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OF COUNSEL  
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WILLIAM H. DEMPSEY  
BARBARA L. KIRSCHTEN

November 26, 1997



**DELIVERY BY HAND**

Hon. Vernon A. Williams  
Secretary  
Surface Transportation Board  
1925 K Street, N.W., 7th Floor  
Washington, D.C. 20036

Re: Finance Docket No. 32760 (Sub-No. 25), Union Pacific  
Corp., et al. -- Control & Merger -- Southern Pacific  
Transp. Co., et al. -- Arbitration Review

Dear Mr. Williams:

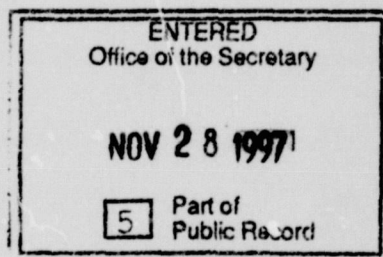
Enclosed for filing in the referenced matter are the  
original plus ten (10) copies of the Motion by Union Pacific for  
Extension of Time with attached certificate of service.

Thank you for your assistance with this matter.

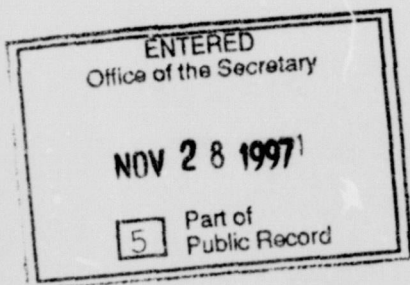
Very truly yours,

*Eugenia Langan*  
Eugenia Langan  
Attorney for Union Pacific  
Railroad Company

Encl.  
cc: Donald F. Griffin, Esq.



184245



BEFORE THE  
SURFACE TRANSPORTATION BOARD



FINANCE DOCKET NO. 32760 (SUB-NO. 25)

UNION PACIFIC CORPORATION, UNION PACIFIC RAILROAD COMPANY  
AND MISSOURI PACIFIC RAILROAD COMPANY --- CONTROL AND MERGER  
SOUTHERN PACIFIC TRANSPORTATION COMPANY, ST. LOUIS  
SOUTHWESTERN RAILWAY COMPANY, SPCSL CORP. AND  
THE DENVER & RIO GRAND WESTERN RAILROAD COMPANY

(Arbitration Review)

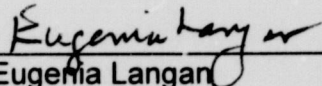
MOTION BY UNION PACIFIC FOR EXTENSION OF TIME

Union Pacific Railroad Company ("UP"), respondent in this matter, respectfully moves for a three-day extension of its time to respond to the Petition for Review of Arbitral Award filed by the Brotherhood of Maintenance of Way Employees ("BMWE") on November 12, 1997. UP's response, absent an extension, would therefore be due Tuesday, December 2, 1997. Due to other obligations of the undersigned counsel and the upcoming Thanksgiving holiday, the three-day three-day extension, to and including Friday December 5, 1997, is needed to complete UP's response.

We have attempted to contact counsel of record for the BMWE to find out if the union will agree not to oppose this extension, as UP agreed not to oppose the eight-day extension of time the union received to file its Petition, but counsel is on vacation until after this holiday weekend. We will endeavor to reach him when he returns and advise the Board if the union agrees not to oppose.

WHEREFORE, good cause appearing, UP respectfully requests the Board to grant this motion and extend UP's time to file its response for three additional days, to and including December 5, 1997.

Respectfully submitted,

  
\_\_\_\_\_  
Eugenia Langan  
Shea & Gardner  
1800 Massachusetts Avenue, N.W.  
Washington, D.C. 20036  
(202) 828-2000

November 26, 1997

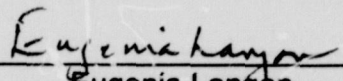
Attorney for Union Pacific  
Railroad Company



CERTIFICATE OF SERVICE

I hereby certify that I have this 26th day of November, 1997 served the foregoing by causing a copy thereof to be delivered by first-class mail, postage prepaid, to counsel of record for the Brotherhood of Maintenance of Way Employees, as follows:

Donald F. Griffin, Esq.  
Assistant General Counsel  
Brotherhood of Maintenance of Way Employees  
10 G Street, N.E., Suite 460  
Washington, D.C. 20002

  
\_\_\_\_\_  
Eugenia Langan

STB FD

32760

(Sub 25)

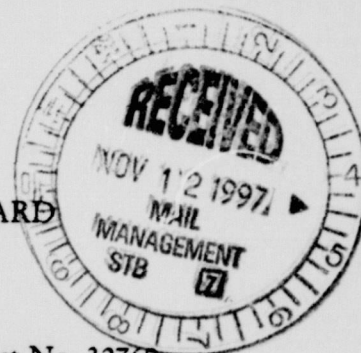
11-12-97

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183840

183840

BEFORE THE SURFACE TRANSPORTATION BOARD



UNION PACIFIC CORP., et al., -MERGER-  
SOUTHERN PACIFIC TRANS. CO., et al.

) Finance Docket No. 32760  
) (Sub-No. 25)

D

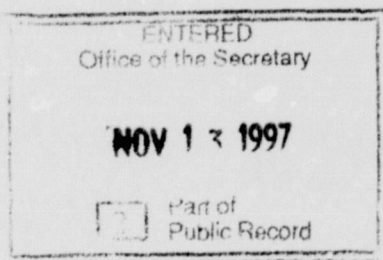
CERTIFICATE OF SERVICE

I hereby certify that today I served a copy of the each of the following: Petition for Review of Arbitral Award, Volumes 1 and 2 of the Appendix of Exhibits and Motion to Exceed Page Limits by messenger upon:

Eugenia Langan, Esq.  
SHEA & GARDNER  
1800 Massachusetts Avenue, N.W.  
Washington, DC 20036

  
Donald F. Griffin

Dated: November 12, 1997



STB FD 32760 (Sub 25) 11-12-97 D 183839 1/15

Mac A. Fleming  
President



William E. LaRue  
Secretary-Treasurer

**Brotherhood of Maintenance of Way Employees**  
*Affiliated with the A.F.L.-C.I.O. and C.L.C.*

November 12, 1997

via messenger

Vernon A. Williams, Secretary  
Surface Transportation Board  
1925 K Street, N.W.  
Washington, D.C. 20423

Re: Finance Docket No. 32760 (Sub-No. 25), Union Pacific Corp.--Control & Merger--Southern Pacific Trans. Co.

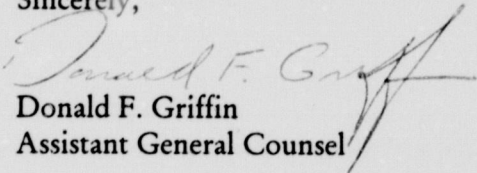
Dear Mr. Williams:

Enclosed for filing with the Board are the original and ten copies of the following documents submitted on behalf of the Brotherhood of Maintenance of Way Employees: (1) Petition for Review of Arbitral Award; (2) Volumes 1 and 2 of Briefs and Exhibits; (3) Motion to Exceed Page Limits; and (4) Certificate of Service.

Also enclosed is a check in the amount of \$150.00 to cover the filing fee for this appeal.

Please stamp the extra copy of each document as received so that the messenger can return it to me. Thank you for your cooperation.

Sincerely,

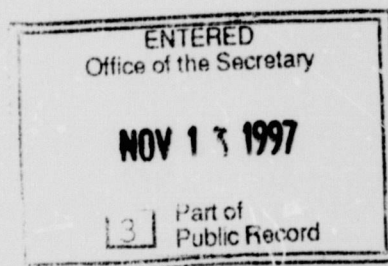
  
Donald F. Griffin  
Assistant General Counsel

cc: E. Langan  
W. A. Bon  
R. Wehrli  
W. Gulliford  
D. McMahon  
C. Foose  
M. A. Fleming

FEE RECEIVED

NOV 12 1997

SURFACE  
TRANSPORTATION BOARD



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183839

BEFORE THE SURFACE TRANSPORTATION BOARD



UNION PACIFIC CORP., et al., -MERGER-  
SOUTHERN PACIFIC TRANS. CO., et al.

) Finance Docket No. 32760  
) (Sub-No. 25)

PETITION FOR REVIEW OF ARBITRAL AWARD

ENTERED  
Office of the Secretary

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Part of  
Public Record

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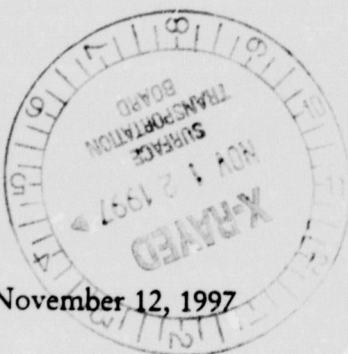
NOV 12 1997

SURFACE  
TRANSPORTATION BOARD

Donald F. Griffin  
Assistant General Counsel  
Brotherhood of Maintenance of Way Employees  
10 G Street, N.E., Suite 460  
Washington, DC 20002  
(202) 638-2135

Attorney for Brotherhood of Maintenance of Way  
Employees

Dated: November 12, 1997



## PETITION FOR REVIEW OF ARBITRAL AWARD

### INTRODUCTION AND SUMMARY OF ARGUMENT

The Brotherhood of Maintenance of Way Employees ("BMWE") respectfully submits this petition, pursuant to 49 C.F.R. §1115.8, seeking review of an implementing arrangement award by Arbitrator Peter R. Meyers, dated October 15, 1997, that establishes system maintenance of way gangs ("system gangs")<sup>1/</sup> covering the territories of the former Southern Pacific Transportation Company (Pacific Lines) ("SP"); Denver & Rio Grande Western Railroad ("DRGW") and Union Pacific Railroad Company ("UP"). The Board must vacate this Award because Arbitrator Meyers erroneously held that it was necessary to override existing system gang agreements in order to carry out the merger authorized in the main docket. Alternatively, even if the Board concurs with the Arbitrator's finding that the override of existing agreement was necessary, the Award must be set aside because the Arbitrator failed to preserve existing nationwide agreements concerning system gangs to the maximum extent possible while still granting UP the right to operate system gangs.

The Board's review of this Award is necessary because of the importance of the issues raised in the dispute. Arbitrator Meyers found it necessary to override collective bargaining agreements concerning the operation of system gangs that were executed after the Board approved the UP-SP merger. Additionally, Arbitrator Meyers' Award effectively nullifies the results of multi-carrier bargaining on this very issue that were the product of three Presidential Emergency Boards, an act of Congress and a lawsuit initiated by UP's bargaining agent that

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<sup>1/</sup>The term "system gang" as used in this brief refers to maintenance of way gangs that operate over carriers coming under common control without regard for other collectively bargained scope and seniority rules.

resulted in compelled multi-carrier bargaining on this very issue. This Award gives UP work rules it could not obtain in the last round of multi-carrier collective bargaining, even though it had the option to obtain them six years ago, and also gives UP system gang work rules that differ from all others in place on the nation's Class I railroads.

Specifically, the Arbitrator erred by finding that it was necessary to override existing system gang rules on the properties of the former SP, DRGW and UP. This finding contradicts the UP's own behavior in collective bargaining on this issue in 1991 and again in 1996 and 1997. Moreover, this result puts Arbitrator Meyers and this Board in direct conflict with the findings and conclusions of President Emergency Board No. 229 which found that substance of UP's subsequent New York Dock<sup>2/</sup> notice was not a necessary part of a fair and equitable settlement of the parties' collective bargaining disputes.

However, assuming that it was "necessary" to override existing system gang agreements, Arbitrator Meyers erred because he did not structure his award in such a way as to preserve existing multi-carrier collectively bargained rules regarding system gang operations. Presently, the nation's rail carriers either operate under system gang rules derived from Presidential Emergency Board No. 219 ("PEB 219) or use "local" agreements that do not provide for the use of system gangs over the territory of carriers coming under common control. Under this collective bargaining scheme, carriers could chose the PEB 219 derived rules at a cost which involved, among other things, a limitation on the type of gangs that

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<sup>2/</sup>The protective conditions set forth in New York Dock Ry.--Control--Brooklyn Eastern Dist. Term., 360 I.C.C. 60, aff'd sub nom., New York Dock Ry. v. U.S., 609 F.2d 83 (2d Cir. 1979).



could operate system wide. Before this arbitration, UP, SP and DRGW operated under "local" rules even though PEB 219 granted them the option to use the more expansive system gangs. What Arbitrator Meyers did was allow UP to keep its local rules and expand them to other carriers under common control, i.e. give them a PEB 219 style effect. The error in the Award is that the Arbitrator did not apply all the PEB 219 derived work rules to UP so that it would operate system gangs in the same manner as the other rail carriers, who also are the products of recent mergers. In other words, Arbitrator Meyers failed to accommodate the interests and results of Railway Labor Act ("RLA"), 45 U.S.C. §151, et seq., collective bargaining with the interests and purposes of New York Dock implementing agreements.

We submit the above shows that this petition raises both recurring and significant issues regarding the interpretation and application of Board imposed protective conditions; therefore review is appropriate under Lace Curtain.<sup>3/</sup> The issues have the potential to recur because Arbitrator Meyers' Award involves an arbitrator's determination of what constitutes "necessity" in the override of collective bargaining agreements ("CBAs") in the context of rail mergers. The Award also concerns the significant issues of the extent of an arbitrator's ability to override CBAs as well as how the arbitrator must fashion any implementing arrangement that is a product of such an override.

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<sup>3/</sup>Chicago & N.W. Trans. Co.-Abandonment-Near Dubuque & Oelwein, IA, 3 I.C.C.2d 729 (1987), aff'd sub nom., Int'l Bhd. of Electrical Workers v. I.C.C., 862 F.2d 330 (D.C. Cir. 1988).

## STATEMENT OF FACTS

### I. The Evolution of System and Regional Gangs as a "National" Rule

While UP, SP and DRGW operate under unique regional and system gang rules today, all three of these carriers have been involved in "national" rounds of bargaining regarding the development of these gangs. In order to understand where these three carriers' system gang rules stood vis-a-vis other carriers prior to the Award as well as understand the significance of Arbitrator Meyers' Award to collective bargaining regarding the system gang issue, it is essential to review the "national handling" of the system and regional production gang issue.<sup>4/</sup>

#### A. PEB 219 and the Contract Interpretation Committee

In April 1988, the major rail carriers, including UP, SP and DRGW, served Section 6 notices upon BMWF seeking the right to operate system gangs. Negotiations were unsuccessful; therefore, on May 7, 1990, the President appointed PEB 219 to investigate the dispute. (Appendix Exhibit 5). The Board agreed with the carriers and recommended a process, ending in binding arbitration, for the creation of regional and system gangs. (*Id.* at 100-101.) Also, PEB 219 recommended the creation of a "Contract Interpretation Committee" ("CIC") to oversee the implementation of its contractual recommendations. (*Id.* at 101-102.)

PEB 219 issued its report on January 15, 1991. The report did not provide a basis for voluntary agreement between BMWF and the carriers represented by the NCCC. On April

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<sup>4/</sup>The term "national handling" is used here to mean collective bargaining conducted between representatives of the BMWF and either the National Railway Labor Conference ("NRLC") or National Carriers' Conference Committee ("NCCC") as designated representative for all or most of the nation's Class I rail carriers.



17, 1991, several unions, including BMW, initiated a strike against the NCCC-represented carriers. Congress stopped the strike by legislation the next day. The legislative fix provided by Congress in Public Law No. 102-29 was the creation of a Special Board charged with responding to: (1) requests for interpretation or clarification of the PEB 219 report and (2) requests for modification of the report. Pub. L. 102-29 at §3. Congress provided that 10 days after the final report of the Special Board, the recommendations of PEB 219, as interpreted and/or modified by the Board, would be binding on the parties to the same extent as if they had been agreed to under the RLA.<sup>5/</sup> Id.

On August 22, 1991, BMW and the NRLC selected Richard Kasher to serve as the neutral member of the CIC. Prior to the end of 1991, Mr. Kasher issued two decisions which are relevant here: one concerned the scope of arbitration under the regional and system production gang recommendations of PEB 219 (Article XI); the other concerned whether or not there were "savings clauses" in the arrangement imposed by Public Law No. 102-29.

(Appendix Exhibit 6.) On November 6, 1991, Mr. Kasher held

that all subject matters contained in a carrier's proposal to establish regional or system-wide gangs, including the issue of how seniority rights of affected employees will be established, are subject to the expedited arbitration procedures contained in Section 11. BMW counterproposals, that are subject matter related to a carrier's proposals regarding the establishment of regional or system-wide gangs, would also, logically, fall within a Section 11 arbitrator's jurisdiction.

In other words, the arbitration used to establish the rates of pay, rules and working conditions applicable to regional or system production gangs created under Section 11 would amount to

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<sup>5/</sup> Pursuant to Public Law No. 102-29, BMW and the carriers created the "Imposed Agreement", dated February 6, 1992. (Appendix Exhibit 9.)

compulsory interest arbitration. On December 4, 1991, Mr. Kasher held that the arrangement imposed in Public Law No. 102-29 contained savings clauses that "give the Carriers an option to (1) retain existing rules and conditions applicable to regional and system-wide gangs or to (2) elect, in their stead and in the establishment of new regional and system-wide gangs, to notice their intention to establish such gangs under the rules and conditions which were recommended by PEB No. 291 [sic]." On December 12, 1991 the UP (which at this point consisted of the UP, Missouri Pacific Railroad, Western Pacific Railroad, and Spokane International Railroad) informed BMWE that it was saving its existing system gang rules. (Appendix Exhibit 7.) DRGW also opted out of the PEB 219 system gang rules on January 31, 1992. (Appendix Exhibit 8.) The Burlington Northern, Atchison, Topeka and Santa Fe and the former Norfolk and Western portion of Norfolk Southern<sup>6/</sup> adopted the PEB 219 system gang rules.

The SP followed a somewhat different route since it obtained wage relief from the Special Board. The parties' agreement of October 1, 1991 provided that SP would "snap-back" to the terms of the Imposed Agreement, effective January 1, 1996. On January 3, 1996, SP wrote to BMWE and elected not to "snap-back" to the PEB 219 procedures for creating system gangs. (Appendix Exhibit 10.)

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<sup>6/</sup> On December 4, 1991, Mr. Kasher also held "that individual carriers, even those under common control, who serve and receive separate Section 6 notices are entitled to "save" existing regional or system gang rules or to opt for the procedures recommended in Section 11 of PEB 219's Report."

B. PEB 229 and the September 26, 1996 agreement between BMW and NCCC  
BMW served Section 6 notices on the nation's major rail carriers on November 1, 1994. While BMW sought to bargain on a carrier by carrier basis, the carriers sued BMW to compel "national handling" of BMW's Section 6 notices. The litigation dragged on and the parties were unable to reach a voluntary settlement of any issues. Finally, on May 16, 1996, the President appointed Emergency Board No. 229 ("PEB 229") to investigate the dispute and make recommendations. (Appendix Exhibit 11.) The Board convened on May 28, 1996, the day that the U.S. District Court held that bargaining between BMW and the carriers must proceed on a "national" basis. (*Id.* at 3.)

