2 ¹⁵ / _P	—				6.07	
11	19	122	7 ⁰⁰ / _A	61	4 ⁰⁰ / _P	—		1 hr 5 min O.T.		7.31	
12	19	61	8 ⁰⁰ / _A	122	3 ⁰⁰ / _P	—				6.07	
13	19	122	7 ⁰⁰ / _A	61	1 ⁰⁰ / _P	—				6.07	
14	19	61	8 ⁰⁰ / _A	122	12 ⁴⁵ / _P	—				6.07	
15	check	35.54									
16											
17	19	122	7 ⁰⁰ / _A	61	7 ⁰⁰ / _P	Sab.	(Dec 26 Double)	Xmas		6.07	
18	19	61	1 ⁰⁰ / _A	122	5 ⁰⁰ / _P	—				6.07	
19	19	122	9 ²⁰ / _A	61	5 ²⁰ / _P	—				6.07	
20	19	61	8 ⁰⁰ / _A	122	3 ⁰⁰ / _P	—	3 hr 4 T.			6.07	
21	19	122	7 ⁰⁰ / _A	61	6 ⁰⁰ / _P	—	3 hr O.T.			9.45	
22	19	61	8 ⁰⁰ / _A	122	1 ³⁰ / _P	—				6.07	
23	check	37.64									
24							2054.55 earnings for 1942				
25	Jan	1943									
26	14	122	9 ³⁰ / _A	61	8 ³⁵ / _P	Sabarin		3 hr 5 min O.T.		9.59	
27	14	61	9 ⁴⁵ / _A	122	5 ³⁵ / _P	—				6.07	
28	14	122	7 ⁰⁰ / _A	61	7 ¹⁵ / _P	—		4 hr 15 min O.T.		10.92	
29	14	61	8 ⁰⁰ / _A	122	3 ⁰⁰ / _P	—				6.07	
30	14	122	9 ⁵⁰ / _A	61	5 ²⁰ / _P	—				6.07	
31	14	61	8 ⁰⁰ / _A	122	3 ⁵⁰ / _P	—				6.07	
32	check	40.69									
33											
34	19	122	7	61	2 ⁰⁰ / _P	Sabarin				6.07	
35	19	61	8	122	1 ⁰⁰ / _P	—				6.07	
36	19	122	12 ⁰⁰ / _A	61	9 ⁰⁵ / _P	—		1 hr 5 min O.T.		7.31	
37	19	61	8 ⁰⁰ / _A	122	1 ⁰⁰ / _P	—				6.07	
38	19	122	11 ⁰⁰ / _A	61	8 ⁵⁵ / _P	—		2 hr 5 min O.T.		8.45	
39	19	61	8 ⁰⁰ / _A	122	3 ⁵⁰ / _P	—				6.07	
40										40.04	
41	check	36.27									
42											
43											
44											

Train	Left	M	1.14	19
Arrived		M	57	19
Engine Number	Engineer	Fireman	1.71	
Conductor		Trainman	6.07	39.76
Trainman		Trainman	7.78	6.07

Jan	Initials	Car Number		Seals		Class	Contents	Where		Total Wgt. of Car and Lading	REMARKS
		Loaded	Empty	No. Side	So. Side			Taken	Left		
15	19	122	7 ⁰⁰ / _A	61	5 ³⁰ / _P	Sabourin	2 hrs	30 min	O.T.	8.92	
16	19	61	9 ⁰⁰ / _A	122	4 ⁴⁵ / _P	—				6.07	
183	15	122	8 ³⁰ / _A	61	9 ⁰⁰ / _P	—	4 hrs	30 min	O.T.	11.20	
194	15	61	8 ⁰⁰ / _A	122	12 ³⁰ / _P	—				6.07	
205	15	122	7 ⁰⁰ / _A	61	4 ¹⁵ / _P	—	1 hr	15 min	O.T.	7.50	
216	15	61	8 ⁰⁰ / _A	122	1 ¹⁵ / _P	—				6.07	
7										45.83	
8	check	41.79					41.75				
9											
210	19	122	7 ⁰⁰ / _A	61	5 ³⁰ / _P	Sab. Hord A.	2 hr.	25 min	O.T.	9.53	
211	19	61	8 ⁰⁰ / _A	122	3 ⁰⁰ / _P	—				6.07	
212	15	122	8 ³⁰ / _A	61	4 ³⁰ / _P	Pognette				6.07	
213	15	61	8 ⁰⁰ / _A	122	5 ⁴⁵ / _P	—	1 hr.	40 min	O.T.	7.97	
214	52-84	122	7 ⁰⁰ / _A	122	8 ³⁰ / _A	Rockwood	all.	R.P.T.	all.	5.64	
215	15	122	8 ⁴⁵ / _A	61	3 ³⁰ / _P	Disshaw				6.07	
216	15	61	8 ⁰⁰ / _A	122	5 ⁴⁰ / _P	—	1 hr	40 min	O.T.	7.97	
17										49.32	
18	check	45.22									
219	15	122	7 ⁰⁰ / _A	61	6 ¹⁵ / _P	Disshaw	3 hr	15 min	O.T.	9.78	
220	15	61	9 ⁰⁰ / _A	122	3 ⁰⁰ / _P	—				6.07	
221	19	122	9 ⁰⁰ / _A	61	7 ⁴⁰ / _P	Sabourin	2 hr.	40 min	O.T.	9.11	
222	19	61	8 ⁰⁰ / _A	122	12 ³⁰ / _P	—	8 hr	30 min	O.T.	15.76	
223	15	122	11 ⁴⁰ / _A	61	10 ⁵⁵ / _P	—	3 hr	15 min	O.T.	9.78	
224	15	61	8 ⁰⁰ / _A	122	2 ⁰⁰ / _P	—				6.07	
25										56.57	
26	check	51.66					51.50				
27											
228	15	122	9 ⁰⁰ / _A	61	4 ⁰⁰ / _P	Sab.	1 hr.	P.A.		6.77	
229	15	61	8 ⁰⁰ / _A	122	2 ³⁰ / _P	—				6.07	
230	14	122	9 ⁰⁰ / _A	61	7 ³⁰ / _P	Bochess	2 hr.	30 min	O.T.	8.92	
231	14	61	8 ⁰⁰ / _A	122	1 ³⁰ / _P	—				6.07	
232	14	122	8 ³⁰ / _A	61	5 ⁵⁵ / _P	—	1 hr.	25 min	O.T.	7.69	
233	14	61	8 ⁰⁰ / _A	122		—					
34	check	39.77									
35											
236	14	122	11 ¹⁰ / _A	61	5 ³⁰ / _P	Sab.				6.07	
237	14	61	8 ⁰⁰ / _A	122	3 ³⁰ / _P	—				6.07	
238	109	122	10 ⁰⁰ / _A	122	9 ⁴⁵ / _P	Pognette	2 hr 15 min	S.A.	3 hr 45 min	O.T.	13.62
239	21	122	6 ⁰⁰ / _P	61	6 ⁴⁵ / _A	Sab.	4 hrs	40 min	O.T.	10.58	
240	14	61	5 ⁰⁰ / _P	122	1 ³⁰ / _A	—		50 min	O.T.	6.52	
241	14	122	10 ³⁰ / _A	61	7 ⁴⁵ / _P	—		1 hr 15 min	O.T.	7.50	
242	14	61	8 ⁰⁰ / _A	122	3 ⁰⁰ / _P	—				6.07	
43	check	51.97								56.43	
44											

Train Left

M 19

Arrived

M 19

Engine Number	Engineer
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Fireman

Conductor

Trainman

Trainman

Trainman

1943 Feb.	Initials	Car Number		Seals		Class	Contents	Where		Total Wgt. of Car and Lading	REMARKS
		Loaded	Empty	No. Side	So. Side			Taken	Left		
191	X 15	122	8 ⁰⁰ _A	61	3 ³⁰ _P	Sab.					6.07
202	X 15	61	10 ⁰⁰ _A	122	4 ⁰⁰ _P	—					6.07
223	X 15	122	7 ⁰⁰ _A	61	5 ³⁵ _P	—	2 hr	35 min	O.T.		9.02
234	X 15	61	8 ⁰⁰ _A	122	5 ¹⁰ _P	—	1 hr	10 min	O.T.		7.40
245	X 17	122	8 ⁰⁰ _A	61	6 ³⁰ _P	—	1 hr	30 min	O.T.		7.78
256	X 17	61	8 ⁰⁰ _A	122	3 ¹⁰ _P	—					6.07
7	check	39.58									42.71
8											
9	X 17	122	8 ⁰⁰ _A	61	5 ¹⁰ _P	Sab.	1 hr.	10 min	O.T.		7.40
10	X	61		122	off	} Went to Syracuse to see Dad in Hosp.					
11					off						
12					—						
13											
14	X	61	8 ⁰⁰ _A	122	3 ³⁰ _P	Sab.					6.07
15											13.47
16											
17	X 14	122	7 ⁰⁰ _A	61	5 ³⁰ _P	Farro	2 hr.	50 min	O.T.		9.30
18	X 14	61	10 ⁰⁰ _A	122	10 ¹⁵ _P	—	4 hr	15 min	O.T.		10.92
19	X 20	122	11 ³⁰ _A	61	1 ³⁰ _P	Dislaw	5 hr	40 min	O.T.		12.53
20	X 20	61	10 ³⁰ _A	122	7 ⁴⁰ _P	—	1 hr	10 min	O.T.		7.40
21	X 14	122	7 ⁰⁰ _A	61	7 ¹⁰ _P	Sab.	4 hr	10 min	O.T.		10.82
22	X 14	61	8 ⁰⁰ _A	122	2 ⁰⁵ _P	—					6.07
23	check	51.88									58.04
24											
25	X 14	122	2 ⁰⁰ _P	61	1 ⁰⁵ _A	Sab	3 hr	5 min	O.T.		9.59
26	X 14	61	10 ⁰⁰ _A	122	6 ¹⁰ _P	—	10 min		O.T.		6.26
27	X 14	122	7 ⁰⁰ _A	61	7 ⁴⁵ _P	Sab.	4 hr.	45 min	O.T.		11.49
28	X 14	61	8 ⁰⁰ _A	122	4 ⁰⁰ _P	—					6.07
29	X 14	122	7 ⁰⁰ _A	61	7 ⁴⁰ _P	—	4 hr	40 min	O.T.		11.39
30	X 14	61	8 ⁰⁰ _A	122	3 ¹⁰ _P	—					6.07
31	check	46.15									
32											
33	X 14	122	7 ⁰⁰ _A	61	7 ¹⁰ _P	Sab	4 hr.	10 min	O.T.		10.82
34	X 14	61	10 ⁰⁰ _A	122	7 ⁵⁰ _P	—	1 hr.	50 min	O.T.		8.16
35	X 14	122	7 ⁰⁰ _A	61	4 ³⁵ _P	—	1 hr	35 min	O.T.		7.88
36	X 14	61	8 ⁰⁰ _A	122	4 ¹⁵ _P	—		15 min	O.T.		6.36
37	X 14	122	7 ⁰⁰ _A	61	6 ⁴⁰ _P	—	3 hr	40 min	O.T.		
38	X 14	61	8 ⁰⁰ _A	122							
39											
40	check	47.36									
41											
42											
43											
44											

