(Printed in U. S. A.)

T-29
ICC 173(b)—3 Yrs.

PENN CENTRAL TRANSPORTATION COMPANY

FREIGHT TRAIN CONDUCTOR'S DELAY REPORT

Train: MLG Engine: 3177 2630 2104

Div.: GSR Direction: West

From: 40115 To: 40231

Engineer: J W Lite

Fireman: nil

Called for: 12 35 a M

Conductor: Watson

Brakemen: Montieth, Allman

Engine left house ..... M

Departed initial yard ..... M

Engine on: – M

Departed Terminal: 115 a

Train ready: – M

6-19- 1973

CARS	LOADED	EMPTY	TOTAL
Out of Terminal	9	56	65
Into Terminal	–	–	–
Handled	–	–	–

Radio ahead as-OK.
" Rear - #25 - OK
Cab 21528

TONS	ACTUAL	ADJUSTED
	2655	
	–	
	–	

TIME ON DUTY: Train Crew 12 05 a M; Engine Crew – M

Overtime ..... Hours ..... Minutes

TIME OFF DUTY: Train Crew 600 a M; Engine Crew – M

Overtime ..... Hours ..... Minutes

Arrived 400 a 6-19- 1973

Actual Time on Duty 5 Hours 55 Minutes

INSTRUCTIONS

Report must be made covering each trip and forwarded to Trainmaster's office immediately after arrival at terminal. In case of delays caused by car failures, give car initials and number, where taken in train and left. Where delay results from two or more causes, show actual time for each cause entering into the total delay. Show under "Delays" detention at station and reason for delay.

ARRIVE	DEPART	CARS Left	CARS Picked Up	STATION	DELAYS
105	115 a	9		S Thomas - Cars leaving yard.	set off 9 cars
310 a	325 a			Woodslee Hot Box Detector - Train OK.	
345 a				Howard Ave - arrival	
400 a				Detroit Tunnel - arrive.	

(Printed in U. S. A.)

T-29
ICC 173(b)—3 Yrs.

PENN CENTRAL TRANSPORTATION COMPANY

FREIGHT TRAIN CONDUCTOR'S DELAY REPORT

Train BOM7 Engine 7811 8001 8941

Div. Canada Direction West

From Hollis To Adsit

Engineer C. Brulley Conductor J. Graves

Fireman V. Dalton Brakemen T. Fox / Allen

Called for 12 05 p M

Engine left house ..... M

Engine on Shop p M Train ready 12 05 p M

Departed initial yard ..... M

Departed Terminal 12 05 p 6-19 1973

CARS	LOADED	EMPTY	TOTAL		TONS ACTUAL	TONS ADJUSTED
Out of Terminal	25	43	68	Radio #26	2912	
Into Terminal	—				—	
Handled	/	/	/			

TIME ON DUTY: Train Crew 11 35 a M; Engine Crew ..... M — Overtime ..... Hours ..... Minutes

TIME OFF DUTY: Train Crew 2 50 p M; Engine Crew ..... M — Overtime ..... Hours ..... Minutes

Arrived 2 35 p 6-19 1973 — Actual Time on Duty 3 Hours 15 Minutes

INSTRUCTIONS

Report must be made covering each trip and forwarded to Trainmaster's office immediately after arrival at terminal. In case of delays caused by car failures, give car initials and number, where taken in train and left. Where delay results from two or more causes, show actual time for each cause entering into the total delay. Show under "Delays" detention at station and reason for delay.

ARRIVE	DEPART	CARS Left	CARS Picked Up	STATION	DELAYS
12 05 p	12 15 p			St. Thomas	Leave Yard.

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ICC 173(b)—3 Yrs.

PENN CENTRAL TRANSPORTATION COMPANY

FREIGHT TRAIN CONDUCTOR'S DELAY REPORT

Train FMA9 Engine 2962 2834 2531

Div. Cam. Direction Wesb.