The carriers sought to reverse the CIC's decision regarding the exercise of savings clauses on regional and system production gangs by obtaining a recommendation that would permit them to use the PEB 219 rules and keep the existing rules as well. (Appendix Exhibit 13.) Conversely, BMW sought substantial limitations on the carriers' operation of regional and system production gangs. On June 23, 1996, PEB 229 made recommendations regarding regional and system gangs created pursuant to the PEB 219 processes; however the Board expressly stated "[t]his recommendation is intended to continue the use of regional and system gangs on Carriers which timely opted to create such gangs after the implementation of the recommendations of PEB No. 219, but not to extend their use to Carriers which opted to operate under other local provisions." (App. Ex. 12, PEB 229 Report at 37 (emphasis added).)

Subsequently, the parties reached an agreement based upon the PEB 229 recommendations. That agreement, dated September 26, 1996, to which UP was a party through its agent the NCCC, adopted verbatim in Article XVI, Section 6, the PEB 229



recommendation that did not extend the new regional or system gang rules to carriers which opted to retain their old agreements in 1991. (Appendix Exhibit 4.) On July 5, 1997 UP settled Section 6 notices served upon SP and DRGW after the September 26, 1996 agreement, adopting that agreement's terms as if SP and DRGW were original signatories thereto. (Appendix Exhibit 14.)

II. System Gang Agreements On UP, SP And DRGW Before The Meyers Award

A. Union Pacific<sup>7/</sup>

The present system gang rules on UP grow from the parties' agreement dated February 9, 1981. That agreement and subsequent changes to it, provide for the following: separate seniority rosters for employees engaged in "system" operations; and system wide operation of the following: System Steel Gangs, System Switch Gangs, System Welding and Glueing Gangs, System Curve Relay Gangs, System Pick-UP and Distribution Gangs, System Sledding Gangs, System Tie and Ballast Gangs and System Surfacing and Lining Gangs. Although the territory of the Western Pacific Railroad is not included in the UP system gang agreement territory, BMWF and UP made numerous agreements that provided for UP system gang operations on the former WP territory both before and after the merger authorized in this docket. Indeed the movement of UP system gangs to the former WP territory became so commonplace that the parties created the "standard conditions" to cover such moves.

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<sup>7/</sup>The term "Union Pacific" as used in this brief means that portion of the rail carrier operating from Omaha, Nebraska in the east to Seattle, Washington and Portland, Oregon via Ogden, Utah in the northwest and Los Angeles, California via Ogden in the southwest, i.e., the UP as it existed prior to its merger with the former Western Pacific Railroad and Missouri Pacific Railroad in the early 1980's.

B. Southern Pacific<sup>8/</sup>

SP operates a "System Steel Gang" (in place since 1961), "Regional Mechanized Production Gangs" (in place since 1978) and "All Division" surfacing gangs (in place since 1988). These gangs operate over the SP Pacific Lines (operations in Oregon, Nevada, California, Arizona and New Mexico) Under the agreements creating these gangs, assignment to positions in each gang are based upon a comparison of the bidding employees' respective home division seniority rights. (In the All Division surfacing gangs, the successful applicants for the machine operator positions agree to stay on the positions for at least six months, unless replaced by a senior employee's displacement through the normal exercise of seniority.).

C. Denver & Rio Grande Western

The DRGW operates a system rail and a system tie gang (operations in Colorado and Utah) pursuant to the terms of two agreements signed on June 9, 1995. Assignment of employees to either gang is based upon a comparison of their respective home division seniority.

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<sup>8/</sup>The term "Southern Pacific" as used in this brief means that portion of the rail carrier operating from Portland, Oregon in the north to Ogden, Utah in the east and El Paso, Texas in the southeast. Also, during negotiations regarding UP's notice seeking to create regional and system production gangs, UP and the BMW General Chairman representing SP and the former Western Pacific Railroad ("WP") tentatively agreed upon an implementing arrangement that would place the WP territory under the terms of the SP-BMWE CBA.

III. BARGAINING AND ARBITRATION CONCERNING UP'S FEBRUARY 4, 1997  
NEW YORK DOCK NOTICE

A. Negotiations

UP filed an application with the Interstate Commerce Commission ("ICC") on November 30, 1995 seeking Commission approval of UP's merger with SP and the other carriers within its corporate family (DRGW, St. Louis Southwestern Railway Co. and SPCSL). UP's application contained an "Operating Plan" that proposed, among other things, the operation of system gang operations over UP, SP, and DRGW under the terms of the UP-BMWE system gang rules. On August 12, 1996, the Surface Transportation Board ("STB"), the successor to the ICC, approved the merger. Finance Docket No. 32760, Union Pacific Corp.--Control and Merger--Southern Pacific Rail Corp. ("UP/SP Merger Decision"). The Board made no express findings regarding the maintenance of way portions of the Operating Plan.

UP served a notice, dated February 4, 1997, upon the BMWE General Chairman invoking the notice and negotiation provisions of Article I, Section 4 of New York Dock. UP stated in its notice that "the STB authorized the establishment of system gangs to work over territories covered by your respective collective bargaining agreements." UP proposed to conduct such system operations under the terms of the UP-BMWE CBA applicable to regional and system production gangs. The parties conducted negotiations regarding UP's notice on March 19 and 20, April 17 and 18, May 28 and 29 and June 19, 1997. The parties could not reach agreement; therefore, on July 7, 1997, UP invoked arbitration under Article I,



Section 4 of New York Dock. Subsequently, the parties agreed to the selection of Peter R. Meyers as the Neutral to decide this dispute.

B. Arbitration

Arbitrator Meyers conducted a hearing on this dispute in Chicago on September 16, 1997. On October 15, 1997, he issued his award.<sup>9/</sup> The Arbitrator described his decision as dealing with the interrelated questions of "whether and how a system operation for the Carrier's maintenance of way work in its western territory should be implemented?" Award at 18. His Award generally followed three issues raised by BMW: (1) did the UP's notice concern a "transaction" as defined in New York Dock?; (2) was it necessary to abrogate existing regional and system gang agreements on the SP and DRGW?; and (3) if abrogation of the agreements was necessary, what should the implementing arrangement contain?

Arbitrator Meyers held that the UP's notice involved a New York Dock transaction. Award at 18. He found "[t]he operational changes that the Carrier has proposed are directly related to the STB-approved merger that is the foundation of this proceeding." Id. at 19 This finding, according to the Arbitrator, conferred jurisdiction upon him to decide the other two questions on the merits.<sup>10/</sup> Id.

Next, Arbitrator Meyers held that "[t]he overwhelming weight of relevant authority conclusively establishes that New York Dock arbitrators have the authority, in Section 4 proceedings, to override Railway Labor Act procedures and collective bargaining agreements

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<sup>9/</sup> A copy of the Award and Implementing Arrangement is attached to the Brief as Appendix A.

<sup>10/</sup> BMW does not appeal Arbitrator Meyer's finding on this issue.

as necessary to achieve the economies and efficiencies that flow from an approved merger.” Award at 20. The Arbitrator concluded that economies and efficiencies would flow from implementation of the UP’s proposal; therefore the override of collective bargaining agreements was necessary. Id. at 21-22. Specifically, the Arbitrator found that if UP implemented a system operation “it will be able to schedule its maintenance of way employees in a more efficient and productive manner”, thereby eliminating administrative costs by “effectively” making the UP’s entire western territory a “single seniority district.” Id. He also concluded that the Board found these types of economies and efficiencies to be a public transportation benefit. Id. at 22. Accordingly, Arbitrator Meyers found (id. at 23):

There is no legitimate basis for insisting that the parties attempt to operate under several collective bargaining agreements, when it is abundantly clear that the post-merger consolidated rail operation can exist and do business most efficiently if the maintenance of way employees in the expansive western territory of the consolidated system are working under a single set of contractual provisions, seniority protections, and work rules. One can understand the frustration felt by the Union after having negotiated collective bargaining agreements that are now abrogated by the current law in this area. However, in answer to the second Question at Issue Proposed by the Organization, this Arbitrator finds that it is necessary to abrogate the SP and DRGW system production gang agreements and Article XVI of the September 26, 1996, BMW-NCCC agreement, as well as to modify the UP system production gang agreements, in order to most efficiently and economically carry out the transaction.

The actual implementing agreement imposed was UP’s proposal, with two modifications. The first required UP to pay the highest rate applicable to the various positions based upon existing UP, SP and DRGW rates of pay. The second modification provided the inclusion of part of Article XVI of the September 26, 1996 agreement that



provided a "stay bonus" for employees who stayed with a system gang for a period of six months.

This appeal follows.

#### STANDARD OF REVIEW

Under Lace Curtain, the Board limits its review of "arbitrator's decisions to recurring or otherwise significant issues of general importance regarding the interpretation of our labor protective conditions." 3 I.C.C.2d at 736. "Generally, in the absence of egregious error or a showing that the arbitrator's action (1) was beyond the scope of his or her authority or (2) failed to draw its essence from our imposed conditions", the Board will not reverse an arbitrator's decision. Finance Docket No. 31063 (Sub-No. 1), MidSouth Corp.--Control Exemption--MidSouth Rail Corp., 1992 ICC LEXIS 139 at \*13, served July 9, 1992 (not published). An arbitrator's award constitutes "egregious error" when it is "'irrational,' 'wholly baseless and completely without reason,' or 'actually and indisputably without foundation in reason and fact.'" Finance Docket No. 30964 (Sub-No. 1), Bhd. of Maintenance of Way Employes v. Union Pacific R.R. (Arbitration Review), 1991 ICC LEXIS 71 at \*5, dated March 21, 1991 (not published).

The Board considers an arbitrator's finding that it is "necessary" to override a collective bargaining agreement a finding of fact that is subject to review only upon a showing of egregious error. Finance Docket No. 32760 (Sub-No. 22), Union Pacific Corp.--Control & Merger--Southern Pacific Trans. Co., slip op. at 4, served June 26, 1997 (not published) ("Yost Award Review"). BMWWE submits that a finding of necessity must take a two part inquiry. First, the Board must satisfy itself that the arbitrator applied the correct "necessity" standard.

That standard is reviewed on the basis of its consistency with the essence of the New York Dock conditions. Second, once the Board is certain the arbitrator applied the correct necessity standard, the application of the facts to that legal standard is judged by the egregious error standard.

### ARGUMENT

I. THE MEYERS AWARD ERRS IN ITS FINDING THAT IT WAS NECESSARY TO OVERRIDE THE SP AND DRGW SYSTEM GANG AGREEMENTS AND ARTICLE XVI OF THE SEPTEMBER 26, 1996 NATIONAL AGREEMENT IN ORDER TO PERMIT UP TO CARRY OUT THE UP-SP MERGER

A. The Statutory and Decisional Standards Related to the Showing of "Necessity" Required to Override Existing Collective Bargaining Agreements

Until 1983, the ICC studiously avoided injecting itself into railroad labor relations matters related to the carrying out of rail mergers. In that year the ICC held that Section 11341(a) authorized a carrier's to abrogate of CBAs which "conflict with a transaction ... we have approved." FD 30000 (Sub-No. 18), Denver & R.G.W.R.R.--Trackage Rights--Missouri Pacific R.R., at 6, served October 18, 1983 (not published). The following 14 years are full of continuous litigation concerning the extent of the authority granted to the ICC/STB, and arbitrators operating under ICC/STB-imposed protective conditions, to override collectively bargained agreements between rail labor and management. The two avenues advanced for overriding CBAs are former sections 11341(a) of the Interstate Commerce Act and Section 4 of Article I of New York Dock.

In Norfolk & W. Ry. v. American Train Dispatchers' Ass'n, 499 U.S. 117, 128 (1991) the Supreme Court held that the exemption from "all other law" contained in Section 11341(a) "includes obligations imposed by the terms of a collective bargaining agreement." The Court

reasoned that “[i]f § 11341(a) did not apply to bargaining agreements enforceable under the RLA, rail carrier consolidations would be difficult, if not impossible to achieve. The resolution process for major disputes under the RLA would so delay the proposed transfer of operations that any efficiencies the carriers sought would be defeated.” Id. at 133. In other words, the use of the override was tied to situations not otherwise dealt with in existing collective bargaining agreements that would make implementation of the approved transaction extremely difficult or impossible.

While the Court held that Section 11341(a) could provide such an override, it noted that for the purposes of its decision it assumed, without deciding, that the ICC’s “decision to override the carriers’ obligations is consistent with the labor protective requirements of §11347, and that the override was necessary to the implementation of the transaction within the meaning of §11341(a).” Id. at 127. The Train Dispatchers decision led to a continuing struggle over whether Section 11347 permitted the override of collective bargaining agreements in any event, and if an override was permitted on the grounds of “necessity”, what that term meant.

In Train Dispatchers, the Court noted the ICC’s attempt to harmonize Sections 2 and 4 of Article I of New York Dock in CSX Corp.-Control-Chessie System, Inc., 6 I.C.C.2d 715 (1990)(“Carmen Remand”). There, the ICC held that “we interpret §11341(a) to exempt from resort to RLA procedures all matters for which resort to RLA procedures was previously deemed to be unnecessary by virtue of WJPA or our WJPA-based labor conditions.” Id. at 756. In other words, the exemptive authority under Section 11341(a) was a “mirror image” of that under Section 11347.” Id. at 754.



The ICC determined that the exemptive authority in Section 11347 was based upon a harmonizing of the language of Section 2 of Article I of New York Dock which preserved CBAs and "rights, privileges and benefits" with that of Section 4 of Article I which provided a mechanism for arbitrated arrangements for the selection of forces and assignment of employees in New York Dock transactions. The ICC held that Section 2 preserved CBAs and other rights so "that only those changes in CBAs necessary to permit an approved transaction will be appropriate. We will expect arbitrators to hold both parties to the contracts that they have voluntarily signed."<sup>11/</sup> 6 I.C.C.2d at 749. Specifically, the ICC rejected "both labor's view that CBAs cannot be modified in any respect without resort to RLA procedures and management's view (albeit based upon an interpretation of our own pronouncements) that CBAs are overridden if inconvenient to implementation of a merger." Id. at 752. However, other than these general statements, the ICC left the fashioning of exemptive authority in a particular case to New York Dock arbitrators.

Following the Carmen Remand decision, the struggle shifted to attempts to define precisely both what Section 2 preserved absolutely and what showing of "necessity" a carrier needed to make to obtain an override of CBA terms. In Ry. Labor Executives' Ass'n v. I.C.C., 142 L.R.R.M. (BNA) 2715 (D.C. Cir. 1993) ("Executives"), the court made a first step at answering both questions. There, the court held that those provisions in a CBA which were "rights, privileges and benefits," must be preserved absolutely; while other parts of CBAs

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<sup>11/</sup>The "transaction" spoken of here, and in subsequent decisions refers to the corporate transaction approved by the ICC/STB, not the New York Dock transaction which provides jurisdiction for the arbitrator to fashion an implementing arrangement.

could be overridden if necessary to carry out an approved transaction. Id. at 22. As regards the definition of "necessity", the Court offered the following (id.):

What, then, does it mean to say that it is necessary to modify a CBA in order to effectuate a proposed transaction? In this case the Commission reasonably interpreted this standard to mean 'necessary to effectuate the purpose of the transaction.' If the purpose of the lease transaction were merely to abrogate the terms of a CBA, however, then 'necessity' would be no limitation at all upon the Commission's authority to set a CBA aside. We look therefore to the purpose for which the ICC has been given this authority. That purpose is presumably to secure to the public some transportation benefit that would not be available if the CBA were left in place, not merely to transfer wealth from employees to their employer. Viewed in that light, we do not see how the agency can be said to have shown the 'necessity for modifying a CBA unless it shows that the modification is necessary in order to secure to the public some transportation benefit flowing from the underlying transaction (here a lease).

The ICC subsequently held that Section 2 did not prohibit the modification of those parts of collective bargaining agreements related to rates of pay, rules and working conditions when such modifications were necessary to the carrying out of an approved transaction. FD 28905 (Sub-No. 27), CSX Corp.--Control--Chessie System, Inc., served December 7, 1995 (not printed) ("O'Brien Award Review"), aff'd sub nom., United Trans. Union v. S.T.B., 108 F.3d 1425 (D.C. Cir. 1997). In that case, the ICC found the consolidation of seniority districts "necessary" to carrying out the merger that created CSX Transportation, Inc. because "[o]nce the merger had taken place, the consolidation of the employees--and the modification of the collective bargaining agreements--became necessary if the efficiencies of the single work force, made possible by the merger, were to be realized." Slip op. at 14. The court of appeals affirmed the ICC, holding that it had been shown that the override was necessary because the seniority changes will "reduce costs of service, resulting in reduced rates to shippers and ultimately consumers." 108 F.3d at 1431.



In UP-SP Merger, Commissioner Owen commented that he "read the word 'necessary' to mean 'required' -- to implement the transaction and not merely as a convenient means of achieving cost savings or, as a federal appeals court noted, 'merely to transfer wealth from employees to their employer.'" Slip op. at 251.

The foregoing shows that the override of existing collective bargaining agreements must be necessary to achieving a public transportation benefit flowing from the approved transaction. Commissioner Owen in UP-SP Merger raised the additional point that, in his view, necessary and required are synonymous. Additionally, the Carmen Remand decision holds that existing collective bargaining agreements must be preserved to the maximum extent possible. In other words, a balance must be struck between the carrier's desire to obtain any merger related "efficiency" it claims flows from the approved transaction and labor's right to rely on the collectively bargained deals it struck with that carrier both before and after the merger was approved. Therefore, a carrier's claim of necessity must include a careful analysis of whether the issue in dispute has been handled to a conclusion in collective bargaining that contemplated the action now undertaken by the carrier under guise of a New York Dock notice. In cases where the carrier and the union bargained this issue to a conclusion under the RLA, that result should stand and the carrier should not be permitted to end run the give and take of collective bargaining by serving a New York Dock notice on the same subject.

B. UP Cannot Show That It Is Necessary to Override the SP and DRGW System Gang Agreements and Article XVI of the BMW-NCCC Agreement in Order To Carry Out the UP-SP Merger

As we showed in the Statement of Facts, the issue of any carrier's right to use system maintenance of way gangs over carriers coming under common control was a major subject of

multi-carrier bargaining for 13 years prior to UP's February 4, 1997 notice. That bargaining led to a proper accommodation, reached through collective bargaining, of both the carriers' desires for "efficiencies" and their employees' interests in reducing the amount of distance they must travel from home in order to continue employment. Indeed, RLA collective bargaining offered the UP exactly what it sought in its February 4, 1997 notice, yet the UP voluntarily elected not to exercise that choice. Simply put, the facts show that UP cannot show that it is necessary to undo 13 years of collective bargaining to achieve the goals of its notice. The failure of Arbitrator Meyers even to discuss this factual record in his determination that it was "necessary" to override the SP and DRGW system gang agreements and Article XVI of the September 26, 1996 national agreement was egregious error.