RUTLAND

L. G. MORPHY.

RAILROAD

RECEIVER

Train Left
Arrived
Engine Number Engineer
Conductor
Trainman

M 19
M 19
Fireman
Trainman
Trainman

	Initials	Car Number		Seals		Class	Contents	Where		Total Wgt. of Car and Lading	REMARK
		Loaded	Empty	No. Side	So. Side			Taken	Left		
3											
1											
12	X14	122	5 ¹⁰ / _P	122	12 ¹⁰ / _A		Rehwood. Kelp. Churn.				5.64
3											
4	check	4.46									
45											
56	X14	122	7 ⁰⁰ / _A	61	5 ⁰⁰ / _P		Sab.	2 hr.	O.T.		9.39
67	X14	61	12 ¹⁵ / _P	122	5 ⁰⁰ / _P		Sab.				6.83
78	X14	122	8 ⁰⁰ / _A	61	6 ¹²⁰ / _P		—	2 hr	20 min O.T.		9.82
89	X14	61	8 ⁰⁰ / _A	122	3 ²⁰ / _P		—				6.83
10											
11	check	27.07									
12											
13	X14	122	8 ⁰⁰ / _A	61	7 ³⁰ / _P		Bohner	3 hr	20 min O.T.		11.10
14	X14	61	8 ⁰⁰ / _A	122	4 ⁴⁵ / _P		—		45 min O.T.		7.79
15	X14	122	7 ⁰⁰ / _A	61	5 ¹³⁵ / _P		Wight	2 hr	35 min O.T.		10.13
16	X14	61	8 ⁰⁰ / _A	122	5 ⁵⁰ / _P		—	1 hr	50 min O.T.		9.17
17	X15	122	7 ⁰⁰ / _A	61	8 ¹⁵ / _P		—	5 hr	15 min O.T.		13.55
18	X15	61	8 ⁰⁰ / _A	122	6 ¹⁵ / _P		—	2 hr	15 min O.T.		9.71
19											61.45
20	check	56.23									
21											
22	X15	122	8 ³⁰ / _A	61	7 ¹⁵ / _P		Sab.	2 hr.	45 min O.T.		10.35
23	X15	61	8 ⁰⁰ / _A	122	3 ³⁵ / _P		—				6.83
24	X15	122	7 ⁰⁰ / _A	61	6 ³⁰ / _P		—	3 hr	30 min O.T.		11.22
25	X15	61	8 ⁰⁰ / _A	122	3 ³⁵ / _P		—				6.83
26	X15	122	8 ³⁰ / _A	61	8 ¹²⁰ / _P		—	4 hr.	O.T.		11.96
27	X15	61	8 ⁰⁰ / _A	122	2 ¹⁰ / _P		—				6.83
28	check	49.30									54.12
29											
30	X15	122	7 ⁰⁰ / _A	61	5 ³⁵ / _P		Sab.	1 hr. S.A.	2 hr	35 min O.T.	10.94
31	X15	61	8 ⁰⁰ / _A	122	3 ⁰⁰ / _P		—				6.83
32	X15	122	7 ⁰⁰ / _A	61	6 ¹⁵ / _P		—	2 hr	35 min O.T.		10.14
33	X15	61	8 ⁰⁰ / _A	122	3 ³⁰ / _P		—	?			6.83
34											
35											
36	check	31.60									
37		3.43									
38											
39											
40											
41											
42											
43											
44											

} Went to Boston

Refuse Back Pass

Train	Left	M	19
Arrived		M	19
Engine Number	Engineer	Fireman	
Conductor		Trainman	
Trainman		Trainman	

May	Initials	Car Number		Seals		Class	Contents	Where		Total Wgt. of Car and Lading	REMARKS
		Loaded	Empty	No. Side	So. Side			Taken	Left		
301	X 15	7 ⁰⁰ _A	122	4 ¹⁰ _P	61	Sabourin	1 hr	10 min	O.T.	8.33	
12	X 15	8 ⁰⁰ _A	61	4 ³⁰ _P	122	—	—	30 min	O.T.	7.47	
33	X 15	122	7 ⁰⁰ _A	61	6 ⁰⁵ _P	—	3 hr	5 min	O.T.	10.79	
44	X 15	61	8 ⁰⁰ _A	122	4 ⁰⁰ _P	—	—	—	—	6.83	
55	X 15	122	7 ⁰⁰ _A	61	6 ¹⁰ _P	—	3 hr	20 min	O.T.	11.11	
66	X 15	61	8 ⁰⁰ _A	122	4 ¹⁰ _P	—	—	10 min	O.T.	7.04	
7	check	46.58					46.80			51.57	
8											
79	X 14	122	8 ⁰⁰ _A	61	5 ¹⁰ _P	Sab	1 hr	10 min	O.T.	8.33	
810	X 14	61	8 ⁰⁰ _A	122	—	—	—	—	—	6.83	
1011	X 15	122	7 ⁰⁰ _A	61	3 ⁴⁰ _P	—	40 min	—	O.T.	7.69	
1112	X 15	61	8 ⁰⁰ _A	122	3 ⁴⁰ _P	—	—	—	—	6.83	
1213	X 15	122	8 ⁰⁰ _A	61	8 ³⁵ _P	—	4 hr	35 min	O.T.	12.71	
1314	X 15	61	8 ⁰⁰ _A	122	7 ¹⁰ _P	—	—	10 min	O.T.	7.04	
15	check	45.22					45.25			49.43	
16											
17											
1418	X 15	122	7 ⁰⁰ _A	61	5 ⁴⁰ _P	Sab	1 hr S.A.	2 hr 40 min	O.T.	11.05	
1519	X 15	61	8 ⁰⁰ _A	122	3 ³⁵ _P	—	—	—	—	6.83	
1720	X 20	122	8 ⁰⁰ _A	61	5 ¹⁰ _P	—	1 hr	40 min	O.T.	8.97	
1821	X 20	61	8 ⁰⁰ _A	122	3 ³⁰ _P	—	—	—	—	6.83	
422	X 14	122	7 ⁰⁰ _A	61	4 ¹⁰ _P	—	1 hr S.A.	1 hr 20 min	O.T.	9.34	
2023	X 14	61	8 ⁰⁰ _A	122	5 ²⁰ _P	—	1 hr	20 min	O.T.	8.54	
24										51.56	
25	check	46.87					46.79				
26											
27											
28											
2129	X 14	122	7 ⁰⁰ _A	61	4 ⁴⁰ _P	Sab.	1 hr	40 min	O.T.	8.97	
2230	X 14	61	8 ⁰⁰ _A	122	4 ³⁰ _P	—	—	30 min	O.T.	7.47	
31											
2432	X 15	122	7 ⁰⁰ _A	61	8 ¹⁰ _P	—	5 hr	5 min	O.T.	13.35	
2533	X 15	61	8 ⁰⁰ _A	122	5 ³⁵ _P	—	1 hr	25 min	O.T.	8.65	
2634	X 15	122	8 ⁰⁰ _A	61	8 ³⁵ _P	—	4 hr	35 min	O.T.	12.71	
2735	X 15	61	8 ⁰⁰ _A	122	4 ⁵⁰ _P	—	—	50 min	O.T.	7.90	
36	check	54.01					54.03			59.05	
37											
2838	X 19	122	8 ⁰⁰ _A	61	8 ⁴⁰ _P	Sab.	1 hr S.A.	4 hr	40 min	O.T.	13.62
2939	X 19	61	8 ⁰⁰ _A	122	4 ⁵⁰ _P	—	—	50 min	O.T.	7.90	
3140	X 19	122	8 ⁰⁰ _A	61	7 ²⁵ _P	—	3 hr	25 min	O.T.	11.21	
141	X 19	61	8 ⁰⁰ _A	122	2 ³⁵ _P	—	—	—	—	6.83	
242	X 19	122	7 ⁰⁰ _A	61	5 ⁰⁵ _P	—	2 hr	—	O.T.	9.40	
343	X 19	61	8 ⁰⁰ _A	122	4 ⁵⁰ _P	—	—	50 min	O.T.	7.90	
44	check	52.12								56.86	

Train **Left**

Arrived

Engine Number	Engineer
---------------	----------

Conductor

Trainman

M

19

M

19

Fireman

Trainman

Trainman

June 12 took Mary to
Hospital at Malone.

June	Initials	Car Number		Seals		Class	Contents	Where		Total Wgt. of Car and Lading	REMARKS	
		Loaded	Empty	No. Side	So. Side			Taken	Left			
4	1	X 15	8 ⁰⁰ _A	122	5 ⁵⁰ _P	61	Lab.	1 hr	50 min	O.T.	9.18	
5	2	X 15	8 ⁰⁰ _A	61	5 ⁵⁰ _P	122	Lab.	1 hr	50 min	O.T.	9.18	
7	3	X 14	7 ⁰⁰ _A	122	4 ⁴⁵ _P	61	—	1 hr	45 min	O.T.	9.07	
8	4	X 14	8 ⁰⁰ _A	61	3 ³⁰ _P	122	—				6.83	
9	5	X 15	7 ⁰⁰ _A	122	3 ³⁰ _P	61	—		30 min	O.T.	7.47	
10	6	X 15	8 ⁰⁰ _A	61	3 ³⁰ _P	122	—				6.83	
7		check	44.35								48.56	
8												
19		X 13	7 ⁰⁰ _A	122	3 ⁴⁵ _P	61	Lab.		45 min	O.T.	7.79	
12	10	X 15	8 ⁰⁰ _A	61	3 ³⁰ _P	122	—				6.83	
14	11	X 15	7 ⁰⁰ _A	122	4 ³⁰ _P	61	—	1 hr	35 min	O.T.	8.86	
15	12	X 15	8 ⁰⁰ _A	61	3 ³⁰ _P	122	—				6.83	
16	13	X 15	8 ⁰⁰ _A	122	6 ⁵⁰ _P	61	—	2 hr	55 min	O.T.	10.57	
17	14	X 15	8 ⁰⁰ _A	61		122	—					
15		check	43.61									
16												
18	17		off	act	Mary	sick						
19	18		—	—	—	—						
21	19	X 14-102	7 ⁴⁰ _A	122	10 ⁵⁵ _P	61	Lab.	7 hr	15 min	O.T.	16.13	
22	20	X 21	8 ⁰⁰ _A	61	4 ³⁰ _P	122	—		30 min	O.T.	7.47	
23	21	X 19	7 ⁰⁰ _A	122	2 ¹⁴⁵ _P	61	—				6.83	
24	22	X 19	8 ⁰⁰ _A	61	3 ⁴⁵ _P	122	—				6.83	
23		check	32.79									
24												
25	25	X 19	7 ⁰⁰ _A	122	4 ⁵⁵ _P	61	Lab.	1 hr. S.A.	1 hr	55 min	O.T.	10.08
26	26	X 19	8 ⁰⁰ _A	61	2 ²⁰ _P	122	—				6.83	
27	27	X 19	7 ⁰⁰ _A	122	5 ¹⁴⁵ _P	61	—	2 hr	45 min	O.T.	10.36	
28	28	X 19	8 ⁰⁰ _A	61	3 ⁰⁰ _P	122	—				6.83	
29	29	X 19	7 ⁰⁰ _A	122	3 ¹³⁵ _P	61	—		35 min	O.T.	7.58	
30	30	X 19	8 ⁰⁰ _A	61	3 ³⁵ _P	122	—				6.83	
31		check	44.44									
32												
2	33	X 19	8 ⁰⁰ _A	122	6 ¹⁵ _P	61	Lab.	2 hr.	15 min	O.T.	9.72	
3	34	X 19	8 ⁰⁰ _A	61	2 ¹³⁰ _P	122	—				6.83	
5	35	X 19	7 ⁰⁰ _A	122	4 ⁰⁰ _P	61	—	1 hr.		O.T.	8.11	
6	36	X 19	8 ⁰⁰ _A	61	2 ³⁰ _P	122	—				6.83	
7	37	X 19	7 ⁰⁰ _A	122	5 ⁰⁰ _P	61	—	2 hr		O.T.	9.40	
8	38	X 19	8 ⁰⁰ _A	61	2 ¹⁵⁰ _P	122	—				6.83	
39												
40		check	42.21									
41												
42												
43												
44												