From 8625 To 40115

Engineer Osborne Conductor Beaumie

Fireman Merritt Brakemen { Lemmy / Caldwell

Called for 7 P M

Engine left house ..... M Engine on ..... M Train ready ..... M

Departed initial yard ..... M Departed Terminal 755 P 6-19 19 73

CARS	LOADED	EMPTY	TOTAL	TONS ACTUAL	TONS ADJUSTED
Out of Terminal	29	59	88	4240	
Into Terminal	31	66	97	4535	
Handled					

TIME ON DUTY { Train Crew 7 P M / Engine Crew ..... M } Overtime ..... Hours ..... Minutes

TIME OFF DUTY { Train Crew 1155 P M / Engine Crew ..... M } Overtime ..... Hours ..... Minutes

Arrived 1140 P 6-19-73 19 Actual Time on Duty 4 Hours 55 Minutes

INSTRUCTIONS

Report must be made covering each trip and forwarded to Trainmaster's office immediately after arrival at terminal. In case of delays caused by car failures, give car initials and number, where taken in train and left. Where delay results from two or more causes, show actual time for each cause entering into the total delay. Show under "Delays" detention at station and reason for delay.

ARRIVE	DEPART	CARS Left	CARS Picked Up	STATION	DELAYS
	755 P			Niagara-Air-Leave.	

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T-29
ICC 173(b)—3 Yrs.

PENN CENTRAL TRANSPORTATION COMPANY

FREIGHT TRAIN CONDUCTOR'S DELAY REPORT

Train: BM7 Engine: 2926 3034 7872 Engineer: J. Ross Conductor: W. Orchard

Div.: CS Direction: West Fireman: L. Marlatt Brakemen: L. McIntyre, L. Jolliffe

From: 40115 To: 8625 Called for: 7 00 a M

Engine left house: M Engine on: Thru M Train ready: Thru M

Departed initial yard: M Departed Terminal: 7 50 a. June 20 19 23

CARS	LOADED	EMPTY	TOTAL
Out of Terminal	38	31	69
Into Terminal			
Handled			

Radio #5.

TONS	ACTUAL	ADJUSTED
	4000	

TIME ON DUTY: Train Crew 7 00 a M; Engine Crew M — Overtime Hours Minutes

TIME OFF DUTY: Train Crew 11 20 a M; Engine Crew M — Overtime Hours Minutes

Arrived 11 05 a June 20 19 23 — Actual Time on Duty 4 Hours 20 Minutes

INSTRUCTIONS

Report must be made covering each trip and forwarded to Trainmaster's office immediately after arrival at terminal. In case of delays caused by car failures, give car initials and number, where taken in train and left. Where delay results from two or more causes, show actual time for each cause entering into the total delay. Show under "Delays" detention at station and reason for delay.

ARRIVE	DEPART	CARS Left	CARS Picked Up	STATION	DELAYS
	7 50 a			Magna	Air

11/69
(Printed in U. S. A.)

T-29
ICC 173(b)—3 Yrs.

PENN CENTRAL TRANSPORTATION COMPANY

FREIGHT TRAIN CONDUCTOR'S DELAY REPORT

2926
3034

Train BM-9 Engine 7872 Engineer W. Crawford Conductor J. Olusted

Div. CS Direction West Fireman R. Shirley Brakemen F. Ferguson, W. Barnett

From 40115 To 40231 Called for 1110 M

Engine left house ..... M Engine on Thru M Train ready Thru a M

Departed initial yard ..... M Departed Terminal 1105 a June 20th 1973

CARS	LOADED	EMPTY	TOTAL
Out of Terminal	38	31	69
Into Terminal	—	—	—
Handled	—	—	—

Radio #5
Caboose 21546

TONS	ACTUAL	ADJUSTED
	4000	
	—	

TIME ON DUTY: Train Crew 1040 a M; Engine Crew ..... M — Overtime ..... Hours ..... Minutes

TIME OFF DUTY: Train Crew 240 p M; Engine Crew ..... M — Overtime ..... Hours ..... Minutes

Arrived 200 p June 20 1973 — Actual Time on Duty 4 Hours 0 Minutes

INSTRUCTIONS

Report must be made covering each trip and forwarded to Trainmaster's office immediately after arrival at terminal. In case of delays caused by car failures, give car initials and number, where taken in train and left. Where delay results from two or more causes, show actual time for each cause entering into the total delay. Show under "Delays" detention at station and reason for delay.

ARRIVE	DEPART	CARS Left	CARS Picked Up	STATION	DELAYS
	1105 a			St Thos	
120 p	145 p			Wendover Cov Customs, Held	

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T-29
ICC 173(b)—3 Yrs.