The merger of UP and SP gives the merged carrier the right to utilize maintenance of way equipment throughout the merged system. The merger also permits the merged company to plan maintenance of way capital projects system wide and permits the creation of a system wide maintenance of way budget. This merged system includes portions not touched by this notice such as the MP, the former SP Eastern Lines ("SPEL") and the Chicago & North Western Railway ("CNW"). None of the CBAs at issue here prevent such actions by the carrier, nor do they prevent the public from obtaining any reasonable transportation benefits from the merger.

However, the CBAs do limit the distance from home that maintenance of way employees may be required to work because they set territorial limits on the scope of system production gang operations. So, to the extent that any CBA puts a territorial limitation on the territory in which an individual works, it limits any carrier's flexibility in the assignment

of employees.<sup>12/</sup> Therefore, the existence of a contractual term that inhibits a carrier's operational flexibility cannot be considered a term that must be overridden per se. UP has admitted this by its own actions here under New York Dock, by proposing to have one system maintenance of way operation involving the UP, SP and DRGW, another involving the MP and SPEL and, presently, a third involving the CNW standing alone. Moreover, UP, through New York Dock implementing agreements kept the UP and SP separate for all maintenance of way purposes save the system gang operations. The narrow question presented here, then, is whether the creation of a UP-SP-DRGW system production gang territory and the concomitant abrogation of the SP and DRGW system gang agreements and Article XVI of the September 26, 1996 agreement is "necessary" to carry out the UP-SP merger. The answer is no.

First, the UP's actions on three previous occasions are admissions that its New York Dock notice regarding system gangs is not necessary to carry out this merger. In 1991, UP was given the right to operate regional or system production gangs over the UP, MP and WP. The UP elected not to exercise that right and maintain separate operations over those three railroads that were under its common control. In September 1996, after the UP-SP merger, UP's bargaining agent signed an agreement that perpetuated the 1991 election against system production gangs. Finally, in July of this year, after it served its New York Dock notice here,

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<sup>12/</sup>Of course the inexorable logic of that argument leads to the conclusion that the existence of any work rules limits a carrier's flexibility and alleged ability to obtain putative public transportation benefits from a merger; however no decision has suggested that STB/ICC approval of a transaction would act to relieve a carrier of all contractual obligations to its employees regarding rates of pay, rules and working conditions.



UP agreed to perpetuate the 1996 elections as regards the SP and DRGW. If UP truly believed that system production operations over all carriers coming under its common control was "necessary", meaning "required", for the carrying out of this and earlier mergers, it would have elected in 1991 to take the rights granted it by PEB 219. What is ironic is that if UP had made such an election in 1991, it would have been able to propose these system operations under Railway Labor Act procedures. What this means is that UP is trying to use New York Dock to end run an RLA process in which it made decisions that had long term consequences. UP's "predicament" here has nothing to do with the RLA barring merger efficiencies and has everything to do with UP making what in hindsight it believes were wrong choices. (Appendix Exhibit 12, Testimony of Gary Lilly before PEB 229 at 1151.) We submit that UP's actions under the RLA should act as an estoppel against UP's claims here that it is necessary to override the SP and DRGW system gang agreements.

Second, BMWWE submits that another expert public tribunal, PEB 229, made findings that implicitly reject the argument that the operation of system production gangs are necessary to the carrying out of railroad mergers. In 1996, PEB 229 heard 8 days of testimony and received over 100 written exhibits, much of which was devoted to the issue of regional and system production gangs. The PEB recommended that the elections made by carriers in 1991 either to accept or to reject the PEB 219 regional and system production gang rules should be frozen.

An emergency board is created by the President under the authority of Section 10 of the Railway Labor Act, 45 U.S.C. §160. The Board's duty is to "investigate and report" regarding the dispute by presenting an informed public opinion regarding the respective

merits of the contentions of the parties. See, Detroit & T.S.L.R.R. v. United Trans. Union, 396 U.S. 142, 150 (1969) ("Shore Line"). In other words, its job is to recommend what it believes to be a fair and equitable resolution of the dispute that is in the public interest.<sup>13/</sup> In the PEB 229 proceedings, the carriers argued to the Board that they needed the ability to renounce their 1991 elections on system gangs for efficiency reasons. The Board was unconvinced by those arguments. It must be noted that other carriers that are the product of mergers, such as CSX, Norfolk Southern and Burlington Northern Santa Fe were parties to the PEB 229 proceedings and have accepted this result. We submit that PEB 229's findings on this issue should be given great weight towards a finding that it is not necessary to override existing agreements in this proceeding.

Arbitrator Meyers failed to discuss any of these facts as part of his conclusion that it was necessary to override the SP and DRGW system gang agreements and Article XVI. His only statement on the issue was that "[o]ne can understand the frustration felt by the Union after having negotiated collective bargaining agreements that are now abrogated by the current law in this area." Award at 23. The Arbitrator did not note that the agreements being overridden dealt with exactly the same subject matter as the UP's February 4<sup>th</sup> notice and those agreements were signed after the Board approved the UP-SP merger. Instead, Arbitrator

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<sup>13/</sup> PEB 229 stated that in assessing the parties' positions and issuing recommendations, it followed the following principles: (1) the parties received every opportunity to fully state their case; (2) each issue was considered both on its own merits as well as its relative position within the total contract; (3) the carrier's competitive and economic conditions were balanced with employment and institutional security critical to the BMW's survival; and (4) that the recommendations provide the basis for a "stable, self-reliant and durable collective bargaining relationship."

Meyers erroneously focused the finding of necessity as UP making a showing that "it is abundantly clear that the post-merger consolidated rail operation can exist and do business most efficiently if maintenance of way employees in the expansive western territory of the consolidated system are working under a single set of contractual provisions, seniority protections and work rules." (emphasis added) Id. However, neither the Board nor the courts have held that it is necessary to override agreements so that the carrier operates "most efficiently". Instead, the inquiry focuses on whether the RLA procedures unnecessarily frustrate the carrier's ability to fashion a public transportation benefit from the merger. The facts in this proceeding prove without contradiction that the RLA processes and agreements did not keep UP from obtaining the right to operate maintenance of way gangs across carriers coming under common control, instead, it was the UP's 1991 election that it reiterated in 1996 and 1997 that kept it from operating maintenance of way gangs across the UP, SP and DRGW. Simply put, the necessity standard, as articulated by Vice Chairman Owen in this proceeding was not met by UP, because if such system gangs were "required" for the operation of a merged carrier, UP would have elected to take those rules in 1991.

Additionally, the Arbitrator's definition of "necessity" destabilizes collective bargaining. Here, BMW and UP's bargaining agent reached an agreement dealing with, inter alia, system gangs. According to the Arbitrator, that deal lasted less than a year because UP could show that it could operate more "efficiently" with UP's proposed rules than under the status quo. Essentially, the Arbitrator held that no CBA is safe from compelled renegotiation under the guise of New York Dock, for all major carriers are the products of mergers. UP admitted it could operate with something less than system wide production gangs when it



elected to keep its local rules in 1991. The Board should not let it out of that voluntary deal through the use of arbitration under Board imposed conditions designed to protect the interests of employees.

II. EVEN IF IT WAS "NECESSARY" TO OVERRIDE EXISTING COLLECTIVE BARGAINING AGREEMENTS, ARBITRATOR MEYERS ERRED BY FAILING TO IMPOSE UPON UP THE SAME RULES APPLICABLE TO OTHER CARRIERS THAT OPERATE SYSTEM MAINTENANCE OF WAY GANGS

Assuming that an override of the existing SP and DRGW agreements and Article XVI was necessary to carry out the UP-SP merger and supply the public with a transportation benefit not otherwise attainable through collective bargaining, the Arbitrator was required to ensure that the terms he imposed under his implementing arrangement did the least damage to the nationally bargained processes for the operation of system gangs. This accommodation of the twin purposes of the ICCTA and RLA is required by law. Here, Arbitrator Meyers erred because he did not acknowledge the need to make such an accommodation.

A. Any Arbitrator Fashioning An Implementing Agreement Under Board-Imposed Protective Conditions Must Fashion An Implementing Agreement That Accommodates The Interests Of The ICCTA And RLA

1. The Railway Labor Act

Congress passed the RLA in order to encourage collectively bargained resolutions of disputes between rail labor and the carriers. Shore Line, 396 U.S. at 148. The Act was drafted by rail labor and the carriers and presented to Congress for ratification. Charles M. Rehmus, Evolution of Legislation Affecting Collective Bargaining in the Railroad and Airline Industries, in The Railway Labor Act at Fifty at 7-8, (National Mediation Board 1976). The RLA's bargaining processes are "purposely long and drawn out, based on the hope that reason

and practical considerations will provide in time an agreement that resolves the dispute.” Shore Line, 396 U.S. at 149, quoting, Bhd. of Railway & S.S. Clerks v. Florida East Coast Ry., 384 U.S. 238, 246 (1966). The RLA does not impose a legal duty to arbitrate disputes over the formation of collective bargaining agreements, instead, labor and management are only legally obligated to “treat” with one another. Bhd. of R.R. Trainmen v. Toledo, P. & W.R.R., 321 U.S. 50, 62 (1944). The drafters of the Act were “bitterly opposed” to compulsory arbitration and chose “to leave the settlement of major disputes entirely to the processes of noncompulsory adjustment.” Shore Line, 396 U.S. at 148.

The ways in which labor and management must bargain with one another also is relevant here. In Alton & S. Ry. v. Bhd. of Maintenance of Way Employes, 152 L.R.R.M.(BNA) 2332 (D.D.C. 1996), the court held that the bargaining which led to the September 26, 1996 BMW-NCCC must be conducted on a national basis. The court held that national handling of the negotiation of the rules proposals, which included the issue of the extension or restriction of the use of system gangs was practically appropriate in this situation. 152 L.R.R.M.(BNA) at 2341. The court observed that “collective bargaining requires parties to be able to negotiate all the issues on the table.” Id. National handling was appropriate here to avoid collective bargaining gridlock that would result if each party attempted to make a local solution to rules previously negotiated on a national basis. Id. at 2339-41.

Therefore, the RLA interests at play here are the Act’s prohibition against compulsory arbitration of agreements setting wages, rules or working conditions. Additionally, BMW and UP negotiated their last agreement concerning the use of system gangs on a national basis

because the court found that local bargaining over that issue would create gridlock and destabilize collective bargaining.

B. The Interstate Commerce Commission Termination Act

The ICCTA grants the Board exclusive jurisdiction of rail carriers transportation the regulation of rail transport. 49 U.S.C. §10502(b). The Board exercises that jurisdiction within the limits set by the national Rail Transportation Policy contained in Section 10101. McLean Trucking Co. v. U.S., 321 U.S. 67, 82 (1944). A merger of rail carriers may only occur upon approval or exemption granted by the Board. 49 U.S.C. §11323(a). The Board may approve a merger proposed under Section 11323 only when it finds such approval would be in the public interest; an inquiry that must include the "interest of the rail carrier employees affected by the transaction." 49 U.S.C. §11324(b). If the Board approves a merger of Class I rail carriers, the involved carriers may carry out the merger so long as they provide a "fair arrangement" protecting their employees. 49 U.S.C. §11326. The Board's administration of these sections of the ICCTA "constitute[ ] the immediate frame of reference within which [the Board] operates . . . and the policies expressed in [them] must be the basic determinants of its action." Denver & R.G.W.R.R. v. U.S., 387 U.S. 485, 493-94 (1967), quoting, McLean Trucking, 321 U.S. at 80.

C. The Legal Obligation to Accommodate the Purposes of the Two Acts

While the ICCTA must be the immediate frame of reference for Board policies, "in executing those policies, the [Board] may be faced with the overlapping and at times inconsistent policies embodied in other legislation enacted at different times and with different problems in view." McLean Trucking, 321 U.S. at 80. The "precise adjustments" the Board



must make between overlapping or inconsistent legislative policies are to be determined by the Board on a case by case basis. Id. In the matter of Board orders that impact upon collective bargaining, the Board "acts in a most delicate area . . . because whatever it does affirmatively . . . may have important consequences upon the collective bargaining processes between the union and the employer. The policies of the [ICCTA] and the labor act necessarily must be accommodated, one to the other." Burlington Truck Lines, Inc. v. U.S., 371 U.S. 156, 172 (1962). In order to properly discharge this accommodation obligation, Arbitrator Meyers, the Board's delegate, was required to "adequately explain" not only why his Award was consistent with the New York Dock conditions but "also why it accomplishes the accommodation required [with the RLA] (or, alternatively, why no accommodation is possible), and why any alternative, more accommodating interpretations were rejected." New York Shipping Ass'n v. F.M.C., 854 F.2d 1338, 1365 (D.C. Cir. 1988), cert. denied, 488 U.S. 1041 (1989). Arbitrator Meyers did not even attempt such an accommodation, accordingly his Award is infirm and the dispute must be remanded for further negotiation or arbitration.

D. Arbitrator Meyers Did Not Explain Why UP Should Be Able To Use The New York Dock Conditions To Obtain Collective Bargaining Rules Regarding Regional Or System Maintenance Of Way Gangs That Differ From Those Applicable To All Other Class I Carriers

Arbitrator Meyers acts pursuant to authority granted by the Board under Article I, Section 4 of New York Dock. That jurisdiction is granted as a matter of discretion by the Board which retains primary jurisdiction over disputes regarding the interpretation and application of New York Dock. Lace Curtain, 862 F.2d 336. Although the initial New York Dock decisions are made by an arbitrator, they are orders of the Board and must conform to



the same requirements applicable to such decision. See, United Transportation Union v. Norfolk & W. Ry., 125 L.R.R.M.(BNA) 3080, 3085 (D.C. Cir. 1987), cert. denied, 484 U.S. 1006 (1988). Here, Arbitrator Meyers was required to explain why the implementing agreement he fashioned properly accommodated the policies of both the ICCTA and RLA, especially, this Board's prohibition on "cherry picking" agreements under the New York Dock procedures and the prior, multi-carrier adjustments under the RLA of rules related to the establishment and operation of system maintenance of way gangs. New York Shipping, 854 F.2d at 1365. Arbitrator Meyers did not appear to make such an accommodation, and in any event if he made one, it was not explained.

The system gang rules flowing from PEB 219 permitted carriers to operate system gangs over carriers coming under common control. The ability to utilize those rules required carriers to elect between preservation of their pre-PEB 219 rules and the new ones. UP, SP and DRGW chose to keep their old rules which did not permit gangs to cross carrier boundaries. The September 26, 1996 BMW-E-NCCC agreement further refined the PEB 219 rules by limiting the operation of system gangs to certain types, requiring a minimum complement in any system gang and requiring the carrier to "program" its system work in advance. UP, because of its 1991 election keeping its pre-PEB 219 rules, was not covered by the September 26, 1996 rules regarding system gangs.

The essence of UP's New York Dock notice was its attempt to utilize its pre-PEB 219 system gang rules to operate over the boundaries of other carriers coming under common control. Yet UP did not propose to adopt the other PEB 219 derived system gang rules for its system operations. We informed Arbitrator Meyers that UP's proposal was a prohibited

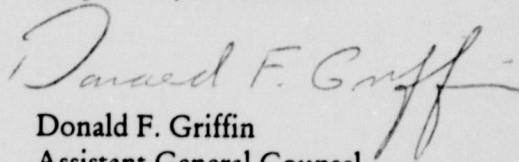
"cherry picking" of favorable terms prohibited by the Board in this proceeding. BMW Brief at 39. Additionally, BMW expressly requested that Articles XIII and XVI of the February 6, 1992 Imposed Agreement and Article XVI of the September 26, 1996 agreement should be adopted as part of any implementing arrangement. Id. at 40. We stated that adoption of those rules would be fair not only to the employees who would suffer a change in working conditions, but also to UP's competitors, such as Burlington Northern Santa Fe, who conduct their system gang operations under the PEB 219 derived rules. Id.

Arbitrator Meyers never discussed these issues in his award. Instead, he permitted the New York Dock processes to be used to create a "hybrid" system gang rule. One that allows UP to operate system gangs over UP, SP and DRGW free of the restrictions of Article XIII and XVI of the February 6, 1992 Imposed Agreement and Article XVI of the September 26, 1996 agreement save for the payment of the "stay bonus" provided in the latter Article XVI. While the Arbitrator noted BMW's "frustration" with the override of collectively bargained agreements (Award at 23), he did not explain why it was necessary to give UP a collective bargaining result at odds with that created by either PEB 219 or PEB 229. Application of BMW's proposed rules would have given UP the right to establish system gangs and at the same time preserved the collectively bargained rules governing those gangs to the greatest possible extent. Instead, Arbitrator Meyers, by overriding existing collective agreements, gave UP the right to operate system gangs in a way that no other carrier is permitted to under RLA bargained agreements. Arbitrator Meyers' failure to explain why he made this choice requires the vacation of his award and a remand of the proceedings for further negotiation or arbitration. Burlington Truck, 371 U.S. at 168.

CONCLUSION

BMWE respectfully requests that the Board accept this petition for review of the Meyers Award, vacate the award and hold either that it is not necessary to override existing system gang agreements in order to carry out the UP-SP merger and close this proceeding, or, alternatively, remand the proceedings to arbitration with instructions to the arbitrator to ensure that any implementing arrangement imposed interferes to the least extent possible with the collectively bargained rules regarding the establishment and operation of system gangs created and refined by PEB 219 and PEB 229.

Respectfully submitted,



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Dated: November 12, 1997



# APPENDIX A

**ARBITRATION PROCEEDING  
UNDER NEW YORK DOCK IMPLEMENTING AGREEMENT  
ARTICLE I, SECTION 4**

In the Matter of the Arbitration between:

**BROTHERHOOD OF MAINTENANCE  
OF WAY EMPLOYEES**

and

**UNION PACIFIC RAILROAD  
COMPANY**

**OPINION AND AWARD  
Issue: Assignment of Forces**

Date of Hearing: September 16, 1997  
Place of Hearing: Chicago, Illinois  
Date of Award: October 15, 1997

**PETER R. MEYERS, Arbitrator**  
360 East Randolph Street, Suite 3104  
Chicago, Illinois 60601  
312-616-1500

**APPEARANCES**

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## Introduction

This is a proceeding under Article I, Section 4, of the *New York Dock Conditions*. Upon application by the Union Pacific Corporation, the Surface Transportation Board (hereinafter "STB"), successor to the Interstate Commerce Commission, approved a merger between rail carriers controlled by the Union Pacific Corporation with rail carriers controlled by Southern Pacific Corporation. In approving this merger, the STB imposed the employee protective conditions known as the *New York Dock Conditions*. By letter dated February 4, 1997, the Union Pacific Railroad Company (hereinafter "the Carrier") notified the Brotherhood of Maintenance of Way Employees (hereinafter "the Organization") of its intent to establish system operations affecting maintenance of way employees working primarily in the western territory of the merged system. The Organization acknowledged receipt of the notice and agreed to meet with the Carrier, although it expressly reserved the right to challenge the legitimacy of the notice. The parties accordingly met and attempted to reach an implementing agreement, but ultimately were unsuccessful.