	M	19
	M	19
Fireman		
Trainman		
Trainman		

No.	Initials	Car Number		Seals		Class	Contents	Where		Total Wgt. of Car and Lading	REMARKS
		Loaded	Empty	No. Side	So. Side			Taken	Left		
91	X 19	7 ⁰⁰ / _A	122	5 ²⁵ / _P	61	Lab.		2 hr.	25 min.	O.T.	9.93
102	X 19	8 ⁰⁰ / _A	61	2 ⁰⁰ / _P	122	—					6.83
123	X 19	7 ⁰⁰ / _A	122	5 ⁰⁰ / _P	61	Boxcar		2 hr.		O.T.	9.40
134	X 19	8 ⁰⁰ / _A	61	4 ¹⁵ / _P	122	—		10 min.		O.T.	7.04
145	X 19	7 ⁰⁰ / _A	122	3 ⁴⁵ / _P	61	—		45 min.		O.T.	7.79
156	X 19	8 ⁰⁰ / _A	61		122	—					6.83
7	check	40.35									
8											
169		off				hospital					to have
1710		off				teeth					removed.
2012		—									
2113		—									
2214		—									
15											
16											
2317	109 yd	10 ³⁰ / _A	122	7 ³⁰ / _P	122	Boxcar		1 hr.	30 min.	O.T.	10.02
2418	— yd	10 ³⁰ / _A	122	7 ⁴⁵ / _P	122	—		1 hr.	45 min.	O.T.	10.39
2619	X 15	7 ⁰⁰ / _A	122	4 ¹⁵ / _P	61	Lab.		1 hr.	50 min.	O.T.	9.18
2720	X 15	8 ⁰⁰ / _A	61	3 ⁰⁰ / _P	122	—					6.83
2821	X	7 ⁰⁰ / _A	122	3 ⁵⁰ / _P	61	—			50 min.	O.T.	7.90
2922	X	8 ⁰⁰ / _A	61	3 ³⁰ / _P	122	—					6.83
23	check	42.33									
24											
3025	X 14	7 ⁰⁰ / _A	122	4 ⁰⁰ / _P	61	Lab.		1 hr.		O.T.	8.11
3126	X 14	8 ⁰⁰ / _A	61	2 ⁴⁵ / _P	122	—					6.83
3227	X 14	7 ⁰⁰ / _A	122	4 ⁵⁰ / _P	61	—		1 hr.	50 min.	O.T.	9.18
3328	X 14	8 ⁰⁰ / _A	61	3 ¹⁵ / _P	122	—					6.83
429	X 14	7 ⁰⁰ / _A	122	5 ³⁰ / _P	61	—		2 hr.	30 min.	O.T.	10.04
530	X 14	8 ⁰⁰ / _A	61	3 ³⁰ / _P	122	—					6.83
31	check	42.21									
32											
633	X 14	8 ⁰⁰ / _A	122	3 ¹⁰ / _P	61	Lab.					6.83
734	X 19	8 ⁰⁰ / _A	61	1 ⁰⁰ / _P	122	—					6.83
935	X 19	7 ⁰⁰ / _A	122	3 ⁵⁵ / _P	61	—			55 min.	O.T.	8.01
1036	X 19	8 ⁰⁰ / _A	61	2 ¹⁰ / _P	122	—					6.83
1137	X 15	7 ⁰⁰ / _A	122	4 ⁵⁰ / _P	61	—		1 hr.	30 min.	O.T.	8.75
1238	X 15	8 ⁰⁰ / _A	61		122	—					6.83
39											
40	check	38.62									
41											
42											
43											
44											

Train	Left
Arrived	
Engine Number	Engineer
Conductor	
Trainman	

	M	19
	M	19
Fireman		
Trainman		
Trainman		

Aug.	Initials	Car Number		Seals		Class	Contents	Where		Total Wgt. of Car and Lading	REMARKS
		Loaded	Empty	No. Side	So. Side			Taken	Left		
131	X 15	122	8 ³⁰ / _A	61	4 ⁴⁵ / _P	Lab.			15 min O.T.	7.15	
142	X 15	61	8 ⁰⁰ / _A	122	2 ⁰⁰ / _P	—				6.83	
163	X 15	122	7 ⁰⁰ / _A	61	5 ⁵³ / _P	—		2 hr	55 min O.T.	10.57	
174	X 15	61	8 ⁰⁰ / _A	122	1 ⁰⁰ / _P	—				6.83	
185	X 15	122	7 ⁰⁰ / _A	61	4 ¹⁰⁵ / _P	—	1 hr SA	1 hr	25 min O.T.	9.45	
196	X 15	61	8 ⁰⁰ / _A	122	3 ⁴⁵ / _P	—				6.83	
7	check	42.17									
8											
209	X 15	122	7 ⁰⁰ / _A	61	3 ³⁰ / _P	Lab			30 min O.T.	7.47	
210	X 15	61	8 ⁰⁰ / _A	122	2 ³⁰ / _P	—				6.83	
221	X 14	122	7 ¹⁰ / _A	61	4 ¹⁰⁵ / _P	—		1 hr	5 min O.T.	8.22	
2412	X 14	61	8 ⁰⁰ / _A	122	3 ¹⁰ / _P	—				6.83	
2513	X 14	122	7 ⁰⁰ / _A	61	3 ⁵⁰ / _P	—	1 hr SA		50 min O.T.	8.70	
2614	X 14	61	8 ⁰⁰ / _A	122	3 ⁴⁵ / _P	—				6.83	
15	check	38.45									
16											
2717	X 14	122	8 ⁰⁰ / _A	61	7 ⁵³ / _P	Lab.	1 hr SA	3 hr	55 min O.T.	11.85	
2818	X 14	61	8 ⁰⁰ / _A	122	1 ⁴⁵ / _P	—				6.83	
309	X 17	122	7 ⁰⁰ / _A	61	4 ¹⁰⁵ / _P	—		1 hr	5 min O.T.	8.22	
3120	X 17	61	8 ⁰⁰ / _A	122	2 ⁵⁵ / _P	—				6.83	
121	X 17	122	7 ⁰⁰ / _A	61	4 ¹⁰⁵ / _P	—		1 hr	5 min O.T.	8.22	
222	X 17	61	8 ⁰⁰ / _A	122	4 ⁵³ / _P	—			55 min O.T.	8.01	
23	check										
24											
25											
326	X 17	122	8 ⁰⁰ / _A	61	5 ⁰⁵ / _P	Lab		1 hr	5 min O.T.	8.22	
427	X 17	61	8 ⁰⁰ / _A	122	3 ¹⁰ / _P	—				6.83	
628	X 14	122	8 ⁰⁰ / _A	61	5 ¹²⁰ / _P	—		1 hr.	20 min O.T.	8.54	
729	X 14	61	8 ⁰⁰ / _A	122	12 ⁴⁵ / _P	—				6.83	
830	X 17	122	7 ⁰⁰ / _A	61	4 ²⁶ / _P	—		1 hr.	20 min O.T.	8.54	
931	X 17	61	8 ⁰⁰ / _A	122	1 ³⁰ / _P	—				6.83	
32	check	40.35									
33											
34											
35											
36											4
1037	X 17	122	7 ⁰⁰ / _A	61	2 ⁴⁵ / _P	Dishaw				6.83	
1138	X 17	61	8 ⁰⁰ / _A	122	3 ⁴⁰ / _P	—				6.83	
1339	X 17	122	7 ⁰⁰ / _A	61	3 ⁵⁰ / _P	SAh		50 min O.T.		7.90	
1440	X 17	61	8 ⁰⁰ / _A	122	12 ⁴⁰ / _P	—				6.83	
1541	X 17	122	7 ⁰⁰ / _A	61	4 ⁰⁰ / _P	—	1 hr	O.T.		9.29	
1642	X 17	61	8 ⁰⁰ / _A	122	3 ²⁰ / _P	—				6.83	
43											44.51
44	check	38.00									

Train	Left
Arrived	
Engine Number	Engineer
Conductor	
Trainman	

	M	17 80	19
	M	10 3 4	19
Fireman			
Trainman			
Trainman			

Sept	43	Initials	Car Number		Seals		Class	Contents	Where		Total Wgt. of Car and Lading	REMARKS
			Loaded	Empty	No. Side	So. Side			Taken	Left		
17	1	X 17	7 ⁰⁰ _A	122	2 ⁴⁵ _P	61	Lab				4.2	6.83
18	2	X 17	8 ⁰⁰ _A	61	2 ¹⁰ _P	122	Lab.					6.83
18	3	X 109	10 ³⁰ _P	122	8 ¹⁵ _A	122	Jarvis	1 hr 10 min L.A.	1 hr 45 min O.T.			11.33
20	4	X 17-21	7 ⁰⁰ _A	122	4 ¹⁰ _P	61	Lab.	1 hr 10 min	O.T.			8.33
21	5	X 21	8 ⁰⁰ _A	61	2 ¹³ _P	122	-					6.83
22	6	X 17	8 ²⁰ _A	122	4 ⁵⁰ _P	61	-	35 min	O.T.			7.58
23	7	X 17	8 ⁰⁰ _A	61	2 ²⁰ _P	122	-					6.83
8		check	45.92									54.56
9												
24	10	X 17	8 ⁰⁰ _A	122	3 ⁵⁰ _P	61	Lab.	1 hr.	S.A.			7.68
25	11	X 17	8 ⁰⁰ _A	61	2 ³⁰ _P	122	-					6.83
27	12	X 17	7 ⁰⁰ _A	122	5 ³⁰ _P	61	-	2 hr	20 min	O.T.		9.82
28	13	X 17	8 ⁰⁰ _A	61	3 ⁰⁰ _P	122	-					6.83
29	14	X 17	11 ³⁰ _A	122	11 ¹⁵ _P	61	-	3 hr	55 min	O.T.		11.85
30	15	X 17	8 ⁰⁰ _A	61	3 ³⁵ _P	122	-					6.83
16												49.84
00	17											
1	18	X 17	9 ⁰⁰ _A	122	6 ¹⁵ _P	61	Lab.	1 hr.	20 min	O.T.		8.54
2	19	X 17	8 ⁰⁰ _A	61	3 ⁰⁰ _P	122	-					6.83
4	20	X 17	9 ⁰⁰ _A	122	4 ²⁰ _P	61	-					6.83
5	21	X 17	8 ⁰⁰ _A	61	3 ³⁰ _P	122	-					6.83
6	22	X 17	9 ⁴⁰ _A	122	6 ⁵⁵ _P	61	-	1 hr	15 min	O.T.		8.43
7	23	X 17	8 ⁰⁰ _A	61	2 ⁵⁰ _P	122	-					6.83
24		38.87										
25												
8	26	off										
9	27	off										
11	28	off										
12	29	off										
13	30	X 17	9 ⁴⁰ _A	122	6 ¹⁰ _P	61	Lab	50 min	O.T.			7.47
14	31	X 17	8 ⁰⁰ _A	61	3 ²⁵ _P	122	-					6.83
32												14.30
33												
15	34	X 17	11 ³⁰ _A	122	8 ⁵⁰ _P	61	Lab	1 hr 20 min	O.T.	1 hr SA.		9.39
16	35	X 17	8 ⁰⁰ _A	61	3 ⁰⁰ _P	122	-					6.83
16	36	X 109	11 ⁰⁰ _A	122	10 ¹⁵ _P	122	Jarvis	3 hr 15 min O.T.	1 hr SA.			13.39
18	37	X 17	7 ¹⁰ _A	122	8 ⁵⁵ _P	61	Lab.	55 min	O.T.			8.01
19	38	X 17	8 ⁰⁰ _A	61	2 ⁵⁰ _P	122	-					6.83
20	39	X 17	9 ⁰⁰ _A	122	7 ¹⁰ _P	61	-	2 hr	10 min	O.T.		9.61
21	40	X 17	8 ⁰⁰ _A	61	3 ⁰⁵ _P	122	-					6.83
41												60.89
42												
43												
44												

Train	Left
1	11:00
2	11:15
3	11:30
4	11:45
5	12:00
6	12:15
7	12:30
8	12:45
9	1:00
10	1:15
11	1:30
12	1:45
13	2:00
14	2:15
15	2:30
16	2:45
17	3:00
18	3:15
19	3:30
20	3:45
21	4:00
22	4:15
23	4:30
24	4:45
25	5:00
26	5:15
27	5:30
28	5:45
29	6:00
30	6:15
31	6:30
32	6:45
33	7:00
34	7:15
35	7:30
36	7:45
37	8:00
38	8:15
39	8:30
40	8:45
41	9:00
42	9:15
43	9:30
44	9:45
45	10:00
46	10:15
47	10:30
48	10:45
49	11:00
50	11:15
51	11:30
52	11:45
53	12:00
54	12:15
55	12:30
56	12:45
57	1:00
58	1:15
59	1:30
60	1:45
61	2:00
62	2:15
63	2:30
64	2:45
65	3:00
66	3:15
67	3:30
68	3:45
69	4:00
70	4:15
71	4:30
72	4:45
73	5:00
74	5:15
75	5:30
76	5:45
77	6:00
78	6:15
79	6:30
80	6:45
81	7:00
82	7:15
83	7:30
84	7:45
85	8:00
86	8:15
87	8:30
88	8:45
89	9:00
90	9:15
91	9:30
92	9:45
93	10:00
94	10:15
95	10:30
96	10:45
97	11:00
98	11:15
99	11:30
100	11:45