PENN CENTRAL TRANSPORTATION COMPANY

FREIGHT TRAIN CONDUCTOR'S DELAY REPORT

Train M.F.9 Engine 2970 2831 3048 Engineer A Bewley Conductor Lavery

Div. Lancaster Direction West Fireman — Brakemen Carlstin Richardson

From 4625 To 40115 Called for 4 15 p M

Engine left house ..... M Engine on Thru M Train ready 4 50 p M

Departed initial yard ..... M Departed Terminal 5 15 pm 6-20 19 73

CARS	LOADED	EMPTY	TOTAL	TONS ACTUAL	TONS ADJUSTED
Out of Terminal	3	89	92	3270	
Into Terminal	✓	✓	✓	✓	
Handled	✓	✓	✓	✓	

+ cab. 21532

TIME ON DUTY: Train Crew 4 15 p M; Engine Crew ..... M — Overtime ..... Hours ..... Minutes

TIME OFF DUTY: Train Crew 9 35 p M; Engine Crew ..... M — Overtime ..... Hours ..... Minutes

Arrived 9 20 p 6-20 19 73 — Actual Time on Duty 5 Hours 20 Minutes

INSTRUCTIONS

Report must be made covering each trip and forwarded to Trainmaster's office immediately after arrival at terminal. In case of delays caused by car failures, give car initials and number, where taken in train and left. Where delay results from two or more causes, show actual time for each cause entering into the total delay. Show under "Delays" detention at station and reason for delay.

ARRIVE	DEPART	CARS Left	CARS Picked Up	STATION	DELAYS
	5 15 p			Neffs	Test air
5 50 p	6 10 p			Mastoon	Car dept repairing car
6 45 p				WF-20	Busted air hose on 12th head car
	7 15 p				TTBX-940166 · West end replaced same

11/69
(Printed in U. S. A.)

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ICC 173(b)—3 Yrs.

PENN CENTRAL TRANSPORTATION COMPANY

FREIGHT TRAIN CONDUCTOR'S DELAY REPORT

Train TU15 Engine 2900 7721 2515 2913 7951 3217

Div. CS Direction East

From 8625 To Tonawanda

Engineer J. Bodkin Conductor Babcock

Fireman J. Wilson Brakemen { Paul / Babcock

Called for 3:00 p M

Engine left house ..... M Engine on Train M Train ready 7:45 M

Departed initial yard ..... M Departed Terminal 7:50 p 6-20 19 73

CARS	LOADED	EMPTY	TOTAL	TONS ACTUAL	TONS ADJUSTED
Out of Terminal	31	0	31	2325	
Into Terminal	25	0	25	1875	
Handled	32	0	32	2400	

TIME ON DUTY { Train Crew 7:00 p M / Engine Crew ..... M Overtime ..... Hours ..... Minutes

TIME OFF DUTY { Train Crew ..... p M / Engine Crew ..... M Overtime ..... Hours ..... Minutes

Arrived ..... p 6-20 19 73 Actual Time on Duty ..... Hours ..... Minutes

INSTRUCTIONS

Report must be made covering each trip and forwarded to Trainmaster's office immediately after arrival at terminal. In case of delays caused by car failures, give car initials and number, where taken in train and left. Where delay results from two or more causes, show actual time for each cause entering into the total delay. Show under "Delays" detention at station and reason for delay.

ARRIVE	DEPART	CARS Left	CARS Picked Up	STATION	DELAYS
	7:50 p			Niagara	air & leaving
8:10 p	8:30 p			Mentor	50 - 7-0 - 5 25 Tons
					PU - 1-0 - 75 v

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ICC 173(b)—3 Yrs.