The arbitration provisions of *New York Dock* subsequently were invoked. Pursuant to Article I, Section 4, of the *New York Dock Conditions*, this matter then came to be heard before Neutral Arbitrator Peter R. Meyers on September 16, 1997, at Chicago, Illinois. The parties additionally filed written submissions in support of their respective positions.



### **Question at Issue Posed by the Carrier**

Does the Carrier's Proposed Arbitration Award constitute a fair and equitable basis for the selection and assignment of forces under a *New York Dock* proceeding so that the economies and efficiencies - the public transportation benefit - which the STB envisioned when it approved the underlying rail consolidation of the SP into the Union Pacific will be achieved?

### **Questions at Issue Posed by the Organization**

Does the UP's notice of February 4, 1997 concern a "transaction" under Section 1(a) of *New York Dock*?

If the UP's notice does concern a transaction, is it necessary to abrogate Article XVI of the September 26, 1996 BMW-ENR agreement that applies to UP, SP and DRGW; abrogate the relevant SP and DRGW system production gang agreements; and modify the UP system production gang agreements in order to carry out the transaction?

If it is necessary to abrogate all of the above agreements, which arrangement is more fair and equitable to the interests of the affected employees: BMW's or UP's?

### **Relevant Contract Provisions**

#### **NEW YORK DOCK CONDITIONS**

#### **APPENDIX III**

Labor protective conditions to be imposed in railroad transactions pursuant to 49 U.S.C. 11343 et seq. [formerly sections 5(2) and 5(3) of the Interstate Commerce Act], except for trackage rights and lease proposals which are being considered elsewhere, are as follows:

1. Definitions. - (a) "Transaction" means any action taken pursuant to authorizations of this Commission on which these provisions have been imposed.

2. The rates of pay, rules, working conditions and all collective bargaining and other rights, privileges and benefits (including continuation of pension rights and benefits) of the railroad's employees under applicable laws and/or existing collective bargaining agreements or otherwise shall be preserved unless changed by future collective bargaining agreements or applicable statutes.

...

4. Notice of agreement of decision. -- (a) Each railroad contemplating a transaction which is subject to these conditions and may cause the dismissal or displacement of any employees, or rearrangement of forces, shall give at least ninety (90) days written notice of such intended transaction by posting a notice on bulletin boards convenient to the interested employees of the railroad and by sending registered mail notice to the representatives of such interested employees. Such notice shall contain a full and adequate statement of the proposed changes to be affected by such transaction, including an estimate of the number of employees of each class affected by the intended changes. Prior to consummation the parties shall negotiate in the following manner.

Within five (5) days from the date of receipt of notice, at the request of either the railroad or representatives of such interested employees, a place shall be selected to hold negotiations for the purpose of reaching agreement with respect to the application of the terms and conditions of this appendix, and these negotiations shall commence immediately thereafter and continue for at least thirty (30) days. Each transaction which may result in a dismissal or displacement of employees or rearrangement of forces, shall provide for the selection of forces from all employees involved on a basis accepted as appropriate for application in the particular case and any assignment of employees made necessary by the transaction shall be made on the basis of an agreement or decision under this section 4. If at the end of thirty (30) days there is a failure to agree, either party to the dispute may submit it for adjustment in accordance with the following procedures:

(1) Within five (5) days from the request for arbitration the parties shall select a neutral referee and in the event they are unable to agree within said five (5) days upon the selection of said referee then the National Mediation Board shall immediately appoint a referee.

(2) No later than twenty (20) days after a referee has been designated a hearing on the dispute shall commence.

(3) The decision of the referee shall be final, binding and conclusive and shall be rendered within thirty (30) days from the commencement of the hearing of the dispute.

(4) The salary and expenses of the referee shall be borne equally by the parties to the proceeding; all other expenses shall be paid by the party incurring them.

(b) No change in operations, services, facilities, or equipment shall occur until after an agreement is reached or the decision of a referee has been rendered.

### **Factual Background**

This matter originates with the Union Pacific Corporation's ("UPC") filing, on November 30, 1995, of an application with the Interstate Commerce Commission ("ICC") seeking to obtain approval of a proposed merger of the rail carriers controlled by UPC with the rail carriers controlled by Southern Pacific Rail Corporation. The Surface Transportation Board ("STB"), the ICC's successor agency, subsequently approved the proposed merger, and it imposed the employee protective conditions found in the *New York Dock Conditions* upon the Carrier in implementing the approved merger.

As required by *New York Dock*, the Carrier issued a notice, on February 4, 1997, of its intention to establish system operations under the provisions of the collective bargaining agreement between Union Pacific Railroad and the Brotherhood of Maintenance of Way Employees. The proposed system operations, if implemented, will affect maintenance of way employees working in the Carrier's western territory, which includes Union Pacific



("UP"), Southern Pacific Western Lines ("SPWL"), UP(WP), and Denver & Rio Grande Western Railroad ("DRGW") territories.

The Organization reserved its right to challenge the legitimacy of the Carrier's February 4, 1997, notice, but it acknowledged receipt of the notice and agreed to meet with the Carrier to discuss the proposed system operations. The parties met and engaged in negotiations, but they were unable to reach an agreement as to the proposed system operations or how it would be implemented. The parties did, however, reach tentative agreements as to certain issues; most of these appear to be included in the proposed implementing agreements that the parties submitted in the course of these proceedings.

Because the parties were unsuccessful in reaching an implementing agreement, the arbitration provisions contained in Article I, Section 4, of the *New York Dock Conditions* were invoked.

#### **The Organization's Position**

The Organization initially contends that the Carrier's notice of February 4, 1997, does not concern a "transaction" as that term is defined in Article 1, Section 1, of *New York Dock*. Because this issue is jurisdictional, if the Carrier's notice does not concern a transaction, then this Arbitrator is without authority to proceed any further. Contending that "transaction" is synonymous with the term "coordination" that is used under the Washington Job Protection Agreement ("WJPA"), the Union maintains that the seniority reorganization proposed in the Carrier's notice, which it previously characterized as a

change in the status of the former UP, SP, and DRGW employees, does not constitute a "coordination," so it cannot be a transaction under *New York Dock*. The reported WJPA decisions establish that coordinations involve the transfer of work from one carrier to another, or the closing of facilities and the corresponding consolidation of work from those facilities to a new central location. The Union maintains that there are no reported WJPA decisions concerning a "coordination" of maintenance of way forces similar to what the Carrier proposes in this proceeding.

The Union stresses that in its proposal, the Carrier is not seeking to join facilities or transfer work from one carrier to another; instead, the Carrier is seeking to expand the territory over which UP, SP, and DRGW employees must exercise their seniority in order to maintain their right to regional or system production gang work. The Organization asserts that the Carrier's proposal most closely resembles a proposed carrier action in a WJPA case that the arbitrator held was not a coordination. The Carrier's proposal amounts only to a change in crew assignments that simply would result in a larger seniority district for system operations. The Organization points out that under the Carrier's proposal, the SP would continue to operate separately, under different work rules from those used by the UP. The Organization contends that the Carrier's proposal is a legitimate one for collective bargaining under the Railway Labor Act, but it does not concern a transaction under *New York Dock*.

The Union also emphasizes that the parties' past dealings demonstrate that the

Carrier's proposal is appropriate for collective bargaining, but does not concern a *New York Dock* transaction. The Union points out that this Carrier, as well as others, sought to obtain through bargaining under the Railway Labor Act the same type of rules that the Carrier seeks here. The Carrier previously argued to PEB 229 that it needed Railway Labor Act bargaining relief to operate regional or system production gangs, and it did not then suggest that *New York Dock* might provide the same relief. The Organization points out that the parties have fully and fairly battled over regional and system production gangs for more than eleven years under the Railway Labor Act. The Organization suggests that the Carrier may be frustrated by its inability to get its way under the Railway Labor Act, so it now is advancing the novel theory that everything occurring under the Railway Labor Act has no effect because the operation of regional or system production gangs over carriers coming under common control actually is a transaction under *New York Dock*. The Organization contends that this is a frivolous and destabilizing theory, and it should be rejected.

Moreover, the history of the Carrier's dealings with the Organization, including three agreements in which the Carrier pledged to not try to operate system production gangs in the manner proposed in its notice, serves as an estoppel against the Carrier in this proceeding. The Organization asserts that the Carrier's bargaining with the Organization, pursuant to the Railway Labor Act, over the very rules it now seeks under *New York Dock* constitutes an admission that its notice is invalid. The Organization emphasizes that the



Carrier's existing voluntary agreements, made after the effective date of the UP-SP merger, that it would not seek PEB 219 regional or system gang rules bar the February 4th notice.

The Organization then contends that even if the Carrier's notice does concern a transaction under *New York Dock*, the Carrier cannot show that abrogating the SP and DRGW system production gang agreements, as well as Article XVI of the September 26, 1996, agreement between the Organization and the National Carriers' Conference Committee ("NCCC"), is necessary to carry out the UP-SP merger. The Organization acknowledges that the UP-SP merger allows the Carrier to utilize maintenance of way equipment throughout the merged system, to plan maintenance of way capital projects on a system-wide basis, and to create a system-wide maintenance of way budget. The Organization points out, however, that none of the collective bargaining agreements at issue prevent such actions, nor do they prevent the public from obtaining any reasonable transportation benefits from the merger.

The Organization asserts that the collective bargaining agreements do limit the distance from home that maintenance of way employees may be required to work; the contracts set territorial limits on the scope of the system production gang operations. To the extent that any collective bargaining agreement puts such a territorial limit in place, it limits any carrier's flexibility in the assignment of employees. The Organization contends that the existence of a contractual term that limits a carrier's operational flexibility cannot be considered a term that must be overridden *per se*. The Organization points out that the

Carrier itself has proposed, for example, to maintain three separate system maintenance of way operations, and it has kept the UP and SP maintenance of way operations separate, except for system gang operations, through *New York Dock* implementing agreements. The Organization therefore asserts that the narrow question presented is whether the creation of a UP-SP-DRGW system production gang territory, and the corresponding abrogation of the SP and DRGW agreements and Article XVI of the September 26, 1996, agreement, is necessary to carry out the UP-SP merger. The Organization contends this is not necessary.

The Organization goes on to point out that the Carrier chose, on three separate occasions since 1991, to end its efforts under the Railway Labor Act to seek the same system gang rules that it seeks here. The most recent such occasion was in July 1997, after it served the *New York Dock* notice at issue here, when the Carrier agreed to perpetuate its earlier election not to operate regional or system production gangs over the SP and DRGW. The Organization contends that if the Carrier truly believed that system production operations over all carriers coming under its common control were "necessary" to carry out this and earlier mergers, then it would have elected, in 1991, to take the rights granted to it by PEB 219. The Carrier's actions demonstrate that these rules are not necessary to the operation of a merged carrier. The Organization additionally points to a determination by PEB 229, which both the Carrier and the Organization extensively briefed regarding system production gang rules, that such rules are not necessary; PEB 229 recommended

that the 1991 elections by carriers, either to accept or reject the PEB 219 regional and system gang production rules, should be frozen. The Organization contends that PEB 229's findings should be given great weight here. The Organization maintains that the Carrier now is trying to use *New York Dock* as an end run around decisions that it made during Railway Labor Act proceedings, decisions that carried long-term consequences. The Carrier's position here has nothing to do with the Railway Labor Act barring merger efficiencies; instead this matter has to do with the Carrier previously making what it now believes were incorrect choices.

The Organization then emphasizes that the Carrier's last proposed implementing agreement permitted the UP, SP, and DRGW employees to refuse to work on the territories of the other railroads. Such an arrangement would preserve the pre-merger system gang operations for current employees, and it would extend new seniority rules only to yet-to-be-hired employees. The Organization asserts that the acquisition of such prospective contractual rights is a matter for bargaining under the Railway Labor Act.

The Organization further contends that if this Arbitrator does fashion an implementing agreement, then the Organization's proposed arrangement should be selected. The Organization argues that its proposed implementing agreement is fair and equitable to the employees' interests. The Organization's proposal essentially provides that if the Carrier is to obtain PEB work rules under *New York Dock*, then it must be required to assume all of those rules; the Carrier cannot be allowed to pick and choose only those



portions that it wants. The Organization argues that a full imposition of PEB 219 rules, as amended by the September 26, 1996, agreement, would be fair to employees, and it would not give the Carrier an advantage over its competitors, such as BNSF, which operate under the full PEB 219 production gang rules.

The Organization points out that of the fifteen sections and one appendix contained in its proposal, the parties agreed in principal as to ten sections and the appendix. The Organization asserts that the remainder of its proposed sections merit inclusion in any implementing agreement that is put in place between the parties. The Organization then focused on each of these five sections.

The Organization asserts that its proposed Section 6 applies a tentatively agreed-upon rule, placing a limit of 1000 miles that an employee would be required to travel to work from his home territory, to all employees in system operations. The Organization also maintains that its proposed Section 9, mandating that positions in system operations will be paid at the highest rate extant for that positions on SP, DRGW, or UP, is legitimate under PEB 219. The Organization contends that if the Carrier considers these system operations to be essential, then it should pay for them at the highest rates prevailing in the merged system. The Organization's proposed Section 10 is designed to ameliorate the economic hardship to employees returning to service after furlough. This section would use unused vacation as collateral for a cash advance from the Carrier to cover the initial costs to a furloughed employee of returning to work, including travel, meal, and lodging

expenses; under this section, the Carrier, and not the employee, would subsidize the Carrier's start-up costs for system gangs. The Organization then argues that its proposed Section 11 incorporates a rule that applies to PEB 219 production gangs under Article XVI of the September 26, 1996, agreement. The Organization points out that because the Carrier is seeking to obtain PEB-219-style system gang rules, it is fair that the Carrier also accept PEB 219 system gang financial obligations, as its competitor has. The Organization further asserts that its proposed Section 12 adopts the DRGW election of allowances, which is a right, privilege, or benefit that cannot be taken from DRGW employees. The Organization maintains that these allowances are not part of an employee's rate of pay, but instead are a negotiated benefit that partially reimburses the employee for the cost of living away from home. For ease of administration, the Organization proposes that the election of allowances be available to all employees in the system operations.

#### **The Carrier's Position**

The Carrier initially contends that this Arbitrator has both the jurisdictional authority and the obligation to adopt the Carrier's proposed implementing agreement. The Carrier points out that neutrals in Article I, Section 4, proceedings act as agents of the STB; they are therefore bound by ICC/STB precedent. Both the STB and the federal courts have definitively established that *New York Dock* arbitrators have authority, under Sections 11341(a) and 11347 of the Interstate Commerce Act, to override Railway Labor Act procedures and collective bargaining agreements as necessary to carry out an ICC/STB

approved transaction, such as the merger at issue. The Carrier emphasizes that it also well established that the Section 11341(a) exemption for approved transactions extends to subsidiary transactions that fulfill the purposes of the main control transaction. As applied to the instant matter, the proposed establishment of system operations is a subsidiary transaction that fulfills the purposes of the approved merger, the main control transaction, by achieving the economies and efficiencies, for the public benefit, that lie at the heart of the merger. The Carrier maintains that there is a direct causal relation between the UP/SP merger coordination approved by the STB and the operational changes that it seeks in this proceeding to implement that coordination. This Arbitrator therefore has the jurisdictional authority to modify the collective bargaining agreements, as proposed by the Carrier, because these modifications are necessary to effectuate the efficiencies and economies of the merger underlying this proceeding.

Moreover, the Carrier asserts that the definition of "transaction" contained in Article I, Section 1, of *New York Dock* includes the transfer of work and employees in order to effectuate an approved merger and achieve the economies and efficiencies that were the motives for seeking the merger. The Carrier asserts that it is well established that the ICC/STB and, by extension, *New York Dock* arbitrators have the jurisdictional authority to transfer work and employees from one collective bargaining agreement to another, notwithstanding contrary requirements of the Railway Labor Act or the collective bargaining agreements themselves. It similarly is well established that *New York Dock*



arbitrators have authority to modify or set aside collective bargaining agreements as necessary to realize the merger efficiencies identified by the carrier.

The Carrier goes on to argue that both STB and judicial precedent establish that the promotion of more economical and efficient transportation constitutes a public transportation benefit. The Carrier therefore asserts that because the transportation benefit flowing to the public from the underlying transaction in this matter will be effectuated by the operational efficiency associated with system operations, its proposed implementing agreement should be imposed here.

The Carrier then points out that as a result of the UP/SP merger, it currently has ten system tie gangs and twelve system rail gangs working across its Western Territory. Some of the gangs are on UP lines, others on DRGW lines, and the rest on SP lines. Moreover, these various gangs are separated by different seniority districts that are split between these lines, and the seniority districts even split the lines internally. The Carrier contends that under the current system and collective bargaining agreements, the movement and efficiency of all the rail and tie gangs are hindered by climate changes, manpower shortages, and equipment allocation problems.

As an example of these various hindrances, the Carrier points out that due to work-schedule limitations caused by conflicting seniority rosters, the 1997 schedule was not able to account for climate concerns. One tie gang worked from June through October in southern Arizona and New Mexico, while another tie gang is scheduled to work in northern

Oregon in November through mid-December. With the current collective bargaining agreements in place, the Carrier cannot make changes that would eliminate or alleviate problems caused by scheduling in such different climates without incurring delay, additional manpower needs, and greater costs. The Carrier asserts that if all of these systems are put under the Union Pacific collective bargaining agreement, then it could schedule crews to work in the southern and western areas from late fall through early spring, then move the crews to the northern regions from late spring through early fall.

The Carrier additionally argues that the current system also results in manpower shortages within a seniority district when road work is done within that district. Positions are left temporarily vacant due to a maintenance of way project because employees are taken from their regular maintenance positions to work on the road crew. Moreover, when a project crosses seniority district lines, the positions are all abolished and then re-bid for the new seniority district, which affects the continuity of the crew and the work. The Carrier maintains that in a system without seniority districts, as it proposes, the mobility of the work force would not face such limits and employees could be kept working in suitable climates throughout the year. In addition, gangs would benefit from continuity through the elimination of the need to re-bid; the Carrier asserts that a crew that has worked together for some time will be more productive than a new group of employees. Moreover, with separate collective bargaining agreements applying to the different east-west corridors, work currently is scheduled in such a way that none of the corridors is left open for

unobstructed business.

The Carrier maintains that the different collective bargaining agreements and the various seniority districts exacerbate all of these problems. The Carrier asserts that extending the present UP system operations to encompass the SP/WL, DRGW, and WP makes sense for both business and the employees. The Carrier emphasizes that system operations would allow the employees an opportunity to move to seasonal work, rather than be furloughed. In addition, the Carrier would have greater flexibility to work around climatic changes and corridor traffic needs. The Carrier further stresses that under the proposed system operations, it can accomplish more with less, thus realizing the economies and efficiencies of the merger.