M

19

Arrived

M

19

Engine Number

Engineer

Fireman

Conductor

Dec. 13, 1943 got talk

Trainman

Trainman

Trainman

No.	Initials	Car Number		Seals		Class	Contents	Where		Total Wgt. of Car and Lading	REMARKS
		Loaded	Empty	No. Side	So. Side			Taken	Left		
261	X 20	122	7 ⁰⁰ / _A	61	3 ¹⁵ / _P	Lab.		15 min	O.T.		7.15
272	X 20	61	9 ³⁰ / _A	122	4 ¹⁵ / _P	—					6.83
293	X 17	122	7 ⁰⁰ / _A	61	5 ²⁰ / _P	—	1 hr. S.A.	2 hr	20 min O.T.		10.67
304	X 17	61	8 ⁰⁰ / _A	122	2 ⁵⁰ / _P	—					6.83
15	X 17	122	7 ⁰⁰ / _A	61	2 ⁴⁰ / _P	—					6.83
26	X 17	61	8 ⁰⁰ / _A	122	1 ³⁰ / _P	—					6.83
7											45.14
8											
39	X 18	122	8 ⁴⁰ / _A	61	6 ²⁰ / _P	Lab.	1 hr	40 min	O.T.	1 hr. S.A.	9.82
410	X 18	61	9 ³⁰ / _A	122	6 ¹⁵ / _P	—	1 hr.	15 min	O.T.		8.43
611	X 18	122	7 ⁰⁰ / _A	61	7 ⁰⁵ / _P	—	4 hr.	5 min	O.T.	1 hr. S.A.	12.92
712	X 18	61	8 ⁰⁰ / _A	122	2 ¹³⁰ / _P	—					6.83
813	X 18	122	7 ⁰⁰ / _A	61	6 ³⁵ / _P	—	3 hr	35 min	O.T.		11.43
914	X 18	61	8 ⁰⁰ / _A	122	2 ⁴⁵ / _P	—					6.83
15											56.26
16											
1017	X 26	122	7 ⁰⁰ / _A	61	4 ⁰⁵ / _P	Lab.	1 hr	5 min	O.T.		8.22
1118	X 26	61	8 ⁴⁵ / _A	122	4 ⁵⁰ / _P	—		5 min	O.T.		6.94
1319	X 26	122	7 ⁰⁰ / _A	61	5 ⁴⁵ / _P	—	2 hr	45 min	O.T.		10.36
1420	X 26	61	8 ⁰⁰ / _A	122	2 ¹²⁰ / _P	—					6.83
1521	X 26	122	7 ⁰⁰ / _A	61	4 ⁵⁰ / _P	—	1 hr	50 min	O.T.		9.18
1622	X 26	61	8 ⁰⁰ / _A	122	2 ¹¹⁵ / _P	—					6.83
23	Chick	42.83									48.26
24											
25											
1726	X 26	122	7 ⁰⁰ / _A	61	4 ⁵⁰ / _P	Lab.	1 hr	50 min	O.T.		9.18
1827	X 26	61	8 ⁴⁵ / _A	122	4 ⁵⁵ / _P	—		10 min	O.T.		7.04
2028	X 20	122	7 ⁰⁰ / _A	61	5 ¹⁰⁰ / _P	—	2 hr		O.T.		9.40
2129	X 20	61	8 ⁰⁰ / _A	122	2 ³⁵ / _P	—					6.83
2230	X 20	122	7 ⁰⁰ / _A	61	4 ²⁰ / _P	—	1 hr	20 min	O.T.		8.54
2331	X 20	61	8 ⁰⁰ / _A	122	5 ⁵⁰ / _P	—	1 hr	50 min	O.T.		9.18
32	Chick	42.57									50.17
33											
2434	X 20	122	7 ⁰⁰ / _A	61	4 ³⁵ / _P	Lab.	1 hr	35 min	O.T.		8.86
2535	X 20	61	7 ³⁰ / _A	122	1 ³⁵ / _P	—					6.83
2736	X 20	122	7 ⁰⁰ / _A	61	3 ⁰⁵ / _P	—		5 min	O.T.		6.94
2837	X 20	61	8 ⁰⁰ / _A	122	3 ³⁰ / _P	—					6.83
2938	X 20	122	7 ⁰⁰ / _A	61	7 ⁰⁵ / _P	—	4 hr.	5 min	O.T.		12.07
3039	X 25	61	9 ⁰⁰ / _A	122	4 ⁰⁰ / _P	—					6.83
40	Chick	42.09									48.36
41											
42											
43											
44											

Train **Left**

Left

Arrived

Engine Number

Engineer

Conductor

Trainman

M

19

M

19

Fireman

Trainman

Trainman

Dec	Initials	Car Number		Seals		Glass	Contents	Where		Total Wgt. of Car and Lading	REMARKS
		Loaded	Empty	No. Side	So. Side			Taken	Left		
31	1	off	Sick								
32	1	off									
33	X 120	122	7 ⁰⁰ / _A	61	3 ²⁰ / _P	Sab.	20 min	O.T.		7.26	
44	X 16	61	11 ⁴⁵ / _A	122	11 ¹⁰ / _P	—	3 hr	25 min	O.T.	11.21	
55	X 27	122	8 ⁰⁰ / _A	61	4 ¹⁰ / _P	—	5 min	O.T.		6.94	
66	X 27	61	8 ⁰⁰ / _A	122	5 ¹⁰ / _P	—	1 hr	10 min	O.T.	8.33	
7	check	30.62								33.74	
8											
79	X 27	122	7 ⁰⁰ / _A	61	6 ⁰⁰ / _P	Broken	3 hr		O.T.	10.68	
810	X 27	61	9 ⁰⁰ / _A	122	6 ⁰⁰ / _P	—	1 hr		O.T.	8.11	
1011	X 15	122	7 ⁰⁰ / _A	61	4 ³⁰ / _P	—	30 min	O.T.		7.47	
1112	X 15	61	8 ⁰⁰ / _A	122	4 ⁰⁵ / _P	—	5 min	O.T.		6.94	
1213	X 18	122	7 ⁰⁰ / _A	61	7 ⁰⁵ / _P	Sab.	4 hr	5 min	O.T.	12.07	
1314	X 18	61	8 ⁰⁰ / _A	122	4 ⁰⁵ / _P	—				6.94	
15	check	43.33								52.21	
16											
1417	X 18	122	8 ⁵⁰ / _P	61	10 ¹⁰ / _P	Sab.	5 hr	20 min	O.T.	13.67	
1518	X 18	61	8 ⁴⁵ / _P	122	4 ⁴⁵ / _P	—				6.83	
1719	X 18	122	7 ⁰⁰ / _A	61	5 ³⁰ / _P	—	2 hr	30 min	O.T.	10.04	
1820	X 18	61	8 ⁰⁰ / _A	122	3 ³⁰ / _P	—				6.83	
1921	X 17	122	9 ⁰⁰ / _A	61	8 ²⁵ / _P	—	3 hr	25 min	O.T.	1hr SA 12.06	
2022	X 17	61	8 ⁰⁰ / _A	122	3 ⁰⁰ / _P	—				6.83	
23	check	48.47								56.26	
24											
25											
2126	X 18	122	7 ⁰⁰ / _A	61	4 ³⁵ / _P	Sab.	1 hr	35 min	O.T.	8.86	
2227	X 18	61	8 ⁴⁵ / _P	122	5 ²⁵ / _P	—	40 min	O.T.		7.69	
2428	X 17	122	7 ⁰⁰ / _A	61	4 ⁰⁰ / _P	—	1 hr		O.T.	8.11	
2529	X 17	61	8 ⁰⁰ / _A	122	3 ²⁵ / _P	—				6.83	
2630	X 27	122	7 ⁰⁰ / _A	61	6 ¹⁰ / _P	—	3 hr	10 min	O.T.	10.89	
2731	X 27	61	7 ⁴⁵ / _A	122	1 ³⁰ / _P	—				6.83	
32										49.21	
33	check	43.57									
34											
35											
2836	X 24	122	7 ⁰⁰ / _A	61	4 ⁴⁵ / _P	Sab.	1 hr	45 min	O.T.	9.07	
2937	X 24	61	8 ⁴⁵ / _A	122	3 ⁴⁵ / _P	—				6.83	
3138	X 18	122	7 ⁰⁰ / _A	61	5 ¹⁰ / _P	—	2 hr	10 min	O.T.	9.61	
139	X 18	61	8 ⁰⁰ / _A	122	2 ⁴⁵ / _P	—				6.83	
240	X 18	122	7 ⁰⁰ / _A	61	5 ⁵⁰ / _P	—	2 hr	50 min	O.T.	1hr SA 11.31	
341	X 18	61	8 ⁰⁰ / _A	122	2 ²⁵ / _P	—				6.83	
42										50.48	
43	check	42.77								44.84	
44											

Train Left

Arrived

Engine Number Engineer

Conductor

Trainman

M

M

Fireman

Trainman

Trainman

19

19

Initials	Car Number		Seals		Class	Contents	Where		Total Wgt. of Car and Lading	REMARKS
	Loaded	Empty	No. Side	So. Side			Taken	Left		
4 1	X 18	122	7 ⁰⁰ _A	61	4 ³⁰ _P	Lab.	1hr	30min	8.75	
5 2	X 18	61	8 ⁴⁵ _A	122	4 ⁴⁵ _P	—			6.83	
7 3	X 18	122	7 ⁰⁰ _A	61	5 ⁴⁵ _P	—	2hr	45min	10.36	
8 4	X 18	61	8 ⁰⁰ _A	122	2 ¹⁵ _P	—			6.83	
9 5	X 18	122	7 ⁰⁰ _A	61	4 ⁴⁵ _P	—	1hr		8.11	
10 6	X 18	61	8 ⁰⁰ _A	122	4 ³⁰ _P	—		20min	7.26	
check	42.59						42.58		48.14	
8										
9										
11 10	X 18	122	7 ⁰⁰ _A	61	4 ¹² _P	Lab.	1hr	10min	8.33	
12 11	X 18	61	2 ¹⁵ _A	61	8 ¹⁵ _A	Lab.			6.40	
12 12	X 18	61	11 ¹⁰ _A	122	6 ¹⁵ _P	Lab.			6.83	
14 13	X 18	122	7 ⁰⁰ _A	61	2 ¹⁵ _P	Lab.			6.83	
15 14	X 18	61	8 ⁰⁰ _A	122	9 ⁴⁵ _P	—	5hr	45min	14.21	
16 15	X 18	122	7 ⁰⁰ _A	61	4 ¹⁵ _P	—	1hr	50min	10.03	
17 16	X 18	61	8 ⁰⁰ _A	122	3 ²⁵ _P	—			6.83	
17	check	51.57					51.53		59.46	
18										
18 19	X 18	122	7 ⁰⁰ _A	61	8 ²⁰ _P	Lab.	5hr	20min	13.67	
19 20	X 18	61	8 ⁴⁵ _A	122	11 ¹⁵ _A	—	6hr	30min	15.17	
21 21	X 18	122	7 ⁰⁰ _A	61	6 ¹⁵ _P	—	3hr	55min	11.85	
22 22	X 18	61	8 ⁰⁰ _A	122	5 ⁵⁵ _P	—	1hr	55min	9.29	
23 23	X 18	122	7 ⁰⁰ _A	61	5 ⁴⁰ _P	—	2hr	40min	11.10	
24 24	X 18	61	8 ⁰⁰ _A	122	2 ²⁰ _P	—			6.83	
25	check	58.49							67.91	
26										
27										
28 28	X 24	122	7 ⁰⁰ _A	61	5 ¹⁵ _P	Lab.	2hr	15min	9.72	
29 29	X 24	61	8 ⁴⁵ _A	122	8 ²⁵ _P	—	1hr	5min	8.22	
28 30	X 18	122	7 ⁰⁰ _A	61	5 ¹⁵ _P	—	2hr	15min	9.72	
29 31	X 18	61	8 ⁰⁰ _A	122	7 ²⁰ _P	—	3hr	20min	11.11	
31 32	X 18	122	7 ⁰⁰ _A	61	2 ¹⁵ _P	—			6.83	
32 33	X 18	61	8 ⁰⁰ _A	122	3 ¹⁵ _P	—			6.83	
34							44.73		52.43	
35										
36										
37 37	X 21	122	7 ⁰⁰ _A	61	4 ³⁰ _P	Lab.	1hr	30min	8.75	
38 38	X 21	61	8 ⁴⁵ _A	122	6 ¹⁵ _P	—	1hr	30min	8.75	
39 39	X 27	122	7 ⁰⁰ _A	61	6 ¹⁵ _P	—	3hr	50min	11.75	
40 40	X 27	61	11 ²⁰ _A	122	4 ³⁰ _P	—			6.83	
41 41	X 27	122	7 ⁰⁰ _A	61	2 ³⁰ _P	—			6.83	
42 42	X 27	61		122						
43										
44	check	44.07								