PENN CENTRAL TRANSPORTATION COMPANY

FREIGHT TRAIN CONDUCTOR'S DELAY REPORT

Train TV15 / MX9 Engine 2909 / 2868 / 3086 Engineer Hall Conductor Redding

Div. LP Direction West Fireman Kerr Brakemen Stafford / Mackey

From 40115 To 40231 Called for 9.45 M

Engine left house ..... M Engine on 9.45 p M Train ready 9.45 p M

Departed initial yard ..... M Departed Terminal 10 p 6-19 1973

CARS	LOADED	EMPTY	TOTAL	TONS ACTUAL	TONS ADJUSTED
Out of Terminal	18	36	54	2650	
Into Terminal					
Handled					

21575
52 long
#24

TIME ON DUTY: Train Crew 9.15 p M; Engine Crew ..... M — Overtime ..... Hours ..... Minutes

TIME OFF DUTY: Train Crew 2.45 a M; Engine Crew ..... M — Overtime ..... Hours ..... Minutes

Arrived 12.35 a 6-20 1973 — Actual Time on Duty 5 Hours 30 Minutes

INSTRUCTIONS

Report must be made covering each trip and forwarded to Trainmaster's office immediately after arrival at terminal. In case of delays caused by car failures, give car initials and number, where taken in train and left. Where delay results from two or more causes, show actual time for each cause entering into the total delay. Show under "Delays" detention at station and reason for delay.

ARRIVE	DEPART	CARS Left	CARS Picked Up	STATION	DELAYS
9.45 p	10 p			At Shop	testing air & leaving yard

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ICC 173(b)—3 Yrs.

PENN CENTRAL TRANSPORTATION COMPANY

FREIGHT TRAIN CONDUCTOR'S DELAY REPORT

Train F MA9 Engine 2962. 2834 · 2531

Div. A B Direction West

From 40115 To 40831

Engine left house ..... M

Departed initial yard ..... M

Engineer Melmine

Fireman McManus

Called for 11 25 P M

Engine on Shed M

Departed Terminal 12 10 a

Conductor Booze

Brakemen { Fulton / Ward.

Train ready 11 55 M

June 20 1973

CARS	LOADED	EMPTY	TOTAL
Out of Terminal	29	59	88
Into Terminal	✓	✓	✓
Handled	✓	✓	✓

TONS	ACTUAL	ADJUSTED
	4220	

TIME ON DUTY { Train Crew 10 55 P M / Engine Crew ..... M

Overtime ..... Hours ..... Minutes

TIME OFF DUTY { Train Crew 4 50 a M / Engine Crew ..... M

Overtime ..... Hours ..... Minutes

Arrived 3 35 a June 20 1973

Actual Time on Duty 5 Hours 55 Minutes

INSTRUCTIONS

Report must be made covering each trip and forwarded to Trainmaster's office immediately after arrival at terminal. In case of delays caused by car failures, give car initials and number, where taken in train and left. Where delay results from two or more causes, show actual time for each cause entering into the total delay. Show under "Delays" detention at station and reason for delay.

ARRIVE	DEPART	CARS Left	CARS Picked Up	STATION	DELAYS
11 55 P	12 10 a			St. Thos	Air Test & Leaving

11/69
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T-29
ICC 173(b)—3 Yrs.

PENN CENTRAL TRANSPORTATION COMPANY

FREIGHT TRAIN CONDUCTOR'S DELAY REPORT

Train M19 Engine 2970 2831 3048
Div. Canada Direction West.
From 40115 To 40231

Engineer B Brown
Fireman J Blayall
Called for 915 p M
Engine on Thru M
Departed Terminal 950 p

Conductor H. O'Grady
Brakemen { C T Page / G Dummer
Train ready 930 p M
6 - 20 1973

Engine left house ..... M
Departed initial yard ..... M

CARS	LOADED	EMPTY	TOTAL	TONS ACTUAL	TONS ADJUSTED
Out of Terminal	3	89	92	3270	
Into Terminal	—	—	—	—	
Handled	—	—	—	—	

TIME ON DUTY { Train Crew 845 p M / Engine Crew ..... M }
Overtime ..... Hours ..... Minutes

TIME OFF DUTY { Train Crew 305 a M / Engine Crew ..... M }
Overtime ..... Hours ..... Minutes

Arrived 130 a 6-21 1973
Actual Time on Duty 6 Hours 20 Minutes

INSTRUCTIONS

Report must be made covering each trip and forwarded to Trainmaster's office immediately after arrival at terminal. In case of delays caused by car failures, give car initials and number, where taken in train and left. Where delay results from two or more causes, show actual time for each cause entering into the total delay. Show under "Delays" detention at station and reason for delay.

ARRIVE	DEPART	CARS Left	CARS Picked Up	STATION	DELAYS
930 p	950 p			St Thomas.	Air test. & take water
1205 a	110 a			Windsor	Signal