The Carrier emphasizes that its proposed changes are necessary to achieve the public transportation benefits of the merger. As the ICC previously has found, consolidating carriers achieve cost reductions, and these cost reductions are a public benefit. The Carrier asserts that its proposed implementing agreement is designed to promote more economical and efficient transportation, and it places the burden of *New York Dock* protections on the Carrier when it implements these economies and efficiencies. The Carrier maintains that its proposed implementing agreement complies with the goals of the STB's decision approving the merger. The Carrier ultimately argues that its proposed implementing agreement should be adopted.



## Decision

This Arbitrator has carefully reviewed all of the evidence and testimony in the record, as well as the written briefs submitted by the parties. In this proceeding, each side has posed certain Questions at Issue, each of which must be answered. These Questions at Issue highlight various aspects of the fundamental dispute between the Carrier and the Organization here: whether and how a system operation for the Carrier's maintenance of way work in its western territory should be implemented?

The first question that must be addressed is one posed by the Organization: Does the UP's notice of February 4, 1997, concern a "transaction" under Section 1(a) of *New York Dock*? This question raises what is, essentially, a jurisdictional issue. If the February 4, 1997, notice does not concern a *New York Dock* transaction, then this Board cannot proceed to any of the substantive issues presented here. There is extensive decisional precedent available on this point from the ICC/STB, and it must be emphasized that because this Arbitrator's authority flows directly from the STB, this Arbitrator is bound to follow decisions and rulings issued by the STB and its predecessor, the ICC. After a thorough review of the numerous documents, court decisions, arbitration awards, and law review articles submitted by the parties, this Arbitrator must find that that precedent overwhelmingly establishes that the Carrier's February 4, 1997, notice does concern a "transaction," as that term is defined in Article I, Section 1(a), of the *New York Dock Conditions*.

In approving the UP/SP merger, the STB imposed the *New York Dock* protections on the rail consolidation. Article I, Section 1(a) of the *New York Dock Conditions* defines "transaction" as "any action taken pursuant to authorizations of this Commission on which these provisions have been imposed." There can be no question that in approving the merger, and imposing the *New York Dock* provisions, the STB authorized the Carrier to act so as to achieve the economies and efficiencies of the merger. In compliance with the procedures mandated in the *New York Dock Conditions*, the Carrier issued its February 4, 1997, notice, which contains the required specifics associated with its proposal to establish system operations affecting maintenance of way employees working in its western territory. The operational changes that the Carrier has proposed are directly related to the STB-approved merger that is the foundation of this proceeding. Because the Carrier's February 4, 1997, notice proposes a course of action to effectuate the STB-approved merger, a course of action whereby the Carrier seeks to consolidate and unify its maintenance of way forces and operations, the notice does, in fact, concern a *New York Dock* transaction. After reviewing the extensive materials submitted by the parties, this Arbitrator must find that the first Question at Issue posed by the Organization must be answered in the affirmative. Accordingly, this Arbitrator has the authority to consider the merits of the matter presented here.

The extensive relevant precedent submitted by the parties also leaves no doubt that this Arbitrator has authority, under Sections 11341(a) and 11347 of the Interstate

Commerce Act, to override the Railway Labor Act and the collective bargaining agreements as necessary to achieve the economies and efficiencies that are the purpose of the underlying rail consolidation. Again, a line of ICC/STB decisions, as well as federal court decisions, culminating in the United States Supreme Court's decision in *Norfolk and Western Railway Co. v. American Train Dispatchers Ass'n*, 499 U.S. 117 (1991), expressly hold that such authority is a fundamental part of the process through which a rail consolidation is effectuated.

The ICC/STB previously has considered and rejected the Organization's assertion that Section 4 proceedings, such as this one, essentially are limited to physical transfers of work and the coordination of operations in terminal areas following a merger or consolidation. There is no express support in either the statutory law or relevant decisional precedent for the Organization's contention that any other adjustments associated with the implementation of a rail consolidation must be made through collective bargaining under the Railway Labor Act. The overwhelming weight of relevant authority conclusively establishes that *New York Dock* arbitrators have the authority, in Section 4 proceedings, to override Railway Labor Act procedures and collective bargaining agreements as necessary to achieve the economies and efficiencies that flow from an approved merger. This Arbitrator accordingly has authority to modify, as necessary, to carry out the transaction, the September 26, 1996, BMW-NCCC agreement, as well as the relevant UP, SP, and DRGW system production gang agreements.



The Organization's second Proposed Question at Issue, whether it is necessary to abrogate these various agreements in order to carry out the transaction, also must be answered in the affirmative. It generally has been recognized that rail consolidations, such as the one underlying this proceeding, generate a public transportation benefit to the extent that they lead to more efficient and economical operations. Rail consolidations, if properly effectuated, can mean more streamlined operations, with increased efficiency in the assignment of employees and the completion of work projects. In this proceeding, the Carrier has presented competent evidence that these very efficiencies and economies can be realized in connection with the merger at issue if it is allowed to implement system operations for its maintenance of way work. The other side of this contention is, of course, that without the implementation of such a system operation, it will not be possible to achieve all of the economies and efficiencies that a rail consolidation typically is designed to yield.

The Carrier convincingly has shown that if it implements a system operation, then it will be able to schedule its maintenance of way employees in a more efficient and productive manner. It will be possible for the Carrier to schedule work projects over its entire western territory, thereby making allowances for weather extremes and corridor traffic needs. The need to abolish and re-bid positions on various road work gangs as the work crosses over currently existing seniority district boundaries, and the delay and administrative costs associated with these steps, also would be eliminated; the entire

western territory effectively would become a single seniority district under the Carrier's proposals. On this record, it is evident that under the particular circumstances surrounding the approved merger underlying this proceeding, the implementation of system operations for the Carrier's maintenance of way work, as proposed in the Carrier's February 4, 1997, notice, will yield significant economies and efficiencies in its operations.

As the ICC/STB repeatedly has found, such efficiencies and economies constitute a public transportation benefit. Moreover, this is precisely the showing that the Carrier must make in this proceeding to support its proposal for the implementation of system operations. The purpose of the approved merger is to generate a transportation benefit for the public. As emphasized by the United States Court of Appeals for the District of Columbia Circuit, transportation benefits include the promotion of economical and efficient transportation. *Railway Labor Executives Association*, 987 F.2d 806, 815 (D.C. Cir. 1993).

It is not possible to properly implement a system operation, and achieve the economies and efficiencies associated with such a consolidation, if a carrier and organization attempt to continue to operate under several collective bargaining agreements. Conflicting contractual provisions, differences in work rules, and basic problems of coordination between and across several collective bargaining agreements inevitably will cut into, and perhaps completely destroy, any possibility of achieving the efficient, coordinated, economical operation promised by a rail consolidation. If the Carrier's

maintenance of way work is to be consolidated into a more efficient, economical system operation, as is necessary to achieve the purposes of the approved merger, then it is necessary for the parties to operate under a single collective bargaining agreement.

As is its right, the Carrier has chosen to adopt the provisions of the collective bargaining agreement between UP and BMWG to govern its maintenance of way operations in the western portion of the combined system. The Organization has not argued that one of the other relevant contracts should be adopted instead of the one chosen by the Carrier. The Carrier's election means that the relevant SP and DRGW system production gang agreements are effectively abrogated. There is no legitimate basis for insisting that the parties attempt to operate under several collective bargaining agreements, when it is abundantly clear that the post-merger consolidated rail operation can exist and do business most efficiently if the maintenance of way employees in the expansive western territory of the consolidated system are working under a single set of contractual provisions, seniority protections, and work rules. One can understand the frustration felt by the Union after having negotiated collective bargaining agreements that are now abrogated by the current law in this area. However, in answer to the second Question at Issue Proposed by the Organization, this Arbitrator finds that it is necessary to abrogate the SP and DRGW system production gang agreements and Article XVI of the September 26, 1996, BMWG-NCCC agreement, as well as to modify the UP system production gang agreements, in order to most efficiently and economically carry out the transaction.



The Organization's final Question at Issue and the single Question at Issue posed by the Carrier seek essentially the same answer: which of the parties' proposals constitutes the more fair and equitable basis for implementing the proposed system operations. Prior to invoking these Section 4 arbitration proceedings, the parties did meet and negotiate over the terms of an implementing agreement; as shown in their respective proposed implementing agreements, the parties were able to reach agreement on a substantial number of issues. These areas of agreement must form the basis of the implementing agreement developed through this proceeding. Accordingly, all of those provisions that the parties both have indicated were agreed upon form the basis of the implementing agreement developed here.

The Organization's proposal contains some measures in addition to those upon which the parties reached agreement. Focusing on those proposed additional terms that the Organization emphasized in its submission, Sections 9 and 11 of the Organization's proposal both merit inclusion in the implementing agreement. Section 9 refers to rates of pay for positions in the proposed system operations, and it mandates that highest rate provided among the SP, DRGW, and UP prevail as the rate of pay applicable to these positions. Such a proposal is appropriate, in that employees who fill these positions will be assuming certain additional burdens and hardships, particularly the burden of having to work in areas much farther from their home bases than they are now required to work. Fairness and equity require that the rates of pay applicable to the positions in the proposed

system operations be at the highest prevailing rates allowed maintenance of way employees filling similar positions on the UP, DRGW, and SP.

As for Section 11 of the Organization's proposal, it was apparent at the hearing that the parties reached an agreement as to the concept underlying this measure, although there were some differences between the parties as to language. Under these circumstances, it is appropriate to include this provision, as proposed by the Organization.

Sections 6, 10, and 12 of the Organization's proposal fare less well. Section 6 suggests the imposition of a cap of 1000 miles on the distance from home base that an employee would be required to travel to a work site. Given the geographic size of the Carrier's western territory, such a cap would completely undercut the implementation of the proposed system operation. Such a cap cannot be imposed as part of the implementing agreement if it is to have its intended effect. Section 10 proposes a system of issuing short-term loans, made against unused vacation time, to assist employees with expenses associated with returns to service. As the Organization itself indicates in its submission, however, the rules generally applicable to employees represented by the Organization, presumably including both those employed by this Carrier and those employed by other carriers, call for *per diem* meal and lodging allowances, as well as travel allowances, that are paid after the actual expenses are incurred. If this is the system that is in place and followed by carriers generally, it would be inappropriate to require this Carrier to adopt a less advantageous one. It also is difficult to comprehend how such a system could be

established so that the described loans could be processed and then reach an affected employee in a timely fashion, and how such a system could be protected from potential problems of abuse. Moreover, if such loans are to be made available only for employees who have at least five days of unused vacation time, it is possible that this would benefit a relatively small number of employees. There is no showing that such a provision would be workable or would contribute in any meaningful way to the fairness and equity of the proposed system operations.

As for Section 12, the Organization's assertion that the election of allowances contained in the DRGW contract must be preserved as a negotiated benefit ignores the fact that the implementation of the Carrier's proposed system operations means that the DRGW agreement, as well as the SP agreement, are being abrogated. Adopting such a system of election for employees throughout the Carrier's entire maintenance of way operation in its western territory would be a costly administrative burden that would do little or nothing to advance the fairness and equity of the situation. This provision shall not be included in the implementing agreement.

#### Award

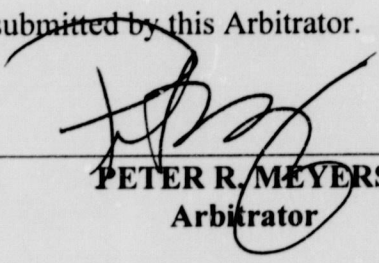
The first Question at Issue posed by the Organization is answered in the affirmative.

The second Question at Issue posed by the Organization is answered in the affirmative.

The final Question at Issue posed by the Organization and the Question at issue



posed by the Carrier are answered in both the negative and the affirmative. Certain provisions from each party's proposed implementing agreement, including all of those provisions as to which the record reveals that the parties have agreed, are included in the Implementing Agreement submitted by this Arbitrator.



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**PETER R. MEYERS**  
Arbitrator

**Dated this 15<sup>th</sup> day of October, 1997  
in Chicago, Illinois.**

**IMPLEMENTING AGREEMENT**  
**between**  
**UNION PACIFIC RAILROAD COMPANY**  
**and the**  
**BROTHERHOOD OF MAINTENANCE OF WAY EMPLOYEES**

The U.S. Department of Transportation, Surface Transportation Board ("STB") approved the merger of the Union Pacific Corporation ("UPC"), the Union Pacific Railroad Company/Missouri Pacific Railroad Company (collectively referred to as "UP") and the Southern Pacific Rail Corporation, Southern Pacific Transportation Company ("SPT"), St. Louis Southwestern Railway Company ("SSW"), SPSCL Corp., and the Denver & Rio Grande Western Railroad Company ("DRGW") (collectively referred to as "SP") in Finance Docket 32760. In approving this transaction, the STB imposed *New York Dock* labor protective conditions.

In order to achieve the benefits of operational changes made possible by the transaction, to consolidate the seniority of all employees working in the territory covered by this Agreement into one common seniority territory covered under a single, common collective bargaining agreement,

**IT IS AGREED:**

**Section 1.**

Effective January 1, 1998, all system gang operations on UPRR, WPRR, SPRR, and DRGW territories will be combined and will be subject to the collective bargaining agreement between the Union Pacific Railroad and the Brotherhood of Maintenance of Way Employees ("BMWE") effective January 1, 1973, including revisions to April 1, 1992, as amended.

**Section 2.**

(A) UPRR, WPRR, SPRR, and DRGW employees who, prior to the effective date of this Agreement, had a right based on their seniority to work on system-type operations within their respective territories, will have their name and seniority dates dovetailed onto the UPRR System Gang seniority rosters for the following ten (10) classifications, as applicable:

**GROUP 20: ROADWAY EQUIPMENT SUBDEPARTMENT**

- (a) Roadway Equipment Operator
- (b) Roadway Equipment Helper

## GROUP 26: TRACK SUBDEPARTMENT

- (a) System Extra Gang Foreman
- (b) System Assistant Extra Gang Foreman
- (c) System Gang Track Machine Operator
- (d) System Gang Truck Operator/Bus
- (e) System Extra Gang Laborer
  - Special Power Tool Machine Operator (SPTMO)
  - Roadway Power Tool Machine Operator (RPTMO)
  - Roadway Power Tool Operator (PTO)
  - Track Laborer

## GROUP 27: TRACK SUBDEPARTMENT

- (a) Track Welding Foreman
- (b) Track Welder - Machine
- (c) Track Welder Helper

(B) UPRR division/district personnel who do not have seniority in Group 20, 26, or 27 prior to the effective date of this Agreement will be added to the rosters identified in Section 2(A), as applicable. These employees will be given a seniority date of the effective date of this Implementing Agreement, on the applicable roster, and the ranking order will be determined by ranking the employees with the superior division/district seniority dates first.

### Section 3.

(A) All employees listed on the combined rosters established under Section 2(A) will have their hire date in the Maintenance of Way Department listed next to their seniority date and the following designations listed next to their name:

<u>Employee</u>	<u>Designation</u>
UPRR	U
SPRR	S
WPRR	W
DRGW	D

### EXAMPLE

<u>DESIGNATION</u>	<u>NAME</u>	<u>SOCIAL SECURITY</u>	<u>SENIORITY DATE</u>	<u>HIRE DATE</u>
S	BROWN JC	520-48-0901	7-16-73	2-8-71



(B) All new employees hired subsequent to the effective date of this Agreement to fill positions identified under Section 2(A) will establish seniority on the applicable system seniority roster, pursuant to Rule 15(a) of the Collective Bargaining Agreement between UPRR and BMWE. Such employees will have no designation listed by their names.

#### **Section 4.**

(A) When employees with designations apply for bulletined Group 20, 26, or 27 positions, assignments will be handled as follows:

- (1) When bids are received only from S, W, and D designated employees, the employees listed on the applicable seniority roster with the superior seniority date/ranking will be assigned.
- (2) When bids are received only from U designated employees, the employee listed on the applicable seniority roster with the superior seniority date/ranking will be assigned.
- (3) When bids are received from U designated employees, as well as S, W, and/or D designated employees, the senior U designated applicant and the senior employee among the S, W, and D designated applicants will be identified, and the employee with the senior hire date will be assigned.

(B) The exercise of seniority displacement rights by U, S, W, and D designated employees will be controlled by the same principles explained in Section 4(A).

#### **Section 5**

(A) Except as provided above, all new positions or vacancies that are to be filled for system-type operations identified in Section 2(A) of this Agreement will be bulletined and assigned in accordance with Rule 20 of the Collective Bargaining Agreement between the UPRR and BMWE.

(B) Except as provided above, employees assigned to system-type operations identified in Section 2(A) whose position is abolished or who are displaced will be governed by Rule 21 of the Collective Bargaining Agreement between the UPRR and BMWE.

(C) Employees assigned to system-type operations identified in Section 2(A) will be governed by Rule 22 of the Collective Bargaining Agreement for the purpose of seniority retention on system seniority rosters.

(D) Employees who have seniority on the system combined roster and who are regularly assigned in a lower class or who are furloughed from the service of the carrier will be governed by Rule 23 of the Collective Bargaining Agreement between the UPRR and BMW. E.

#### **Section 6**

Respective rates of pay for positions assigned to the system operations listed herein will be established at the highest prevailing rates being allowed Maintenance of Way employees filling similar respective assignments on the UPRR, SPRR, WPRR, or DRGW. Rates of pay established under this provision will be subject to all future general wage increases, including cost of living allowances (COLAs).

#### **Section 7**

Employees assigned to any positions listed under Section 2(A) of this Agreement who do not voluntarily leave the gang to which assigned for a period of six (6) months shall, within sixty (60) days of the end of said six-month period, receive from the Carrier a lump sum payment equal to five (5) per cent of their respective compensation earned during that period, not to exceed one thousand dollars (\$1,000.00).

If, prior to the end of a six-month period, said employees involuntarily leave the gang to which assigned or the Carrier disbands the gang in its entirety, the employees forced to leave the gang shall, within sixty (60) days of their last day on the gang, receive from the Carrier a lump sum payment equal to five (5) per cent of their respective compensation earned during the period employed on the gang.

#### **Section 8**

All service performed by employees on any of the system territories identified in this Agreement which is part of their continuous employment relationship in the Maintenance of Way Department will be combined for vacation, personal leave, entry rates and other present or future benefits that are granted on the basis of qualifying time of service in the same manner as though all such time had been spent in the service subject to one collective bargaining agreement.

#### **Section 9**

(A) The *New York Dock* employee protective conditions will be applicable to this transaction. There will be no duplication of benefits by an employee under this Agreement and any other agreements or protective arrangements.

(B) If employees are entitled to protection as a result of this transaction, the following will apply:

(1) Not later than the twenty-fifth day of the month following the month for which

benefits are claimed, each "dismissed" employee will provide the Carrier with the following information for the month in which he/she is entitled to benefits:

(a) the day(s) claimed by such employee under any unemployment act, and

(b) the day(s) each employee worked in other employment, the name(s) and addresses of the employer(s), and the gross earnings made by the employee in such other employment.