RUTLAND

L. G. MORPHY,

RAILROAD

RECEIVER

1944

Train Left
Arrived
Engine Number Engineer
Conductor
Trainman

M 19
M 19
Fireman
Trainman
Trainman

March	Initials	Car Number		Seals		Class	Contents	Where		Total Wgt. of Car and Lading	REMARKS
		Loaded	Empty	No. Side	So. Side			Taken	Left		
10 1	X 16	122	7 ⁰⁰ _A	61	6 ¹⁵ _P	Lab	3 hr 15 min O.T.	1 hr SA		11.85	
11 2	X 16	61	8 ⁴⁵ _A	122	6 ⁰⁰ _P	—	1 hr 15 min O.T.			8.43	
13 3	X 18	122	7 ⁰⁰ _A	61	2 ²⁵ _P	—				6.83	
14 4	X 18	61	8 ⁰⁰ _A	122	1 ¹⁵ _P	—				6.83	
15 5	X 18	122	7 ⁰⁰ _A	61	5 ¹⁵ _P	—	3 hr 15 min O.T.			9.72	
16 6	X 18	61	8 ⁰⁰ _A	122	4 ⁰⁰ _P	—				6.83	
7	check	42.90								50.49	
8											
9											
17 10	X 18	122	7 ⁰⁰ _A	61	3 ⁰⁵ _P	Lab	5 min O.T.			6.94	
18 11	X 18	61	9 ⁰⁰ _A	122	8 ⁰⁰ _P	—	3 hr 5 min O.T.			10.79	
20 12	X 18	122	7 ⁰⁰ _A	61	2 ⁵⁰ _P	—				6.83	
21 13	X 27	61	8 ⁰⁰ _A	122	2 ³⁰ _P	—				6.83	
22 14	X 27	122	7 ⁰⁰ _A	61	3 ¹⁰ _P	—	10 min O.T.			7.04	
23 15	X 27	61	8 ⁰⁰ _A	122	3 ⁰⁰ _P	—				6.83	
16	check	39.73									
17											
18											
24 19	X 27	122	7 ⁰⁰ _A	61	4 ⁵⁰ _P	Lab	3 hr 1 hr 50 min O.T.			4.28	
25 20	X 27	61	9 ⁰⁰ _A	122	8 ²⁰ _P	—	3 hr 20 min O.T.			9.18	
27 21	X 27	122	7 ⁰⁰ _A	61	8 ¹⁰ _P	—	5 hr 10 min O.T.			11.11	
28 22	X 27	61	8 ⁰⁰ _A	122	5 ⁰⁰ _P	—	1 hr 5 min O.T.			13.46	
29 23	X 27	122	7 ⁰⁰ _A	61	2 ⁴⁰ _P	—				8.22	
30 24	X 27	61	8 ⁰⁰ _A	122	3 ¹⁰ _P	—				6.83	
25										6.83	
26	check	51.97					51.97			59.91	
27											
31 28	X 24	122	7 ⁰⁰ _A	61	6 ²⁰ _P	Lab	3 hr 20 min O.T.	1 hr SA		11.96	
1 29	X 24	61	9 ⁰⁰ _A	122	5 ⁰⁰ _P	—	20 min O.T.			6.83	
3 30	X 24	122	7 ⁰⁰ _A	61	6 ²⁰ _P	—	3 hr 20 min O.T.			11.11	
4 31	X 24	61	8 ⁰⁰ _A	122	3 ⁰⁰ _P	—				6.83	
5 32	X 27	122	7 ⁰⁰ _A	61	4 ¹⁵ _P	—	1 hr 5 min O.T.			8.22	
6 33	X 27	61	8 ⁰⁰ _A	122	2 ³⁰ _P	—				6.83	
34	check	44.01					44.10			51.78	
35											
36											
7 37	X 26	122	7 ⁰⁰ _A	61	3 ³⁰ _P	Lab	30 min O.T.			7.47	
8 38	X 26	61	9 ⁰⁰ _A	122	5 ⁰⁰ _P	—	20 min O.T.			7.26	
10 39	X 26	122	7 ⁰⁰ _A	61	6 ¹⁵ _P	—	3 hr 15 min O.T.			11.00	
11 40	X 26	61	8 ⁰⁰ _A	122	4 ⁰⁰ _P	—				6.83	
12 41	X 27	122	7 ⁰⁰ _A	61	6 ¹⁵ _P	—	3 hr 10 min O.T.			10.89	
13 42	X 27	61	8 ⁰⁰ _A	122	6 ¹⁰ _P	—	2 hr 10 min O.T.			9.61	
43											
44	check	45.41					45.34			53.06	

RUTLAND

L. G. MORPHY.

RAILROAD

RECEIVER

1944

Train Left

Arrived

Engine Number Engineer

Conductor

Trainman

M 19

M 19

Fireman

Trainman

Trainman

Initials	Car Number		Seals		Class	Contents	Where		Total Wgt. of Car and Lading	REMARKS	
	Loaded	Empty	No. Side	So. Side			Taken	Left			
1										3 2	
2	X 15	122	7 ⁰⁰ _A	61	2 ³⁰ _P	Lab.				6.83	
3	X 15	61	9 ⁰⁰ _A	122	5 ¹⁰ _P		10 min	O.T.		7.04	
4	X 18	122	7 ⁰⁰ _A	61	4 ⁴⁰ _P		1 hr	40 min	O.T.	8.77	
5	X 18	61	8 ⁰⁰ _A	122	5 ²⁵ _P		1 hr	25 min	O.T.	8.65	
6	X 18	122	7 ⁰⁰ _A	61	5 ³⁰ _P		2 hr	30 min	O.T.	10.04	
7	X 18	61	7 ⁴⁵ _A	122	2 ⁴⁵ _P					6.83	
8	check	42.83					42.79			48.36	
9											
10		Assigned west End		Weight		Est - Bumped by Moore - displaced				Hook	
11	X 20	61	12 ¹⁵ _P	0	9 ⁰⁰ _P	Beattie	45 min	O.T.		7.79	
12	X 20	0	6 ⁴⁰ _A	61	12 ¹⁵ _P					6.83	
13	X 20	61	12 ³⁰ _P	0	9 ³⁰ _P	Snake	1 hr	O.T.		8.11	
14	X 20	0	6 ⁴⁰ _A	61	12 ¹⁵ _P					6.83	
15	X 15	122	7 ⁰⁰ _A	61	8 ²⁰ _P	Laburine	5 hr	20 min	O.T.	13.67	
16	X 15	61	7 ⁴⁵ _A	122	4 ⁴⁵ _P		55 min	O.T.		8.01	
17	check	43.36					43.57			51.24	
18											
19											
20	X 15	122	8 ⁰⁰ _A	61	10 ⁵⁰ _P	Lab.	6 hr	50 min	O.T.	15.60	
21	X 15	61	9 ⁰⁰ _A	122	10 ⁵⁵ _P		5 hr	55 min	O.T.	14.42	
22											
23											
24											
25	27.06						27.04			30.02	
26											
27											
28											
29											
30											
31	X 26	122	7 ⁰⁰ _A	61	6 ⁰⁵ _P	Lab	3 hr	5 min	O.T.	10.79	
32	X 26	61	7 ⁴⁵ _A	122	5 ⁰⁰ _P		1 hr	15 min	O.T.	8.43	
33	X 20	122	7 ⁰⁰ _A	61	6 ³⁵ _P		3 hr	55 min	O.T.	11.85	
34	X 20	61	7 ⁴⁵ _A	122	3 ²⁰ _P					6.83	
35	check	34.71					34.67			37.90	
36											
37	X 18	122	7 ⁰⁰ _A	61	5 ⁴⁰ _P	Lab	1 hr S.A.	2 hr	40 min	O.T.	11.10
38	X 18	61	9 ⁰⁰ _A	122	6 ³⁰ _P		1 hr	30 min	O.T.	8.75	
39	X 18	122	7 ⁰⁰ _A	61	4 ³⁵ _P		1 hr	35 min	O.T.	8.86	
40	X 18	61	7 ⁴⁵ _A	122	2 ⁴⁰ _P					6.83	
41	X 18	122	7 ⁰⁰ _A	61	5 ¹⁵ _P		2 hr	15 min	O.T.	9.72	
42	X 18	61	7 ⁴⁵ _A	122	5 ¹⁴ _P			55 min	O.T.	8.01	
43										53.27	
44	check	45.50					45.54				

Train	Left
Arrived	
Engine Number	Engineer
Conductor	
Trainman	

	M	19
	M	19
Fireman		
Trainman		
Trainman		

1944		Car Number		Seals		Class	Contents	Where		Total Wgt. of Car and Lading	REMARKS	
May	Initials	Loaded	Empty	No. Side	So. Side			Taken	Left			
19	1	X 18	122	7 ⁰⁰ / _A	61	4 ⁵⁵ / _P	Lab	1 hr	55 min	O.T.	9.29	
20	2	X 18	61	9 ⁰⁰ / _A	122	5 ²⁰ / _P	—		20 min	O.T.	7.26	
22	3	X 18	122	7 ⁰⁰ / _A	61	6 ¹⁵ / _P	—	3 hr	10 min	O.T.	10.89	
23	4	X 18	61	7 ⁴⁵ / _A	122	3 ³⁵ / _P	—				6.83	
24	5	X 18	122	7 ⁰⁰ / _A	61	5 ¹⁵ / _P	—	1 hr S.A.	2 hr	15 min	O.T.	10.57
25	6	X 18	61	7 ⁴⁵ / _A	122	3 ⁵⁵ / _P	—		10 min	O.T.	7.04	
7											51.88	
8		check					44.19					
9											4	
26	10	X 18	122	7 ⁰⁰ / _A	61	3 ⁵⁰ / _P	Lab		50 min	O.T.	7.90	
27	11	X 18	61	9 ⁰⁰ / _A	122	5 ³⁵ / _P	—		35 min	O.T.	7.58	
29	12	X 21	122	7 ⁰⁰ / _A	61	5 ⁵⁰ / _P	—	2 hr	50 min	O.T.	10.46	
29	13	9	61	7 ³⁰ / _P	97	9 ⁵⁰ / _P	Over				6.40	
30	14	X 1840	97	6 ⁰⁰ / _A	61	7 ⁴⁰ / _P	End head on ft.				6.40	
30	15	X 21	61	7 ⁴⁵ / _A	122	2 ⁴⁵ / _P	Lab				6.83	
31	16	X 21	122	7 ⁰⁰ / _A	61	5 ⁴⁰ / _P	—	2 hr	40 min	O.T.	10.25	
1	17	X 21	61	7 ⁴⁵ / _A	122		—				6.83	
18											62.65	
19		check	51.48				52.61					
20												
2	21	X 21	122	7 ⁰⁰ / _A	61	4 ⁴⁰ / _P	Lab	1 hr	40 min	O.T.	8.97	
3	22	X 21	61	9 ⁰⁰ / _A	122	4 ³⁵ / _P	—				6.83	
5	23	X 26	122	7 ⁰⁰ / _A	61	5 ¹⁵ / _P	—	2 hr	10 min	O.T.	9.61	
6	24	X 26	61	7 ⁴⁵ / _A	122	2 ³⁰ / _P	—				6.83	
7	25	X 26	122	7 ⁰⁰ / _A	61	4 ⁰⁰ / _P	—	1 hr		O.T.	8.11	
8	26	X 26	61	7 ⁴⁵ / _A	122		—					
27		check	41.49									
28												
9	29	X 26	122	7 ⁰⁰ / _A	61	5 ²⁰ / _P	Lab	2 hr	20 min	O.T.	9.82	
10	30	X 26	61	9 ⁰⁰ / _A	122	4 ⁵⁵ / _P	—				6.83	
31		check	14.86				14.91				16.65	
32												
33											4	
16	34	X 26	122	7 ⁰⁰ / _A	61	4 ²⁰ / _P	Lab	1 hr	20 min	O.T.	8.54	
17	35	X 26	61	9 ⁰⁰ / _A	122	4 ⁰⁰ / _P	—				6.83	
19	36	X 18	122	7 ⁰⁰ / _A	61	6 ¹⁵ / _P	—	3 hr	10 min	O.T.	10.89	
20	37	X 18	61	7 ⁴⁵ / _A	122	3 ⁰⁰ / _P	—				6.83	
21	38	X 18	122	7 ⁰⁰ / _A	61	5 ¹⁵ / _P	—	2 hr	20 min	O.T.	9.82	
21	39	X 18	61	7 ⁴⁵ / _A	122	3 ²⁰ / _P	—				6.83	
40												
41		check	44.07				44.06				51.74	
42												
43												
44												

Train	Left	10 89
Arrived		85
Engine Number	Engineer	1174
Conductor		
Trainman		

M	85	19
M	768	19
Fireman		
Trainman		
Trainman		

June	Initials	Car Number		Seals		Class	Contents	Where		Total Wgt. of Car and Lading	REMARKS
		Loaded	Empty	No. Side	So. Side			Taken	Left		
23	X 27	122	7 ⁰⁰ / _A	61	4 ²⁵ / _P	Lab	1 hr.	25 min.	O.T.	4	8.65
24	X 27	61	9 ⁰⁰ / _A	122	7 ⁰⁰ / _P	—	—	—	—	—	6.83
26	X 27	122	7 ⁰⁰ / _A	61	5 ²⁵ / _P	—	2 hr.	25 min.	O.T.	—	9.93
27	X 27	61	7 ⁴⁵ / _A	122	1 ³⁰ / _P	—	—	—	—	—	6.83
28	X 27	122	7 ⁰⁰ / _A	61	5 ⁰⁰ / _P	—	2 hr.	—	O.T.	—	9.40
29	X 27	61	7 ⁴⁵ / _A	122	2 ⁰⁰ / _P	—	—	—	—	—	6.83
7											48.47
8	check	43.20					42.89				
9											
30	X 27	122	7 ⁰⁰ / _A	61	6 ¹⁵ / _P	Lab	3 hr.	15 min.	O.T.	2	11.00
1	X 27	61	9 ⁰⁰ / _A	122	6 ⁵⁰ / _P	—	1 hr.	50 min.	O.T.	—	9.18
3	X 27	122	7 ⁰⁰ / _A	61	4 ³⁵ / _P	—	1 hr.	25 min.	O.T.	—	8.65
4	X 27	61	7 ⁴⁵ / _A	122	2 ⁴⁰ / _P	—	—	—	—	—	6.83
5	X 27	122	7 ⁰⁰ / _A	61	5 ⁴⁰ / _P	—	1 hr SA.	2 hr	40 min.	O.T.	11.10
6	X 27	61	7 ⁴⁵ / _A	122	2 ³⁵ / _P	—	—	—	—	—	6.83
16											53.59
17	check	44.87					45.86				
18											
7	X 27	122	7 ⁰⁰ / _A	61	2 ⁴⁰ / _P	Lab	1 hr SA	—	—	—	7.68
8	X 27	61	8 ³⁰ / _A	122	4 ⁰⁰ / _P	—	—	—	—	—	6.83
10	X 23	122	7 ⁰⁰ / _A	61	5 ⁴⁰ / _P	Lab	2 hr.	45 min.	O.T.	—	10.36
11	X 23	61	7 ⁴⁵ / _A	122	12 ¹⁵ / _P	—	—	—	—	—	6.83
12	X 27	122	7 ⁰⁰ / _A	61	5 ³⁰ / _P	Lab	2 hr.	30 min.	O.T.	—	10.04
13	X 27	61	7 ⁴⁵ / _A	122	1 ³⁰ / _P	—	—	—	—	—	6.83
25											48.57
26	check	43.04					43.00				
14	X 27	122	7 ⁰⁰ / _A	61	6 ³⁰ / _P	Lab	3 hr.	30 min.	O.T.	—	11.32
15	X 27	61	8 ³⁰ / _A	122	5 ⁴⁵ / _P	—	1 hr.	15 min.	O.T.	—	8.43
17	X 21	122	7 ⁰⁰ / _A	61	5 ³⁰ / _P	—	2 hr.	25 min.	O.T.	—	9.93
18	X 21	61	7 ⁴⁵ / _A	122	2 ³⁰ / _P	—	—	—	—	—	6.83
19	X 21	122	7 ⁰⁰ / _A	61	5 ¹⁵ / _P	Lab	2 hr.	15 min.	O.T.	—	9.72
20	X 21	61	7 ⁴⁵ / _A	122	2 ⁴⁵ / _P	—	—	—	—	—	6.83
33	check	45.29					45.33				
34											
21	X 27	122	9 ⁰⁰ / _A	61	8 ³⁰ / _P	Lab	3 hr.	30 min.	O.T.	3	11.32
22	X 27	61	8 ³⁰ / _A	122	5 ¹⁵ / _P	—	—	45 min.	O.T.	—	7.79
23	X 27	122	7 ⁰⁰ / _A	61	3 ¹⁴⁰ / _P	—	—	40 min.	O.T.	—	7.69
25	X 27	61	7 ⁴⁵ / _A	122	2 ³⁰ / _P	—	—	—	—	—	6.83
26	X 27	122	7 ⁰⁰ / _A	61	6 ¹⁰ / _P	—	1 hr SA	3 hr	10 min.	O.T.	11.74
27	X 27	61	7 ⁴⁵ / _A	122	4 ⁰⁵ / _P	—	1 hr	10 min.	O.T.	—	8.33
41											53.70
42	check	45.99									
43											
44											

Train	Left
1	10:00
2	10:15
3	10:30
4	10:45
5	11:00
6	11:15
7	11:30
8	11:45
9	12:00
10	12:15
11	12:30
12	12:45
13	13:00
14	13:15
15	13:30
16	13:45
17	14:00
18	14:15
19	14:30
20	14:45
21	15:00
22	15:15
23	15:30
24	15:45
25	16:00
26	16:15
27	16:30
28	16:45
29	17:00
30	17:15
31	17:30
32	17:45
33	18:00
34	18:15
35	18:30
36	18:45
37	19:00
38	19:15
39	19:30
40	19:45
41	20:00
42	20:15
43	20:30
44	20:45
45	21:00
46	21:15
47	21:30
48	21:45
49	22:00
50	22:15
51	22:30
52	22:45
53	23:00
54	23:15
55	23:30
56	23:45
57	00:00
58	00:15
59	00:30
60	00:45
61	01:00
62	01:15
63	01:30
64	01:45
65	02:00
66	02:15
67	02:30
68	02:45
69	03:00
70	03:15
71	03:30
72	03:45
73	04:00
74	04:15
75	04:30
76	04:45
77	05:00
78	05:15
79	05:30
80	05:45
81	06:00
82	06:15
83	06:30
84	06:45
85	07:00
86	07:15
87	07:30
88	07:45
89	08:00
90	08:15
91	08:30
92	08:45
93	09:00
94	09:15
95	09:30
96	09:45
97	10:00
98	10:15
99	10:30
100	10:45

Left

Arrived

Engine Number

Engineer

Conductor

Trainman

Went on new Rate Aug 1 1944

M

M

Fireman

Trainman

Trainman

19

19

	Initials	Car Number		Seals		Class	Contents	Where		Total Wgt. of Car and Lading	REMARKS
		Loaded	Empty	No. Side	So. Side			Taken	Left		
28 1		off	went	Black							
29 2		off									
30 3	X 27	122	7 ⁰⁰ / _A	61	6 ⁴⁰ / _P		Laprise 1 hr SA	3 hr	40 min O.T.	12.33	
1 4	X 27	61	7 ⁴⁵ / _A	122	2 ⁴⁵ / _P					7.55	
2 5	X 17	122	7 ⁰⁰ / _A	61	3 ⁴⁰ / _P		1 hr SA	40 min	O.T.	9.35	
3 6	X 17	61	7 ⁴⁵ / _A	122	1 ⁴⁵ / _P					7.55	
7	check	33.81								36.78	
8											
4 9	X 27	122	7 ⁰⁰ / _A	61	7 ¹⁵ / _P		Bochard 1 hr SA	4 hr	15 min O.T.	14.46	
5 10	X 27	61	7 ⁴⁵ / _A	122	2 ⁴⁵ / _P					7.55	
6 11	X 20	122	8 ⁰⁰ / _A	122	5 ⁰⁰ / _P		coal job.	1 hr	O.T.	10.14	
7 12	X 27	122	7 ⁰⁰ / _A	61	5 ²⁵ / _P		1 hr SA	2 hr	25 min O.T.	11.86	
8 13	X 27	61	7 ⁴⁵ / _A	122	2 ³⁰ / _P					7.55	
9 14	X 27	122	7 ⁰⁰ / _A	61	6 ⁰⁰ / _P		1 hr SA	3 hr	15 min O.T.	13.05	
10 15	X 27	61	7 ⁴⁵ / _A	122	2 ¹⁵ / _P					7.55	
16										72.16	
17	check	59.93					59.81				
11 18	X 27	122	7 ⁰⁰ / _A	61	5 ¹⁰ / _P		Hill 1 hr SA	2 hr	10 min O.T.	11.58	
12 19	X 27	61	7 ⁴⁵ / _A	122	1 ³⁵ / _P					7.55	
12 20	X 17	122	5 ²⁰ / _P	122	10 ⁴⁵ / _P		Redwood			7.12	
14 21	X 27	122	7 ⁰⁰ / _A	61	6 ⁴⁵ / _P		Laprise 1 hr SA	3 hr	45 min O.T.	13.80	
15 22	X 27	61	7 ⁴⁵ / _A	122	12 ⁴⁵ / _P					7.55	
16 23	X 27	122	7 ⁰⁰ / _A	61	2 ⁰⁰ / _P					7.55	
17 24	X 27	61	7 ⁴⁵ / _A	122	4 ⁴⁵ / _P			1 hr	O.T.	8.97	
25										64.10	
26	check	53.99					54.02				
27											
18 28	X 27	122	8 ⁰⁰ / _A	61	3 ⁵⁰ / _P		Laprise 1 hr SA			8.49	
19 29	X 27	61	7 ⁴⁵ / _A	122	1 ⁴⁵ / _P					7.55	
21 30	X 27	122	7 ⁰⁰ / _A	61	2 ²⁰ / _P		Silvan			7.55	
22 31	X 27	61	7 ⁴⁵ / _A	122	5 ⁴⁵ / _P			2 hr	O.T.	10.39	
23 32	X 27	122	7 ⁰⁰ / _A	61	10 ⁰⁵ / _P		Laprise 1 hr SA	7 hr	5 min O.T.	18.53	
24 33	X 27	61	7 ⁴⁵ / _A	122	1 ⁴⁵ / _P					7.55	
34	check	50.12					50.11			60.06	
35											
25 36	X 27	122	7 ⁰⁰ / _A	61	5 ⁰⁵ / _P		Laprise 1 hr SA	2 hr	5 min O.T.	11.44	
26 37	X 27	61	7 ⁴⁵ / _A	122	7 ⁴⁵ / _P			3 hr	15 min O.T.	12.16	
28 38	X 21	122	7 ⁰⁰ / _A	61	5 ¹² / _P		1 hr SA	2 hr	20 min O.T.	11.80	
29 39	X 21	61	7 ⁴⁵ / _A	122	5 ¹⁵ / _P			1 hr	25 min O.T.	9.56	
30 40	X 21	122	7 ⁰⁰ / _A	61	4 ⁰⁰ / _P		1 hr SA	1 hr	O.T.	9.91	
31 41	X 21	61	7 ⁴⁵ / _A	122	6 ¹⁵ / _P			2 hr	30 min O.T.	11.09	
42										65.96	
43	check	55.77					55.82				
44											