(2) If a dismissed employee has nothing to report under this Section account not being entitled to benefits under any unemployment insurance and having no earnings from other employment, such employee will submit, within the time period provided for in Section 9(B)(1), the appropriate form stating "Nothing to Report." This can be submitted by letter or on Form 32179 provided by the Carrier. The claim is to be submitted to:

Supervisor Protection Administration  
1416 Dodge Street, MC PNG 06  
Omaha, Nebraska 68179

(3) The failure of any dismissed (furloughed) employee to provide the information

required in this Section will result in the withholding of all protective benefits for the month in question pending receipt of such information for the employee.

(4) Any "displaced" employees will file an initial claim with the Supervisor Protection Administration at the address set forth in Section 9(B)(2) above. If an employee is determined to be eligible for displacement allowances, the employee will be paid a differential allowance for each month in which he/she is entitled. Such employee need not file any additional forms unless he/she becomes furloughed. In such an event, the employee will be subject to the requirements of a dismissed employee as set forth above.



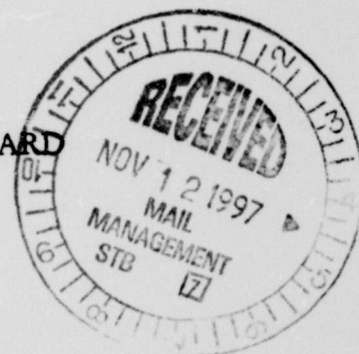
STB FD 32760 (Sub 25) 11-12-97 D 183839 2/15

## Section 10

This Agreement will constitute the required agreement as provided in Article I, Section 4, of the *New York Dock* employee protective conditions. Any claims or disputes arising from the application of this Agreement or the protective conditions referred to in Section 7 will be handled directly between the General Chairman and Director of Labor Relations.

This Agreement will become effective on the 1st day of January, 1998.

BEFORE THE SURFACE TRANSPORTATION BOARD

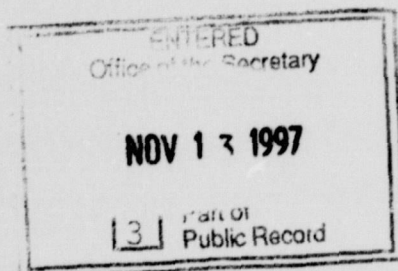


UNION PACIFIC CORP., et al., -MERGER-  
SOUTHERN PACIFIC TRANS. CO., et al.

) Finance Docket No. 32760  
) (Sub-No. 25)

APPENDIX TO PETITION FOR REVIEW OF ARBITRAL AWARD

(Volume Two)



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Attorney for Brotherhood of Maintenance of Way  
Employees

Dated: November 12, 1997



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EXHIBIT 16



# EXISTING OPERATION

ME PROJECT	SUB	UNITS	START	END	TOTAL DAYS
GANG: 8563 - TIES					
78	23882 LORDSBRG	13230	1/6/97	1/28/97	16
78	23905 GILA	17850	2/24/97	3/11/97	14
78	23906 GILA	57560	3/12/97	6/5/97	53
78	23887 LORDSBRG	13400	6/6/97	6/20/97	10
78	23882 LORDSBRG	5374	7/8/97	7/15/97	6
78	23883 LORDSBRG	55000	7/16/97	9/24/97	50
78	23884 LORDSBRG	3958	9/25/97	10/2/97	6
78	23893 CARRIZOZ	27009	10/3/97	11/4/97	23
78	23892 CARRIZOZ	8881	11/5/97	11/17/97	9

ACTUAL MAN HOUR 116688 202262 187

GANG: 8564 - TIES					
78	23859 CALP	69998	1/6/97	4/24/97	78
78	23795 BROOKLYN	69506	4/30/97	9/15/97	97
78	23787 CASCADE	14847	11/3/97	12/12/97	28

ACTUAL MAN HOUR 126672 154351 203

GANG: 8565 - TIES					
56	23715 BOND	4406	5/14/97	6/13/97	16
56	25720 GREENRIV	24443	6/2/97	11/25/97	98
56	23715 BOND	2108	11/26/97	1/5/98	23

ACTUAL MAN HOUR 61376 37959 137

# PROPOSED OPERATION

MEN PROJECT	SUB	UNITS	START	END	TOTAL DAYS
GANG: 8563 - TIES					
78	23882 LORDSBRG	6600	1/6/97	1/15/97	8
78	23887 LORDSBRG	7700	1/16/97	1/22/97	5
78	23882 LORDSBRG	2687	1/23/97	1/27/97	3
78	23883 LORDSBRG	27500	1/28/97	3/4/97	25
78	13385 MARYSVIL	17718	3/10/97	4/2/97	18
78	13386 SALINA	6500	4/3/97	4/8/97	4
78	13386 SALINA	11500	4/9/97	4/22/97	10
78	20923 NO. PLAT	5162	4/24/97	4/30/97	5
78	23715 BOND	4600	5/5/97	5/9/97	5
78	23716 BOND	2300	5/12/97	5/14/97	3
78	23712 BOND	11500	5/15/97	5/27/97	9
78	25720 GREENRIV	16000	5/29/97	6/13/97	12
78	2211 PROVO	7825	6/16/97	7/9/97	14
78	20666 PROVO	7865	7/10/97	7/23/97	10
78	2654 PROVO	9245	7/24/97	8/6/97	10
78	7527 PROVO	8599	8/7/97	8/21/97	11
78	2244 CALIENTE	11000	8/22/97	9/18/97	19
78	23893 CARRIZOZ	27009	9/22/97	10/7/97	12
78	23892 CARRIZOZ	8881	10/8/97	10/13/97	4
78	23884 LORDSBRG	2000	10/15/97	10/17/97	3
78	23905 GILA	8925	10/20/97	10/23/97	4
78	23906 GILA	28780	10/24/97	12/1/97	27

ACTUAL MAN HOUR 137904 239896 221

GANG: 8564 - TIES					
78	23859 CALP	34999	1/6/97	2/27/97	39
78	23844 VALLEY	19111	3/3/97	3/25/97	17
78	23795 BROOKLYN	23200	3/27/97	5/7/97	30
78	23784 CASCADE	6802	5/9/97	5/30/97	16
78	11797 NAMPA	25188	6/4/97	8/18/97	53
78	23852 ROSEVILL	22125	8/21/97	10/15/97	38
78	23851 ROSEVILL	2043	10/20/97	10/22/97	3
78	23834 WEST	25000	11/27/97	12/2/97	25

ACTUAL MAN HOUR 137904 158468 221

GANG: 8565 - TIES					
NOT NEEDED					

## GANG: 8566 - TIES

78	280 SANJOAQUIN	21183	1/2/97	2/13/97	25
78	23840 SANJOWES	26400	2/14/97	4/3/97	28
78	23863 EAST	11978	4/16/97	6/19/97	45
78	23848 EAST	758	6/20/97	6/20/97	1
78	23854 EAST	20747	6/23/97	9/8/97	53
78	23837 MOJAVE	15996	9/9/97	9/30/97	16
78	23862 EAST	4122	10/1/97	10/14/97	10
78	23831 WEST	11548	10/15/97	12/9/97	41
78	23944 WEST	1000	12/10/97	12/10/97	1

ACTUAL MAN HOUR	137280	113732	220
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## GANG: 8566 - TIES

78	23837 BAKERSFL	15996	1/6/97	1/27/97	16
78	280 SANJOWES	21183	1/29/97	3/3/97	25
78	23840 SANJOWES	26400	3/4/97	4/7/97	28
78	23787 CASCADE	14787	4/10/97	4/30/97	15
78	23795 BROOKLYN	23200	5/5/97	6/13/97	30
78	23844 VALLEY	19111	6/16/97	7/9/97	17
78	6531 SALT LAK	6895	7/14/97	7/24/97	9
78	2180 SALT LAK	6478	7/25/97	8/6/97	9
78	4239 SALT LAK	11901	8/7/97	8/26/97	14
78	4237 SALT LAK	4466	8/27/97	9/3/97	5
78	23831 WEST	11548	9/8/97	11/3/97	41
78	23944 WEST	1000	11/4/97	11/4/97	1
78	23834 WEST	19204	11/5/97	11/26/97	16
78	23862 EAST	4122	12/1/97	12/12/97	10

ACTUAL MAN HOUR	147264	186291	236
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## GANG: 9061 - TIES

75	13386 SALINA	28271	3/18/97	4/22/97	26
75	13385 MARYSVIL	22342	4/28/97	5/12/97	21
75	19020 SIDNEY	5881	5/19/97	5/29/97	9
75	5493 SIDNEY	2461	6/2/97	6/12/97	10
75	20927 SIDNEY	8101	6/16/97	6/19/97	15
75	5493 SIDNEY	5622	7/8/97	7/15/97	
75	16711 COUBLUFF	24489	7/23/97	9/26/97	40
75	2219 LARAMIE	20341	9/29/97	10/23/97	19
75	11785 LARAMIE	13959	10/24/97	11/12/97	14

ACTUAL MAN HOUR	99600	131467	166
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## GANG: 9061 - TIES

75	23892 LORDSBRG	6600	1/6/97	1/15/97	8
75	23887 LORDSBRG	7700	1/16/97	1/22/97	5
75	23882 LORDSBRG	2687	1/23/97	1/27/97	3
75	23883 LORDSBRG	27500	1/28/97	3/1/97	25
75	13385 MARYSVIL	22342	3/6/97	4/3/97	21
75	13386 SALINA	15500	4/7/97	4/24/97	14
75	19020 SIDNEY	5881	4/28/97	5/6/97	7
75	20927 SIDNEY	8101	5/7/97	5/13/97	5
75	5493 SIDNEY	7883	5/14/97	6/3/97	15
75	16711 COUBLUFF	24489	6/5/97	8/1/97	40
75	2219 LARAMIE	10100	8/4/97	8/18/97	11
75	11785 LARAMIE	6798	8/19/97	8/27/97	7
75	11807 LARAMIE	10746	8/28/97	9/12/97	11
75	23893 CARRIZOZ	27009	9/15/97	9/30/97	12
75	23892 CARRIZOZ	8881	10/1/97	10/6/97	4
75	23884 LORDSBRG	2000	10/8/97	10/10/97	3

ACTUAL MAN HOUR	114600	194217	191
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## GANG: 9062 - TIES

75	13386 SALINA	1598	4/9/97	4/22/97	10
75	13385 MARYSVIL	17718	4/28/97	5/12/97	18
75	13386 SALINA	1609	5/20/97	6/2/97	4
75	20923 NO. PLAT	5162	6/16/97	6/20/97	5
75	6531 SALT LAK	6895	7/9/97	7/23/97	11
75	2180 SALT LAK	6478	7/24/97	8/13/97	15
75	21062 SALT LAK	14973	10/20/97	12/16/97	20

ACTUAL MAN HOUR	49800	54433	83
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## GANG: 9062 - TIES

NOT NEEDED



**GANG: 9063 - TIES**

75	12009 ELKO	15089	2/19/97	3/6/97	26
75	16688 ELKO	19521	3/14/97	4/29/97	31
75	2566 ELKO	4060	4/30/97	5/7/97	6
75	17857 SPOKANE	22897	5/19/97	6/20/97	27
75	11797 NAMPA	25188	6/24/97	9/5/97	53
75	1668 NAMPA	19648	9/8/97	10/8/97	23
75	2195 NAMPA	34031	10/9/97	11/26/97	35

ACTUAL MAN HOUR	120600	140434	201
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**GANG: 9064 - TIES**

75	7529 CANYON	10655	1/7/97	2/6/97	15
75	12009 ELKO	10095	2/19/97	2/28/97	8
75	12008 ELKO	16589	3/4/97	4/10/97	30
75	2566 ELKO	3415	4/14/97	4/22/97	7
75	13385 MARYSVIL	17882	4/28/97	5/12/97	15
75	18311 ELKO	2852	5/19/97	6/18/97	22
75	11797 NAMPA	27725	6/19/97	8/20/97	43
75	1668 NAMPA	19395	8/21/97	9/15/97	17
75	4239 SALT LAK	11501	9/16/97	10/3/97	14
75	4237 SALT LAK	4666	10/6/97	10/15/97	8
75	21062 SALT LAK	14073	10/20/97	12/16/97	20

ACTUAL MAN HOUR	119400	139949	199
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**GANG: 9065 - TIES**

75	23294 CALIENTE	28992	3/31/97	5/13/97	33
75	20663 CALIENTE	14080	5/18/97	6/13/97	26
75	2211 PROVO	15649	6/16/97	7/16/97	28
75	20666 PROVO	15730	7/17/97	8/11/97	18
75	2654 PROVO	18490	8/12/97	9/8/97	19
75	7527 PROVO	17198	9/9/97	10/8/97	22
75	2244 CALIENTE	21530	10/9/97	12/2/97	38

**GANG: 9063 - TIES**

75	23855 VALLEY	22800	1/6/97	2/7/97	25
75	12009 ELKO	8395	2/10/97	2/25/97	11
75	16688 ELKO	19521	2/26/97	4/15/97	34
75	2566 ELKO	4060	4/16/97	4/22/97	5
75	17857 SPOKANE	22897	4/22/97	6/4/97	27
75	1668 NAMPA	19648	6/9/97	7/10/97	23
75	2195 NAMPA	34031	7/11/97	8/28/97	35

ACTUAL MAN HOUR	96000	131352	160
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**GANG: 9064 - TIES**

75	7529 CANYON	10655	1/6/97	1/24/97	15
75	12009 ELKO	8395	1/27/97	2/3/97	6
75	2008 ELKO	16589	2/4/97	3/5/97	22
75	2566 ELKO	2020	3/6/97	3/11/97	4
75	13385 MARYSVIL	17882	3/17/97	4/4/97	15
75	11797 NAMPA	27725	4/7/97	6/5/97	43
75	1668 NAMPA	19395	6/6/97	6/30/97	17
75	2219 LARAMIE	10100	7/7/97	7/21/97	11
75	11785 LARAMIE	6798	7/22/97	7/30/97	7
75	11807 LARAMIE	10746	7/31/97	8/14/97	11
75	21062 SALT LAK	30000	8/18/97	10/10/97	40
75	18311 ELKO	2852	10/20/97	11/18/97	22

ACTUAL MAN HOUR	127800	163157	213
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**GANG: 9065 - TIES**

75	23863 EAST	11978	1/6/97	2/7/97	25
75	23848 EAST	758	2/10/97	2/10/97	1
75	23854 EAST	20747	2/11/97	3/27/97	32
75	23294 CALIENTE	28992	3/31/97	5/14/97	33
75	23715 BOND	4408	5/19/97	5/28/97	8
75	23715 BOND	4600	5/29/97	6/4/97	5
75	23716 BOND	2300	6/5/97	6/9/97	3
75	23712 BOND	11500	6/10/97	6/20/97	9
75	25720 GREENRIV	8443	6/23/97	7/9/97	12
75	2211 PROVO	7825	7/11/97	7/31/97	14
75	20666 PROVO	7865	8/1/97	8/14/97	10
75	2654 PROVO	9245	8/15/97	8/28/97	10
75	7527 PROVO	8599	8/29/97	9/15/97	11
75	20663 CALIENTE	14080	9/17/97	10/13/97	19
75	2244 CALIENTE	10530	10/14/97	10/31/97	14
75	23005 GILA	8925	11/3/97	11/6/97	4
75	23906 GILA	28780	11/7/97	12/19/97	28



ACTUAL MAN HOUR 110400 131669 184

GANG: 9066 - TIES

75	23856 CALP	3758	1/2/97	2/12/97	46
75	23855 VALLEY	22800	2/13/97	5/16/97	54
75	23852 ROSEVILL	44250	5/23/97	9/9/97	75
75	23851 ROSEVILL	4083	9/10/97	9/17/97	6
75	24385 NEVOGDEN	11300	9/18/97	10/2/97	11
75	24381 NEVOGDEN	28100	10/3/97	11/10/97	27
75	24383 NEVOGDEN	8070	11/11/97	11/20/97	8

ACTUAL MAN HOUR 136200 122291 227

GANG: 9073 - CONCRETE TIES

130	11490 POCATELL	25993	4/2/97	4/23/97	18
130	9665 POCATELL	19529	4/28/97	5/15/97	13
130	18311 ELKO	37247	5/20/97	6/18/97	20
130	23786 ROSEVILL	4732	7/9/97	7/16/97	5
130	23783 ROSEVILL	18394	7/17/97	8/13/97	16
130	23781 MOJAVE	48106	8/18/97	10/8/97	30
130	21013 COUBLUFF	48154	10/16/97	11/12/97	16

ACTUAL MAN HOUR 122720 202155 118

GANG: 9058 - SURFACING

12	21099 ELKO	11.39	2/12/97	2/25/97	6
12	21103 ELKO	13.95	3/3/97	3/7/97	4
12	12008 CANYON	20.00	3/10/97	3/19/97	7
12	21096 CANYON	61.00	3/20/97	4/17/97	21
12	24096 MARYSVIL	45.54	4/28/97	5/9/98	13
12	16734 COUBLUFF	35.50	6/2/97	6/13/97	17
12	17858 LAGRANDE	47.22	6/24/97	9/12/97	43
12	22939 CANYON	6.15	9/15/97	9/19/97	5

ACTUAL MAN HOUR 11136 240.75 116

GANG: 9059 - SURFACING

30	23045 CALIENTE	15.58	4/7/97	4/22/97	17
30	12250 MARYSVIL	17.08	4/29/97	5/9/97	4
30	19334 NO PLAT	7.57	5/19/97	6/16/97	14
30	25956 SALT LAK	5	6/27/97	7/14/97	7
30	20853 LARAMIE	65	7/15/97	11/7/97	82

ACTUAL MAN HOUR 142800 189575 238

GANG: 9066 - TIES

75	23856 CALP	3758	1/6/97	2/24/97	36
75	23795 BROOKLYN	23200	2/27/97	4/11/97	30
75	24381 NEVOGDEN	28100	4/14/97	5/20/97	27
75	24383 NEVOGDEN	8000	5/21/97	6/2/97	8
75	24385 NEVOGDEN	11300	6/3/97	6/17/97	11
75	12009 ELKO	8395	6/19/97	6/30/97	8
75	12008 ELKO	8294	7/1/97	7/15/97	10
75	2566 ELKO	1400	7/16/97	7/21/97	4
75	23852 ROSEVILL	22125	7/23/97	9/15/97	30
75	23851 ROSEVILL	2043	9/16/97	9/18/97	3
75	23844 VALLEY	19111	9/22/97	10/14/97	17

ACTUAL MAN HOUR 115200 135726 192

GANG: 9073 - CONCRETE TIES

130	21013 COUBLUFF	48154	3/3/97	3/27/97	16
130	11490 POCATELL	25993	4/7/97	5/6/97	18
130	9665 POCATELL	19529	5/7/97	5/29/97	13
130	18311 ELKO	37247	6/2/97	7/3/97	20
130	23786 ROSEVILL	4732	7/9/97	7/16/97	5
130	23783 ROSEVILL	18394	7/21/97	8/14/97	16
130	23781 MOJAVE	48106	8/18/97	9/29/97	30