Train	L. G. MORPHY, Paid Mark Oct. 5, 1944 Check 14.57 Back Pay for June	RUTLAND L. G. MORPHY,
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RECEIVED

M

$$\begin{array}{r} 1027 \\ 94 \\ \hline 11.21 \end{array}$$

19

Train	Left
1	11:00
2	11:15
3	11:30
4	11:45
5	12:00
6	12:15
7	12:30
8	12:45
9	1:00
10	1:15
11	1:30
12	1:45
13	2:00
14	2:15
15	2:30
16	2:45
17	3:00
18	3:15
19	3:30
20	3:45
21	4:00
22	4:15
23	4:30
24	4:45
25	5:00
26	5:15
27	5:30
28	5:45
29	6:00
30	6:15
31	6:30
32	6:45
33	7:00
34	7:15
35	7:30
36	7:45
37	8:00
38	8:15
39	8:30
40	8:45
41	9:00
42	9:15
43	9:30
44	9:45
45	10:00
46	10:15
47	10:30
48	10:45
49	11:00
50	11:15
51	11:30
52	11:45
53	12:00
54	12:15
55	12:30
56	12:45
57	1:00
58	1:15
59	1:30
60	1:45
61	2:00
62	2:15
63	2:30
64	2:45
65	3:00
66	3:15
67	3:30
68	3:45
69	4:00
70	4:15
71	4:30
72	4:45
73	5:00
74	5:15
75	5:30
76	5:45
77	6:00
78	6:15
79	6:30
80	6:45
81	7:00
82	7:15
83	7:30
84	7:45
85	8:00
86	8:15
87	8:30
88	8:45
89	9:00
90	9:15
91	9:30
92	9:45
93	10:00
94	10:15
95	10:30
96	10:45
97	11:00
98	11:15
99	11:30
100	11:45

Arrived

M

19

Engine Number

Engineer

Fireman

1594

Conductor

Trainman

Trainman

Trainman

1322

94

76.88

11/16

19.10

Sept	Initials	Car Number		Seals		Class	Contents	Where		Total Wgt. of Car and Lading	REMARKS
		Loaded	Empty	No. Side	So. Side			Taken	Left		
1	1	X 21	122	7 ⁰⁰ / _A	61	5 ³⁵ / _P	Engine	1hr SA	2hr	35min O.T.	12.15
2	2	X 21	61	7 ⁴⁵ / _A	122	5 ²⁰ / _P	—	—	1hr	35min O.T.	9.79
2	3	X 24	122	6 ⁴⁵ / _A	61	10 ⁴⁰ / _P	Will	—	—	—	7.12
3	4	No 8	61	9 ³⁰ / _A	122	12 ⁴⁵ / _P	Dead Head.	—	—	—	3.56
4	5	X 27	122	7 ⁰⁰ / _A	61	5 ⁴⁵ / _P	Engine	1hr SA	2hr	45min O.T.	12.15
5	6	X 27	61	7 ⁴⁵ / _A	122	6 ⁰⁰ / _P	—	—	2hr	15min O.T.	10.74
6	7	X 27	122	7 ⁰⁰ / _A	61	5 ¹⁵ / _P	—	1hr SA	2hr	15min O.T.	11.68
7	8	X 27	61	7 ⁴⁵ / _A	122	3 ⁰⁰ / _P	—	—	—	—	7.55
9		check	62.32					62.31			74.74
10											
11											
8	12	X 27	122	7 ⁰⁰ / _A	61	6 ²⁵ / _P	Engine	1hr SA	3hr	25min O.T.	13.33
9	13	X 27	61	7 ⁴⁵ / _A	122	3 ⁵⁰ / _P	—	—	—	—	7.55
10	14	X 27	122	7 ⁰⁰ / _A	61	6 ⁰⁵ / _P	—	—	3hr	5min O.T.	11.92
12	15	X 27	61	7 ⁴⁵ / _A	122	5 ³⁵ / _P	—	—	1hr	35min O.T.	9.79
13	16	X 27	122	7 ⁰⁰ / _A	61	4 ²⁵ / _P	—	1hr SA	1hr	25min O.T.	10.50
14	17	X 27	61	7 ⁴⁵ / _A	122	4 ¹⁵ / _P	—	—	1hr	O.T.	8.97
18		check	52.30					52.04			70.56
19			15.78								
15	20	X 27	122	7 ⁰⁰ / _A	61	5 ⁴⁰ / _P	Engine	1hr SA	2hr	40min O.T.	12.27
16	21	X 27	61	7 ⁴⁵ / _A	122	5 ³⁰ / _P	—	—	1hr	45min O.T.	10.03
18	22	X 27	122	7 ⁰⁰ / _A	61	10 ²⁵ / _P	—	1hr SA	7hr	25min O.T.	19.00
19	23	X 27	61	7 ⁴⁵ / _A	122	2 ⁵⁵ / _P	—	—	—	—	7.55
20	24	X 27	122	7 ⁰⁰ / _A	61	9 ⁰⁰ / _P	—	1hr SA	4hr	O.T.	14.16
21	25	X 27	61	7 ⁴⁵ / _A	122	5 ³⁰ / _P	—	—	1hr	35min O.T.	9.79
26		check	60.40					60.40			72.80
27											
28											2.2
22	29	X 27	122	7 ⁰⁰ / _A	61	2 ³⁰ / _P	Engine	—	—	—	7.55
23	30	X 27	61	9 ³⁰ / _A	122	7 ³⁰ / _P	—	—	2hr	O.T.	10.39
25	31	X 27	122	7 ⁰⁰ / _A	61	3 ⁴⁵ / _P	—	—	—	45min O.T.	8.61
26	32	X 27	61	7 ⁴⁵ / _A	122	3 ³⁵ / _P	—	—	—	—	7.55
27	33	X 27	122	7 ⁰⁰ / _A	61	4 ⁵⁵ / _P	—	1hr SA	1hr	55min O.T.	11.21
28	34	X 27	61	3 ¹⁰ / _P	122	12 ¹²⁵ / _P	—	—	1hr	15min O.T.	9.32
35		check	46.82		B.P. 14.57			46.85			54.63
36											
29	37	X 27	122	7 ⁰⁰ / _A	61	8 ⁰⁰ / _P	Engine	1hr SA	3hr	O.T.	12.74
30	38	X 27	61	7 ⁴⁵ / _A	122	5 ²⁰ / _P	—	—	1hr	35min O.T.	9.79
2	39	X 24	122	7 ⁰⁰ / _A	61	5 ⁴⁰ / _P	—	1hr SA	2hr	40min O.T.	12.27
3	40	X 24	61	7 ⁴⁵ / _A	122	4 ⁵⁰ / _P	—	—	1hr	5min O.T.	9.09
4	41	X 27	122	7 ⁰⁰ / _A	61	8 ⁵⁵ / _P	—	1hr SA	5hr	55min O.T.	16.88
5	42	X 27	61	7 ⁴⁵ / _A	122	1 ⁴⁰ / _P	—	—	—	—	7.55
43		check	58.15					58.10			68.32
44											

RUTLAND

L. G. MORPHY,

RAILROAD

RECEIVER

Form O. D. 10 4-40 400bks.
Printed in U. S. A.

Train Left

Arrived

Engine Number

Engineer

Conductor

Trainman

Back Pay for Aug.

M

10.50

19

M

11.44

19

Fireman

Trainman

7.79

12.98

Trainman

9.4

8.73

Oct.	Initials	Car Number		Seals		Class	Contents	Where		Total Wgt. of Car and Lading	REMARKS
		Loaded	Empty	No. Side	So. Side			Taken	Left		
6 1	X 27	122	9 ⁰⁰ _A	61	7 ¹⁵ _P	Engine	1 hr. SA	2 hr.	15 min	O.T.	11.68
7 2	X 27	61	7 ⁴⁵ _A	122	3 ⁴⁵ _P	—	—	—	—	—	7.55
9 3	X 27	122	7 ⁰⁰ _A	61	4 ¹⁰ _P	—	—	1 hr.	10 min	O.T.	9.20
10 4	X 27	61	7 ⁴⁵ _A	122	2 ⁰⁰ _P	—	—	—	—	—	7.55
11 5	X 27	122	7 ⁰⁰ _A	61	1 ¹⁵ _P	—	—	—	—	—	7.55
11 6	X 18	61	10 ⁰⁰ _P	61	1 ¹⁵ _P	Engine	—	—	—	—	7.12
12 7	X 27	61	7 ⁴⁵ _A	122	5 ²⁵ _P	Engine	—	1 hr	40 min	O.T.	9.91
8	check	50.61					50.59				60.56
9											
13 10	X 27	122	9 ⁰⁰ _A	61	8 ³⁵ _P	Engine	1 hr SA	3 hr	35 min	O.T.	13.57
14 11	X 27	61	7 ⁴⁵ _A	122	7 ¹⁵ _P	—	—	3 hr	30 min	O.T.	12.51
16 12	X 27	122	7 ⁰⁰ _A	61	4 ⁴⁵ _P	—	1 hr SA	1 hr	45 min	O.T.	10.97
17 13	X 27	61	7 ⁴⁵ _A	122	4 ⁴⁵ _P	—	—	1 hr	—	O.T.	8.97
18 14	X 27	122	7 ⁰⁰ _A	61	5 ³⁰ _P	—	1 hr SA	2 hr	30 min	O.T.	12.03
19 15	X 27	61	7 ⁴⁵ _A	122	1 ³⁵ _P	—	—	—	—	—	7.55
16	check	55.41					55.47				65.60
17		17.03					Back pay for month Aug. 1943				
18											
20 19	X 27	122	7 ⁰⁰ _A	61	5 ⁰⁵ _P	Engine	1 hr SA	2 hr	5 min	O.T.	11.44
21 20	X 27	61	7 ⁴⁵ _A	122	3 ⁴⁵ _P	—	—	—	—	—	7.55
23 21	X 20	122	7 ⁰⁰ _A	61	6 ¹⁰ _P	—	1 hr SA	3 hr	10 min	O.T.	12.98
24 22	X 20	61	7 ⁴⁵ _A	122	3 ⁴⁵ _P	—	—	—	—	—	7.55
25 23	X 20	122	7 ⁰⁰ _A	61	5 ⁰⁵ _P	—	1 hr SA	2 hr	—	O.T.	11.33
26 24	X 20	61	7 ⁴⁵ _A	122	2 ¹⁵ _P	—	—	—	—	—	7.55
25											58.40
26	check	50.56					50.30				
27											
27 28	X 20	122	7 ⁰⁰ _A	61	1 ³⁵ _P	Engine	—	—	—	—	7.55
28 29	X 20	61	7 ⁴⁵ _A	122	7 ⁴⁵ _P	—	—	—	—	O.T.	13.22
30 30	X 20	122	7 ⁰⁰ _A	61	6 ¹⁵ _P	—	1 hr SA	3 hr	50 min	O.T.	13.92
31 31	X 20	61	7 ⁴⁵ _A	122	5 ¹⁵ _P	—	—	1 hr	30 min	O.T.	9.68
1 32	X 27	122	7 ⁰⁰ _A	61	5 ¹⁵ _P	—	1 hr SA	2 hr	20 min	O.T.	11.80
2 33	X 27	61	7 ⁴⁵ _A	122	4 ⁴⁵ _P	—	—	1 hr	—	O.T.	8.97
34											65.14
35	check	54.90					55.02				
36											
3 37	X 27	122	7 ⁰⁰ _A	61	5 ¹⁵ _P	Engine	1 hr SA	3 hr	15 min	O.T.	11.68
4 38	X 27	61	7 ⁴⁵ _A	122	5 ¹⁵ _P	—	—	1 hr	30 min	O.T.	9.68
5 39	X 109	122	10 ⁰⁰ _P	122	6 ¹⁵ _P	—	—	—	—	—	8.54
6 40	X 27	122	8 ⁴⁰ _A	61	6 ¹⁵ _P	Engine	1 hr SA	1 hr	35 min	O.T.	10.73
7 41	X 27	61	7 ⁴⁵ _A	122	7 ²⁰ _P	—	—	3 hr	35 min	O.T.	12.63
8 42	X 27	122	7 ⁰⁰ _A	61	3 ¹⁵ _P	—	1 hr SA	—	—	—	8.73
9 43	X 27	61	7 ⁴⁵ _A	122	3 ⁰⁰ _P	—	—	—	—	—	7.55
44	check	59.34					59.28				69.54

	M	19
	M	19
Fireman		
Trainman		
Trainman		

[illegible]

Train	Left
1	10:00
2	10:15
3	10:30
4	10:45
5	11:00
6	11:15
7	11:30
8	11:45
9	12:00
10	12:15
11	12:30
12	12:45
13	13:00
14	13:15
15	13:30
16	13:45
17	14:00
18	14:15
19	14:30
20	14:45
21	15:00
22	15:15
23	15:30
24	15:45
25	16:00
26	16:15
27	16:30
28	16:45
29	17:00
30	17:15
31	17:30
32	17:45
33	18:00
34	18:15
35	18:30
36	18:45
37	19:00
38	19:15
39	19:30
40	19:45
41	20:00
42	20:15
43	20:30
44	20:45
45	21:00
46	21:15
47	21:30
48	21:45
49	22:00
50	22:15
51	22:30
52	22:45
53	23:00
54	23:15
55	23:30
56	23:45
57	00:00
58	00:15
59	00:30
60	00:45
61	01:00
62	01:15
63	01:30
64	01:45
65	02:00
66	02:15
67	02:30
68	02:45
69	03:00
70	03:15
71	03:30
72	03:45
73	04:00
74	04:15
75	04:30
76	04:45
77	05:00
78	05:15
79	05:30
80	05:45
81	06:00
82	06:15
83	06:30
84	06:45
85	07:00
86	07:15
87	07:30
88	07:45
89	08:00
90	08:15
91	08:30
92	08:45
93	09:00
94	09:15
95	09:30
96	09:45
97	10:00
98	10:15
99	10:30
100	10:45

Arrived

Engine Number

Conductor

Trainman

Left

Engineer

M

M

19

19

PERMANENT

Trainman

Trainman

Dec	Initials	Car Number		Seals		Class	Contents	Where		Total Wgt. of Car and Lading	REMARKS
		Loaded	Empty	No. Side	So. Side			Taken	Left		
22	1	X 27	122	7 ⁰⁰ _A	61	5 ³⁵ _P	1hr SA	2hr	35min	O.T.	12.15
23	2	X 27	61	7 ⁴⁵ _A	122	5 ¹⁵ _P	1hr	1hr	30min	O.T.	10.62
26	3	X 27	122	7 ⁰⁰ _A	61	7 ⁰⁵ _P	1hr SA	4hr	5min	O.T.	14.26
27	4	X 27	61	7 ⁰⁰ _A	122	5 ³⁰ _P		2hr	45min	O.T.	11.45
5											
6		check	42.25								
7											
JAN	1	1945									
9											
10	10	X 24	122	7 ⁰⁰ _A	61	3 ³⁵ _P	1hr SA		35min	O.T.	9.32
11	11	X 24	61	7 ⁴⁵ _A	122	4 ²⁵ _P			40min	O.T.	8.49
12		check	16.10				16.03				17.81
13											
12	14	X 24	122	7 ⁰⁰ _A	60-122	6 ⁰⁵ _P	120min -	1hr	29min	O.T.	11.16
13	15	X 09	122	1 ⁴⁰ _A	61	7 ⁰⁰ _P	Dead Head				7.12
13	16	X 17	61	7 ⁴⁵ _A	122	8 ¹⁵ _P		4hr	30min	O.T.	13.93
15	17	X 24	122	7 ⁰⁰ _A	61	6 ³⁰ _P	1hr SA	3hr	30min	O.T.	13.45
16	18	X 24	61	7 ⁴⁵ _A	122	2 ⁴⁵ _P					7.55
17	19	X 18	122	12 ³⁰ _P	61	11 ²⁵ _P	1hr SA	2hr	55min	O.T.	12.62
18	20	X 18	61	8 ³⁵ _A	122	3 ⁴⁵ _P					7.55
21		check	57.17				59.25				73.38
22											
19	23	X 27	122	7 ⁰⁰ _A	61	5 ²⁵ _P	1hr SA	2hr	25min	O.T.	11.91
20	24	X 17	61	11 ⁰⁰ _A	122	8 ⁵⁵ _P		1hr	55min	O.T.	10.27
22	25	X 18	122	7 ⁰⁰ _A	61	5 ³⁵ _P		2hr	35min	O.T.	11.21
23	26	X 18	61	7 ⁴⁵ _A	122	1 ²⁰ _P					7.55
24	27	X 18	122	7 ⁰⁰ _A	61	2 ²⁵ _P	(O.T. enroute)				7.55
25	28	X 18	61	12 ²⁰ _A	0-61-122	12 ²⁰ _P	14hr 34min	9hr	26min	O.T.	27.04
29			24 hrs on duty	malone	09.		malone - although on P. low				75.53
30		check	61.47				62.58				
31											
26	32	X 32	122	4 ⁵⁰ _P	122	10 ⁴⁰ _A		9hr	50min	O.T.	23.42
27	33	X 32	122	11 ⁵⁰ _P	25	8 ⁴⁰ _A			50min	O.T.	8.73
28	34		Dead head on #8		to		burgh				3.56
29	35	X 14	122	9 ⁰⁰ _A	61	12 ¹⁵ _A		7hr	15min	O.T.	17.82
30	36	X 19	61	11 ⁰⁰ _A	122	10 ³⁰ _P		3hr	20min	O.T.	12.27
31	37	X 19	122	7 ⁰⁰ _A	61	5 ⁰⁵ _P		2hr	5min	O.T.	10.50
1	38	X 19	61	7 ⁴⁵ _A	122	5 ⁴⁵ _P		2hr		O.T.	10.39
39											84.69
40											
41		check	68.08				69.19				
42											
43											
44											

Train	Left
Arrived	
Engine Number	Engineer
Conductor	
Trainman	

	M	19
	M	19
Fireman		
Trainman		
Trainman		

File	Initials	Car Number		Seals		Class	Contents	Where		Total Wgt. of Car and Lading	REMARKS
		Loaded	Empty	No. Side	So. Side			Taken	Left		
2	1	X 19	122	7 ⁰⁰ _A	61	7 ⁴⁵ _P	1 hr. SA.	4 hr.	45 min.	O.T.	15.22
3	2	X 19	61	7 ⁴⁵ _A	122	4 ³⁰ _P			45 min.	O.T.	8.61
5	3	X 19	122	7 ⁰⁰ _A	61	9 ⁰⁰ _P	1 hr. SA.	6 hr.		O.T.	17.00
6	4	X 19	61	7 ⁴⁵ _A	122	1 ³⁰ _P					7.55
7	5	X 19	122	7 ⁰⁰ _A	61	5 ¹⁵ _P	1 hr SA	2 hr	15 min.	O.T.	11.68
8	6	X 19	61	7 ⁴⁵ _A	122	3 ³⁰ _P					7.55
7		check	56.66				56.61				67.61
8											
9	9	X 24	122	7 ⁰⁰ _A	61	5 ⁰⁰ _P	1 hr SA.	2 hr		O.T.	11.33
10	10	X 24	61	7 ⁴⁵ _A	122	4 ⁰⁰ _P			15 min.	O.T.	7.90
12	11	X 27	122	7 ⁰⁰ _A	61	4 ⁴⁵ _P	1 hr SA	1 hr	45 min.	O.T.	10.97
13	12	X 27	61	7 ⁴⁵ _A	122	4 ²⁰ _P			35 min.	O.T.	8.38
14	13	X 27	122	7 ⁰⁰ _A	61	4 ⁰⁵ _P	1 hr SA	1 hr	5 min.	O.T.	10.03
15	14	X 27	61	7 ⁴⁵ _A	122	4 ⁵⁵ _P		1 hr	10 min.	O.T.	9.20
15							49.13				57.81
16		check	49.08								4.2
16	17	X 27	122	1 ²⁰ _P	61	2 ³⁰ _P	1 hr SA	5 hr	10 min.	O.T.	15.81
17	18	X 17	61	11 ³⁰ _A	122	8 ⁰⁰ _P			30 min.	O.T.	8.26
19	19	X 20	122	7 ⁰⁰ _A	61	6 ⁰⁰ _P	1 hr SA	3 hr		O.T.	12.74
20	20	X 20	61	7 ⁴⁵ _A	122	6 ¹⁴ _P		2 hr	25 min.	O.T.	10.97
21	21	X 19	122	7 ⁰⁰ _A	61	3 ⁰³ _P	1 hr SA		5 min.	O.T.	8.61
22	22	X 19	61	7 ⁴⁵ _A	122	4 ⁴⁵ _P		1 hr		O.T.	8.97
23											65.36
24		check	48.72			Insurance out.	54.84				
25											2.2
23	26	X 19	122	7 ⁰⁰ _A	61	5 ³⁰ _P	1 hr SA	2 hr	30 min.	O.T.	12.03
24	27	X 19	61	7 ⁴⁵ _A	122	4 ⁴⁵ _P		1 hr		O.T.	8.97
26	28	X 19	122	7 ⁰⁰ _A	61	6 ¹⁵ _P	1 hr SA	3 hr	15 min.	O.T.	13.10
27	29	X 19	61	7 ⁴⁵ _A	122	7 ⁵⁵ _P		4 hr	10 min.	O.T.	13.46
28	30	X 19	122	7 ⁰⁰ _A	61	3 ³⁰ _P	1 hr SA		30 min.	O.T.	9.20
1	31	X 19	61	7 ⁴⁵ _A	122	1 ⁴⁰ _P					7.55
32		check	53.78				53.60				64.31
33											
34											2.2
2	35	X 19	122	7 ⁰⁰ _A	61	5 ⁰⁰ _P	1 hr SA	2 hr		O.T.	11.33

Train	Left
Arrived	
Engine Number	Engineer
Conductor	
Trainman	

	M	19
	M	19
Fireman	Newtown - 4	@ 75¢ 3.00
Trainman	2	@ 60¢ 1.20
Trainman		4.20

	Initials	Car Number		Seals	
		Loaded	Empty	No. Side	So. Side
1					
2	Hanna & Porter			12.67	
3	April 14			2.00	
4				2.00	
5				2.00	
6				2.00	
7				2.00	
8				2.67	
9					
10	Burns			19.95	
11	April 14			3.00	
12				3.00	
13				3.00	
14				3.00	
15				3.00	
16				3.00	
17				1.95	
18					
19					
20					
21					
22					
23					
24					
25					
26					
27					
28					
29					
30					
31					
32					
33					
34					
35					
36					
37					
38					
39					
40					
41					
42					
43					
44					

[illegible]

Form O, D. 10 4-40 400bks.
Printed in U. S. A.

	M	19
	M	19
Fireman		
Trainman		
Trainman		

[illegible]

RUTLAND

L. G. MORPHY,

Left

41.30

Sterling SALT

FOR EVERY PURPOSE

1. Harry Vernon Rockwood
2. Born 3/10/1909 32 yrs
3. Grand Isle County
North Hero Vt.

Class III

Order No. 248

INTERNATIONAL SALT CO., INC.
SCRANTON, PA.

Frank Lambert
95 Bowler St
Holyoke Mass

all to Ogd. on 346
page 242 mi with
O.T. after 12 hrs 6 min
at .68 per hr for O.T.
242 mi page 8.86

John OHara

1007 Seymour Ave
Utica, N.Y.

55.58

2.56

.32

61.46

258

Ladies Bed Room
Slippers

Rockwood

Enlisted Oct 8 - 1928

Transferred to Naval Guard
Reserve (Oct 2nd 1930)

Date of Last Discharge?

22	82.75	1.21	1.4	61
23	83.9		18	12
24	84.1			
25	84.106			
26				
27	85			
28	86.30			
29	87			
30	88.41			
31	89.06			
32	90.11			
33	91.11			
34	92			
35	93			
36	94			
37	95			
38	96			
39	97.57			
40	98			
41	99.21			
42				
43				
44				