ACTUAL MAN HOUR 122720 202155 118

GANG: 9058 - SURFACING

12	21099 ELKO	11.39	3/3/97	3/10/97	6
12	21103 ELKO	13.95	3/11/97	3/14/97	4
12	24096 MARYSVIL	45.54	3/18/97	4/3/97	13
12	16734 COUBLUFF	35.50	4/7/97	4/29/97	17
12	17858 LAGRANDE	47.22	5/5/97	7/2/97	43
12	22939 CANYON	6.15	7/7/97	7/11/97	5
12	12008 CANYON	20.00	7/14/97	7/22/97	7
12	21096 CANYON	61.00	7/23/97	8/21/97	21

ACTUAL MAN HOUR 11136 240.75 116

GANG: 9059 - SURFACING

30	23045 CALIENTE	15.58	2/27/97	4/22/97	17
30	25956 SALT LAK	5	4/28/97	5/6/97	7
30	20853 LARAMIE	65	5/8/97	9/1/97	82
30	19334 NO PLAT	7.57	9/3/97	9/22/97	14
30	12250 MARYSVIL	17.08	9/25/97	9/30/97	4

ACTUAL MAN HOUR	29760	110.23	124
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GANG : 8501 - RAIL

35	23740 MOJAVE	8.87	1/2/97	1/21/97	14
35	23738 CALP	112.77	4/22/97	3/4/98	189
35	23811 CALP	2.30	3/5/98	3/24/97	14
35	23821 CALP	50.70	3/25/98	7/15/98	79

ACTUAL MAN HOURS	82880	174.64	296
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GANG : 8511 - RAIL

35	23740 MOJAVE	2.00	1/2/97	1/21/97	14
35	23719 LORDSBRG	1.21	1/27/97	2/6/97	9
35	23717 LORDSBRG	2.19	3/17/97	4/1/97	12
35	23713 LORDSBRG	3.55	4/2/97	4/28/97	15
35	23710 LORDSBRG	2.47	4/29/97	5/20/97	16
35	23926 LORDSBRG	2.57	5/21/97	6/9/97	13
35	26416 GILA	0.32	6/10/97	6/11/97	2
35	23729 LORDSBRG	15.17	6/16/97	10/1/97	61
35	23730 LORDSBRG	0.22	10/2/97	10/2/97	1
35	23731 LORDSBRG	1.14	10/3/97	10/9/97	5
35	23926 LORDSBRG	0.56	10/10/97	10/20/97	7
35	23723 LORDSBRG	4.14	10/21/97	11/12/97	17
35	23725 LORDSBRG	2.70	11/13/97	12/1/97	11
35	23922 CARRIZOZ	2.08	12/2/97	12/18/97	13
35	23932 CARRIZOZ	1.80	12/19/97	1/6/98	9

ACTUAL MAN HOURS	57400	42.12	205
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GANG : 8512 - RAIL

35	23799 SHASTA	4.45	2/3/97	3/20/97	33
35	23817 SHASTA	3.04	3/21/97	5/2/97	31
35	23815 VALLEY	8.90	5/5/97	8/13/97	68
35	23780 CASCADE	5.81	8/18/97	10/6/97	35
35	23711 CASCADE	0.58	10/7/97	10/8/97	2
35	23773 BROOKLYN	2.18	10/9/97	10/27/97	13
35	23815 VALLEY	1.17	10/28/97	11/5/97	7

ACTUAL MAN HOURS	52920	26.13	189
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GANG : 8513 - RAIL

ACTUAL MAN HOUR	29760	110.23	124
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GANG : 8501 - RAIL

35	23738 CALP	112.77	1/6/97	9/30/97	189
35	23811 CALP	2.30	10/1/97	10/20/97	14
35	23821 CALP	26.88	10/21/97	12/19/97	42

TOT HOURS:	62440	141.95	245
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GANG : 8511 - RAIL

NOT NEEDED

ACTUAL MAN HOURS	0	0.00	0
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GANG : 8512 - RAIL

35	23808 MOJAVE	6.40	1/6/97	2/21/97	35
35	23814 ROSEVILL	3.49	2/24/97	3/26/97	23
35	23799 SHASTA	4.45	3/31/97	5/14/97	33
35	23817 SHASTA	3.04	5/15/97	6/27/97	31
35	23780 CASCADE	5.81	6/30/97	8/18/97	35
35	23711 CASCADE	0.58	8/19/97	8/20/97	2
35	23815 VALLEY	4.97	8/21/97	10/14/97	38
35	23808 MOJAVE	3.66	10/16/97	11/14/97	22
35	23740 MOJAVE	2.00	11/17/97	12/8/97	14
35	23821 CALP	7.68	12/10/97	12/30/97	12

ACTUAL MAN HOURS	68600	42.08	245
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GANG : 8513 - RAIL



35	23814 ROSEVILL	3.45	1/24/97	5/14/97	77
35	24374 NEVOGDEN	5.08	5/23/97	8/18/97	29
35	24375 NEVOGDEN	2.56	8/19/97	9/10/97	16
35	23815 VALLEY	2.13	9/11/97	9/29/97	13

ACTUAL MAN HOURS	37800	13.26	135
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**GANG : 8514 - RAIL**

35	23808 MOJAVE	3.66	10/1/97	10/31/97	23
35	23819 EAST	3.11	11/3/97	12/1/97	19
35	23808 MOJAVE	6.40	12/2/97	1/27/98	37
35	23793 WEST	2.47	1/28/98	2/19/98	16

ACTUAL MAN HOURS	26600	15.64	95
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**GANG : 8515 - RAIL**

35	23704 MONTROSE	2.50	4/8/97	5/12/97	25
35	23707 NORTHFOR	2.50	5/13/97	7/17/97	47
35	24378 PROVODRG	4.92	7/23/97	9/4/97	29
35	27104 GREENRIV	2.16	9/5/97	9/24/97	14
35	25719 GREENRIV	12.47	9/25/97	12/10/97	53
35	27104 GREENRIV	0.28	12/11/97	12/12/97	2

ACTUAL MAN HOURS	47600	24.83	170
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**GANG : 8517 - RAIL**

35	128 COLSPRGS	4.58	1/3/97	2/19/97	34
35	23701 COLSPRGS	2.30	2/20/97	3/20/97	21
35	23700 BOND	13.68	4/2/97	9/19/97	108
35	24102 CRAIG	3.93	9/22/97	10/23/97	24
35	23703 CRAIG	4.00	10/24/97	10/29/97	4

35	23819 EAST	3.11	1/6/97	2/12/97	28
35	22161 CALIENTE	1.68	2/17/97	3/12/97	18
35	22155 CALIENTE	0.60	3/13/97	3/14/97	4
35	22154 CALIENTE	0.11	3/17/97	3/18/97	2
35	22167 CALIENTE	2.36	3/19/97	4/1/97	10
35	24374 NEVOGDEN	5.08	4/4/97	6/3/97	42
35	24375 NEVOGDEN	2.56	6/4/97	7/3/97	22
35	22207 ELKO	0.65	7/7/97	7/14/97	6
35	22210 ELKO	1.06	7/15/97	7/23/97	7
35	22195 CANYON	1.51	7/25/97	8/5/97	8
35	22197 CANYON	0.72	8/6/97	8/12/97	5
35	22202 CANYON	2.07	8/13/97	8/28/97	12
35	22205 CANYON	1.52	8/29/97	9/9/97	7
35	23815 VALLEY	3.93	9/11/97	11/18/97	49
35	23821 CALP	16.00	11/24/97	12/30/97	25

ACTUAL MAN HOURS	68600	42.96	245
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**GANG : 8514 - RAIL**

FOLDED INTO GANG 8513'S SCHEDULE

ACTUAL MAN HOURS	0	0.00	0
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**GANG : 8515 - RAIL**

NOT NEEDED

ACTUAL MAN HOURS	0	0.00	0
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**GANG : 8517 - RAIL**

35	23926 LORDSBRG	1.04	1/6/97	1/14/97	7
35	23706 LORDSBRG	1.50	1/15/97	1/22/97	6
35	23719 LORDSBRG	1.21	1/23/97	2/4/97	9
35	23730 LORDSBRG	0.22	2/5/97	2/5/97	1
35	23731 LORDSBRG	1.14	2/6/97	2/12/97	5
35	23926 LORDSBRG	0.56	2/13/97	2/21/97	7
35	27104 GREENRIV	2.16	2/26/97	3/17/97	14
35	25719 GREENRIV	12.47	3/18/97	5/9/97	39
35	27104 GREENRIV	0.28	5/12/97	5/13/97	2
35	23704 MONTROSE	2.50	5/15/97	6/19/97	25



ACTUAL MAN HOURS 53480 28.49 191

GANG : 9001 - RAIL

150	19198 SPOKANE	1.76	1/9/97	1/16/97	6
150	12120 LAGRANDE	25.54	1/21/97	3/20/97	42
150	11880 SIDNEY	46.00	3/25/97	5/13/97	27
150	18287 LARAMIE	13.81	5/16/97	6/2/97	10
150	18288 LARAMIE	10.13	6/4/97	6/17/97	10
150	1592 LARAMIE	4.55	6/18/97	6/20/97	3
150	18289 LARAMIE	8.57	6/23/97	7/11/97	10
150	3026 LARAMIE	16.60	7/14/97	8/12/97	22
150	1520 LARAMIE	8.79	8/13/97	8/22/97	8
150	18290 LARAMIE	6.58	8/25/97	9/2/97	6
150	1593 LARAMIE	14.87	9/3/97	9/22/97	14
150	1624 SALT LAK	12.60	9/23/97	10/8/97	12
150	21866 POCATELL	12.63	10/10/97	10/27/97	12
150	13295 COUBLUFFS	28.00	10/29/97	11/25/97	20
150	13296 COUBLUFFS	30.00	11/26/97	12/19/97	17

ACTUAL MAN HOURS 262800 240.43 219

GANG : 9011 - RAIL

35	18974 SIDNEY	1.67	1/7/97	1/30/97	11
35	24092 LARAMIE	0.40	2/3/97	2/4/97	2
35	23310 NO. PLAT	0.32	2/6/97	2/6/97	1
35	1951 COUBLUFF	2.32	2/10/97	2/27/97	13
35	21561 COUBLUFF	2.26	3/3/97	4/1/97	17
35	23106 COUBLUFF	0.10	4/2/97	4/2/97	1
35	23653 MARYSVIL	1.23	4/7/97	4/17/97	7
35	22226 MARYSVIL	2.31	4/18/97	5/7/97	12
35	23329 SALINA	2.02	5/13/97	6/4/97	17
35	22150 NO. PLAT	1.66	6/10/97	6/19/97	28

35	23707 NORTHFOR	2.50	6/23/97	8/27/97	47
35	128 COLSPRGS	4.58	9/2/97	10/17/97	34
35	23705 GILA	0.74	10/22/97	10/28/97	5
35	23923 GILA	3.22	10/29/97	12/5/97	26
35	26416 GILA	0.32	12/8/97	12/9/97	2

ACTUAL MAN HOURS 64120 34.44 229

GANG : 9001 - RAIL

150	23729 LORDSBRG	15.17	1/6/97	1/17/97	10
150	23723 LORDSBRG	4.14	1/20/97	1/22/97	3
150	23725 LORDSBRG	2.70	1/23/97	1/24/97	2
150	23717 LORDSBRG	2.19	1/27/97	1/28/97	2
150	23713 LORDSBRG	3.55	1/29/97	1/31/97	3
150	23710 LORDSBRG	2.47	2/3/97	2/4/97	2
150	23926 LORDSBRG	2.57	2/5/97	2/6/97	2
150	12120 LAGRANDE	25.54	2/10/97	3/7/97	20
150	1624 SALT LAK	12.60	3/10/97	3/21/97	10
150	21866 POCATELL	12.63	3/24/97	3/31/97	10
150	18287 LARAMIE	13.81	4/3/97	4/16/97	10
150	18288 LARAMIE	10.13	4/17/97	4/25/97	7
150	1592 LARAMIE	4.55	4/28/97	4/30/97	3
150	18289 LARAMIE	8.57	5/1/97	5/8/97	6
150	3026 LARAMIE	16.60	5/9/97	5/27/97	12
150	1520 LARAMIE	8.79	5/28/97	6/5/97	7
150	18290 LARAMIE	6.58	6/6/97	6/12/97	5
150	1593 LARAMIE	14.87	6/13/97	6/27/97	11
150	23700 BOND	13.68	6/30/97	7/31/97	23
150	11880 SIDNEY	46.00	8/4/97	9/15/97	30
150	13295 COUBLUFFS	28.00	9/16/97	10/10/97	19
150	13296 COUBLUFFS	30.00	10/13/97	11/7/97	20
150	13296 COUBLUFFS	15.00	11/10/97	11/25/97	10
150	20683 CALIENTE	8.53	12/1/97	12/8/97	6

ACTUAL MAN HOURS 279600 308.67 233

GANG : 9011 - RAIL

35	23329 SALINA	2.02	3/3/97	3/25/97	17
35	23653 MARYSVIL	1.23	3/27/97	4/7/97	7
35	22226 MARYSVIL	2.31	4/8/97	4/23/97	12
35	21000 BOONE	0.60	4/28/97	5/1/97	4
35	21387 COUBLUFF	0.20	5/5/97	5/5/97	1
35	1951 COUBLUFF	2.32	5/6/97	5/22/97	13
35	21561 COUBLUFF	2.26	5/23/97	6/17/97	17
35	23106 COUBLUFF	0.10	6/18/97	6/18/97	1
35	22150 NO. PLAT	1.66	6/20/97	8/5/97	32
35	23310 NO. PLAT	0.32	8/6/97	8/6/97	1

35	17709 SIDNEY	1.90	5/24/97	7/25/97	20
35	22023 SIDNEY	3.72	8/4/97	9/15/97	27
35	21000 BOONE	0.60	9/16/97	9/19/97	4
35	21387 COUBLUFF	0.20	9/22/97	9/22/97	1

ACTUAL MAN HOURS	45060	20.71	161
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GANG : 9012 - RAIL

35	22024 POCATELL	1.29	1/7/97	2/17/97	13
35	24194 POCATELL	0.33	2/18/97	2/21/97	2
35	22024 POCATELL	2.89	2/24/97	4/21/97	16
35	22022 LARAMIE	0.78	4/30/97	5/5/97	3
35	18977 LARAMIE	0.90	5/6/97	5/14/97	6
35	22022 LARAMIE	1.92	5/21/97	6/10/97	14
35	22150 NO. PLAT	1.09	6/16/97	6/19/97	4
35	22022 LARAMIE	14.87	6/23/97	12/3/97	89

ACTUAL MAN HOURS	41160	24.07	147
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GANG : 9013 - RAIL

35	19142 NAMPA	0.60	1/7/97	1/27/97	4
35	22824 NAMPA	0.50	1/28/97	1/30/97	3
35	19142 NAMPA	0.30	2/3/97	2/7/97	3
35	24201 LAGRANDE	0.14	2/11/97	2/12/97	1
35	17845 NAMPA	2.04	2/14/97	3/6/97	15
35	22203 NAMPA	2.91	3/11/97	4/3/97	18
35	12120 LAGRANDE	0.67	4/8/97	4/10/97	3
35	21956 LAGRANDE	12.71	4/14/97	8/25/97	70
35	17852 PORTLAND	1.41	8/26/97	9/4/97	7
35	22218 PORTLAND	2.11	9/5/97	9/23/97	13
35	19146 MONTANA	1.42	9/24/97	10/7/97	10

ACTUAL MAN HOURS	41160	24.81	147
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GANG : 9014 - RAIL

35	20649 BMI	0.75	1/5/97	1/8/97	4
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35	22023 SIDNEY	3.72	8/7/97	9/15/97	27
35	24102 CRAIG	0.49	9/18/97	9/22/97	3
35	23703 CRAIG	4.00	9/23/97	9/26/97	4
35	23701 COLSPRGS	2.30	9/29/97	10/27/97	21
35	23931 CARRIZOZ	1.90	10/30/97	11/10/97	8
35	23930 CARRIZOZ	1.80	11/11/97	11/24/97	8
35	23929 CARRIZOZ	1.04	11/25/97	11/28/97	4
35	23922 CARRIZOZ	2.08	12/1/97	12/11/97	9
35	23932 CARRIZOZ	1.80	12/12/97	12/23/97	8

ACTUAL MAN HOURS	55160	32.15	197
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GANG : 9012 - RAIL

35	18974 SIDNEY	1.67	3/3/97	3/17/97	11
35	20780 SIDNEY	1.25	3/18/97	3/27/97	8
35	25664 SIDNEY	6.00	3/28/97	4/3/97	4
35	17709 SIDNEY	1.90	4/4/97	5/1/97	20
35	22022 LARAMIE	14.87	5/5/97	9/9/97	89
35	22022 LARAMIE	1.92	9/10/97	9/29/97	14
35	22022 LARAMIE	0.78	9/30/97	10/2/97	3
35	18977 LARAMIE	0.90	10/3/97	10/10/97	6
35	24092 LARAMIE	0.40	10/13/97	10/14/97	2

ACTUAL MAN HOURS	43960	29.69	157
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GANG : 9013 - RAIL

35	22151 L.A.	0.34	1/6/97	1/8/97	3
35	20649 BMI	0.75	1/10/97	1/15/97	4
35	22154 CALIENTE	0.99	1/17/97	1/28/97	8
35	23773 BROOKLYN	2.18	2/3/97	2/21/97	15
35	17852 PORTLAND	1.41	2/24/97	3/4/97	7
35	22218 PORTLAND	2.11	3/5/97	3/21/97	13
35	19198 SPOKANE	1.76	3/24/97	4/1/97	6
35	19146 MONTANA	1.42	4/4/97	4/17/97	10
35	19142 NAMPA	0.60	4/21/97	4/29/97	7
35	22824 NAMPA	0.50	4/30/97	5/3/97	3
35	17845 NAMPA	2.04	5/5/97	5/23/97	15
35	22203 NAMPA	2.91	5/26/97	6/19/97	18
35	24201 LAGRANDE	0.14	6/23/97	6/23/97	1
35	12120 LAGRANDE	0.67	6/24/97	6/26/97	3
35	21956 LAGRANDE	12.71	6/27/97	10/6/97	70

ACTUAL MAN HOURS	51240	30.53	183
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GANG : 9014 - RAIL

35	22187 CALIENTE	1.27	1/20/97	1/28/97	7
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35	22151 LA	0.34	1/22/97	1/27/97	3
35	22205 CANYON	1.52	2/4/97	2/13/97	7
35	22207 ELKO	0.65	2/19/97	2/27/97	6
35	22210 ELKO	1.06	3/3/97	3/12/97	7
35	22195 CANYON	1.51	3/17/97	3/27/97	8
35	22197 CANYON	0.72	3/31/97	4/8/97	5
35	22202 CANYON	2.07	4/10/97	5/1/97	12
35	22154 CALIENTE	0.99	5/8/97	5/22/97	8
35	20780 SIDNEY	1.25	6/4/97	6/13/97	8
35	25664 SIDNEY	6.00	6/16/97	6/19/97	4
35	22161 CALIENTE	1.68	6/26/97	7/24/97	18
35	22155 CALIENTE	0.60	7/27/97	7/30/97	4
35	22154 CALIENTE	0.11	7/31/97	8/3/97	2
35	22167 CALIENTE	2.36	8/4/97	8/19/97	10
35	22187 CALIENTE	1.27	8/20/97	8/28/97	7
35	22020 SALT LAK	3.36	8/29/97	9/19/97	15
35	22914 SALT LAK	3.35	9/24/97	11/5/97	25
35	17847 POCATELL	1.55	11/6/97	11/17/97	8
<b>ACTUAL MAN HOURS</b>		<b>45080</b>	<b>31.14</b>		<b>161</b>

#### GANG : 9018 - IN-TRACK-WELDING

50	19161 ELKO	0.39	1/7/97	1/9/97	3
50	7493 ELKO	8.54	1/12/97	2/22/97	25
50	2591 ELKO	8.89	2/24/97	4/7/97	31
50	19162 ELKO	1.49	4/16/97	5/9/97	12
50	19198 SPOKANE	4.17	5/16/97	5/29/97	11
50	19198 SPOKANE	1.00	5/30/97	5/30/97	1
50	19198 SPOKANE	1.14	6/2/97	6/5/97	4
50	1577 SPOKANE	23.24	6/6/97	9/29/97	129
50	22215 SPOKANE	4.59	9/30/97	10/25/97	26
<b>ACTUAL MAN HOURS</b>		<b>96800</b>	<b>53.45</b>		<b>242</b>

#### 1997 TO 1998 TIE CARRYOVER PROJECTS

<b>DUE TO TIME</b>					
78	23844 VALLEY	57332	1/12/98	7/30/98	55
78	23716 BOND	4600	1/6/98	1/21/98	12
78	23712 BOND	15074	1/22/98	3/17/98	38
78	23834 WEST	44204	12/11/97	2/17/98	44
<b>DUE TO WEATHER</b>					
78	11807 LARAMIE	21493	11/13/97	12/12/97	20
78	23784 CASCADE	6802	12/15/97	1/9/98	16
<b>ACTUAL MAN HOUR</b>		<b>115440</b>	<b>149505</b>		<b>185</b>

35	20683 CALIENTE	6.00	1/29/97	2/28/97	22
35	24378 PROVODRG	4.92	3/3/97	4/11/97	29
35	24102 C AIG	3.44	4/14/97	5/12/97	21
35	22020 SALT LAK	3.36	5/15/97	6/5/97	15
35	22914 SALT LAK	3.35	6/6/97	7/3/97	25
35	17847 POCATELL	1.55	7/7/97	7/16/97	8
35	24194 POCATELL	0.33	8/26/97	8/27/97	2
35	22024 POCATELL	2.89	8/28/97	10/8/97	29
35	23793 WEST	2.47	10/13/97	11/7/97	20

**ACTUAL MAN HOURS**      **49840**      **29.58**      **178**

#### GANG : 9018 - IN-TRACK-WELDING

50	19161 ELKO	0.39	1/7/97	1/9/97	3
50	7493 ELKO	8.54	1/12/97	2/22/97	25
50	2591 ELKO	8.89	2/24/97	4/7/97	31
50	19162 ELKO	1.49	4/16/97	5/9/97	12
50	19198 SPOKANE	4.17	5/16/97	5/29/97	11
50	19198 SPOKANE	1.00	5/30/97	5/30/97	1
50	19198 SPOKANE	1.14	6/2/97	6/5/97	4
50	1577 SPOKANE	23.24	6/6/97	9/29/97	129
50	22215 SPOKANE	4.59	9/30/97	10/25/97	26
<b>ACTUAL MAN HOURS</b>		<b>96800</b>	<b>53.45</b>		<b>242</b>

#### 1997 TO 1998 TIE CARRYOVER PROJECTS

ALL PROJECTS COMPLETED

NO CARRYOVERS!



**1997/1998 RAIL CARRYOVER PROJECTS**

35	20683 CALIENTE	6.00	8
35	23931 CARRIZOZ	1.90	10
35	23930 CARRIZOZ	1.80	9
35	23929 CARRIZOZ	1.04	9
35	23926 LORDSBRG	1.04	7
35	23706 LORDSBRG	1.50	6
35	23705 GILA	0.74	3
35	23923 GILA	3.22	21
150	13296 COUBLUFFS	15.00	13
<b>ACTUAL MAN HOUR</b>	<b>36040</b>	<b>32.24</b>	<b>86</b>

**1997/1998 RAIL CARRYOVER PROJECTS**

ALL PROJECTS COMPLETED

NO CARRYOVERS!

0.00

0

**TOTALS****EXISTING OPERATION****HEADCOUNT**

10 TIE GANGS = 912 MEN  
12 RAIL GANGS = 587 MEN

**1499 TOTAL MEN (TIE & RAIL)****MANHOURS**

WITHOUT CARRYOVER PROJECTS = 1,968,776  
WITH CARRYOVER PROJECTS = 2,120,256

**TOTAL UNITS**

TIES WITHOUT CARRYOVER PROJECTS = 1,228,547  
TIES WITH CARRYOVER PROJECTS = 1,349,489  
RAIL WITHOUT CARRYOVER PROJECTS = 666.27  
RAIL WITH CARRYOVER PROJECTS = 698.51

**PROPOSED OPERATION****HEADCOUNT**

8 TIE GANGS = 781 MEN  
10 RAIL GANGS = 480 MEN

**1261 TOTAL MEN (TIE & RAIL)****MANHOURS****ALL FORCES = 1,859,832****TOTAL UNITS**

**TOTAL TIES = 1,349,489**  
**TOTAL RAIL = 698.51**

## Schedule of Rates of Pay

Effective: July 1, 1997

PSN NO.	GROUP		STRAIGHT TIME	PREM. O.T.
<b><u>GROUP 1: BRIDGE AND BUILDING SUBDEPARTMENT</u></b>				
001	(a)	Steel Erection Foreman	18.34	27.51
002	(b)	Assistant Steel Erection Foreman	17.52	26.28
401	(c)	Steel Erection Truck Operator	16.94	25.41
003	(d)	Lead Bridge Welder	16.57	24.86
004		Bridge Welders - Arc Weld Process	16.36	24.54
005	(e)	Steel Bridgeman - Machine Operator	16.44	24.66
006	(f)	Lead Steel Bridgeman	16.22	24.33
007		Steel Bridgeman - 1st Class	16.16	24.24
008		Steel Bridgeman - 2nd Class	15.79	23.69
009	(g)	Apprentice Steel Bridgeman (1st 130 Days)	15.34	23.01
010		Apprentice Steel Bridgeman (2nd 130 days)	15.53	23.30
011	(h)	Steel Bridgeman Helper - Truck Operator	15.34	23.01
012		Steel Bridgeman Helper	15.24	22.86
<b><u>GROUP 2: BRIDGE AND BUILDING SUBDEPARTMENT</u></b>				
013	(a)	Construction Foreman	17.52	26.28
014	(b)	Assistant Construction Foreman	16.70	25.05
005	(c)	Carpenter - Machine Operator	16.44	24.66
405	(d)	Carpenter Truck Operator	16.44	24.66
015	(e)	Lead Carpenter	15.91	23.87
016		Carpenter - 1st Class	15.85	23.78
017		Carpenter - 2nd Class	15.55	23.33
018	(f)	Apprentice Carpenter (1st 130 days)	15.34	23.01
019		Apprentice Carpenter (2nd 130 days)	15.53	23.30
011	(g)	Carpenter Helper - Truck Operator	15.34	23.01
020		Carpenter Helper	15.10	22.65
021	(h)	B&B Laborer	14.62	21.93
<b><u>GROUP 3: BRIDGE AND BUILDING SUBDEPARTMENT</u></b>				
022	(a)	Tunnel Foreman	18.34	27.51
013		B&B Foreman	17.52	26.28
023	(b)	Assistant B&B Foreman	16.70	25.05
024		Fence Gang Foreman	16.70	25.05
025		Scale Gang Foreman (4 men or less)	16.70	25.05
026	(c)	B&B Cabinet Maker - Bench Carpenter	16.33	24.50
005	(d)	Carpenter - Machine Operator	16.44	24.66
405	(e)	Carpenter Truck Operator	16.44	24.66
027	(f)	B&B Welder	16.18	24.27
028	(g)	Tunnel Carpenter - 1st Class	16.11	24.17
015		Lead Carpenter	15.91	23.87
016		Carpenter - 1st Class	15.85	23.78
029		Tunnel Carpenter - 2nd Class	15.83	23.75
017		Carpenter - 2nd Class	15.55	23.33
018	(h)	Apprentice Carpenter (1st 130 days)	15.34	23.01
019		Apprentice Carpenter (2nd 130 days)	15.53	23.30
030	(i)	Tunnel Carpenter Helper	15.38	23.07
011		Carpenter Helper - Truck Operator	15.34	23.01
020		Carpenter Helper	15.10	22.65
021	(j)	B&B Laborer	14.62	21.93

## Schedule of Rates of Pay

Effective: July 1, 1997

PSN NO.	GROUP		STRAIGHT TIME	PREM. O.T.
<b><u>GROUP 4: BRIDGE AND BUILDING SUBDEPARTMENT</u></b>				
031	(a)	Specialized B&B Masons	16.44	24.66
407	(b)	Mason Truck Operator	16.44	24.66
032	(c)	B&B Masons	16.16	24.24
033	(d)	Apprentice Mason (1st 130 days)	15.34	23.01
034		Apprentice Mason (2nd 130 days)	15.53	23.30
020	(e)	Mason Helpers	15.10	22.65
<b><u>GROUP 5: BRIDGE AND BUILDING SUBDEPARTMENT</u></b>				
035	(a)	B&B Paint Gang Foreman	17.52	26.28
036	(b)	Assistant B&B Paint Gang Foreman	16.70	25.05
037	(c)	B&B Sign and Shop Painter	16.33	24.50
005	(d)	B&B Painter - Machine Operator	16.44	24.66
409	(e)	Painter Truck Operator	16.44	24.66
038	(f)	Lead B&B Painter	15.91	23.87
039		B&B Painter - 1st Class	15.85	23.78
040		B&B Painter - 2nd Class	15.55	23.33
041	(g)	Apprentice Painter (1st 130 days)	15.34	23.01
042		Apprentice Painter (2nd 130 days)	15.53	23.30
011	(h)	Painter Helper - Truck Operator	15.34	23.01
020		Painter Helper	15.10	22.65
<b><u>GROUP 6: TRACK SUBDEPARTMENT</u></b>				
043	(a)	System Tie and Rail Inspectors	19.67	29.51
<b><u>GROUP 7: TRACK SUBDEPARTMENT</u></b>				
382	(a-1)	Track Inspectors	17.61	26.42
383	(a-2)	Track Inspectors	18.95	26.42
384	(a-3)	Track Inspectors	20.40	26.42
<b><u>GROUP 8: TRACK SUBDEPARTMENT</u></b>				
053	(a)	Extra Gang Foreman (over 30 men)	17.87	26.81
054		Extra Gang Foreman (30 men or less)	17.14	25.71
055		Track Maintenance Foreman	17.14	25.71
056		Section Foreman	17.14	25.71
058		Rock Patrol Foreman	15.97	23.96
059		Fire Patrol Foreman	15.97	23.96
378		Track Patrol Foreman	15.97	23.96
060	(b)	Assistant Section Foreman	15.97	23.96
380		Assistant Extra Gang Foreman	15.97	23.96
062	(c)	Rail Inspector	15.47	23.21



## Schedule of Rates of Pay

Effective: July 1, 1997

PSN NO.	GROUP		STRAIGHT TIME	PREM. O.T.
<b><u>GROUP 9: TRACK SUBDEPARTMENT</u></b>				
127	(a)	Rail Inspector - Electronic	17.28	25.92
063		Rail Inspector	16.22	24.33
<b><u>GROUP 10: TRACK SUBDEPARTMENT</u></b>				
064	(a)	Track Machine Operator (TMO) (Track Liner, Jack Tamper, Track Tamper, Track Maintainer, Ballast Regulator, Track Undercutter (25 ft.), Track Cleaner, Speed Swing Crane, On-Track Weed Mower, Kershaw Tie Injector, Portec TKO)	16.44	24.66
065	(b)	Apprentice Track Machine Operator (1st 130 days)	15.34	23.01
066		Apprentice Track Machine Operator (2nd 130 days)	15.53	23.30
<b><u>GROUP 11: TRACK SUBDEPARTMENT</u></b>				
067	(a)	Special Power Tool Machine Operator (SPTMO) (Tie Handler, Crib Adzer, Multi-Spindle Rail Drill, Abrasive Rail Saw, Dual Tie Saw)	15.56	23.34
<b><u>GROUP 12: TRACK SUBDEPARTMENT</u></b>				
071	(a)	Lead Grinder	15.84	23.76
068	(b)	Roadway Power Tool Machine Operator (RPTMO) (Compressor Operator, Adzing Machine Operator, Power Jack Operator, Tie Bed Scarifier Operator, Track-Air Operator, Rail Grinder (mounted on flanged wheels, Ballast Router Operator, Dun Rite Operator, Gandy Crane Operator, Tie Saw Operator, Tie End Remover Operator, Rail Liner and Lifter).	15.04	22.56
069	(c)	Roadway Power Tool Operator (PTO) (Power Wrench (bolt machine), Power Tampers, Spike Pullers (Hydraulic), Spike Drivers (operating off compressor), Track Drills, Tool Grinders, Air Hammers, Spike Drivers (self-contained unit), Hand Rail Grinder).	14.95	22.43
070	(d)	Roadway Power Tool Machine Helper	14.95	22.43
<b><u>GROUP 13: TRACK SUBDEPARTMENT</u></b>				
072	(a)	Flange Oiler Maintainer	15.84	23.76
474		Flange Oiler Maintainer (KS/NEB)	15.97	23.96
073	(b)	Track Patrolman (Motor Cars Only)	15.34	23.01
074	(c)	Motor Car Operator	15.34	23.01

## Schedule of Rates of Pay

Effective: July 1, 1997

PSN NO.	GROUP		STRAIGHT TIME	PREM. O.T.
<b><u>GROUP 14: TRACK SUBDEPARTMENT</u></b>				
075	(a)	Rail Heat Treating - Welder Foreman	17.14	25.71
051		Rail Heat Treating - Welder Foreman ****	18.73	28.10
351	(b)	Track Welder - Arc Weld Process &	16.94	25.41
077	(c)	Track Welder - Thermite & Machine	16.36	24.54
078	(d)	Track Welder - Oxy-Acetylene Process	16.05	24.08
079	(e)	Rail Heat Treater	16.05	24.08
080	(f)	Apprentice Track Welder (1st 130 days)	15.34	23.01
081		Apprentice Track Welder (2nd 130 days)	15.53	23.30
355	(g)	Track Welder Helper - Arc Weld &	15.84	23.76
083		Rail Heat Treater Helper	15.10	22.65
357		Thermite Welder Helper/Truck Operator &	15.84	23.76
083		Track Welder Helper	15.10	22.65
<b><u>GROUP 15: TRACK SUBDEPARTMENT</u></b>				
084	(a)	Truck Driver Foreman &	19.06	28.59
413	(b)	System Truck Operator & (System Semi-Trailer Trucks)	17.65	26.48
421	(c)	Division Truck Operator & (Division or District Semi-Trailer Trucks)	16.74	25.11
431	(d)	Division Truck Operator & (Non Semi-Trailer Trucks with a gross vehicle weight rating of 10,000 pounds or more assigned to Division, District, Extra Gang or Track Maintenance Gangs; and, Bus Operators.	16.20	24.30
385	(e)	Foreman Material Distribution	16.91	25.37
<b><u>GROUP 16: TRACK SUBDEPARTMENT</u></b>				
091	(a)	Tractor Weed Mower Operator	15.47	23.21
<b><u>GROUP 17: TRACK SUBDEPARTMENT</u></b>				
094	(a)	Sectionman	14.76	22.14
<b><u>GROUP 18: TRACK SUBDEPARTMENT</u></b>				
095		Tongman	15.04	22.56
096	(a)	Track Laborers (Extra Gang)	14.52	21.78

\*\*\*\* Rate applies only when working with Plasser Rail Welding Superjack Machine.

& Employees assigned to positions will receive a 20 cent per hour differential when qualified and assigned to operate a vehicle equipped with hy-rail attachments.

## Schedule of Rates of Pay

Effective: July 1, 1997

PSN NO.	GROUP		STRAIGHT TIME	PREM. O.T.
<b><u>GROUPS 19 &amp; 20: ROADWAY EQUIPMENT SUBDEPARTMENT</u></b>				
097	(a)	Roadway Equipment Operator (Rate 1 Machines)	17.88	26.82
		Diesel Tractor Loader (5 cu. yd. capacity & over)		
		Roadway Locomotive Crane (35 ton capacity & over)		
		Chemical Weed Spray Car		
		Steam Pile Driver		
		Rough Terrain Crane (35 ton capacity & over)		
		Truck Crane (10 ton & over)		
098		Roadway Equipment Operator (Rate 2 Machines)	17.19	25.79
		Roadway Locomotive Cranes (Less than 35 ton capacity)		
		Dragline (3/4 cu. yd. & over)		
		Burro Crane		
		Grader Patrol (30,000 lb. & over)		
		Bulldozer (235 HP or larger)		
		Undercutter (40 ft.)		
		Wagon Crane		
		Rough Terrain Crane (less than 35 ton capacity)		
		Speed Swing Crane		
		Rubber tire self-propelled scraper		
		Overhead Rail Crane		
		Scrap Loading Crane (8-wheel 2-1/2 ton) (Lucky Loader)		
		Crawler Backhoe (5/8 cu. yd. & over)		
		Gradall		
099		Roadway Equipment Operator (Rate 3 Machines)	16.65	24.98
		Ditcher		
		Dragline (less than 3/4 cu. yd. capacity)		
		Grader Patrol (less than 30,000 lbs.)		
		Bulldozer (less than 235 HP)		
		Diesel Powered Front End Loader (less than 5 cu. yd capacity)		
		Jet Mobile Snow Blower		
		Ditcher Spreader		
		Compactor		
		Service Truck		
		Water Truck (8,000 gal. tank capacity or larger)		
		Brush Cutter		
		Ditchwitch with saw (PLB 5936)		
100	(b)	Apprentice Roadway Equipment Operator (1st 130 days)	15.34	23.30
101		Apprentice Roadway Equipment Operator (2nd 130 days)	15.53	23.01
102	(c)	Roadway Equipment Helper	15.10	22.65
<b><u>GROUP 21: MISCELLANEOUS SUBDEPARTMENT</u></b>				
103	(a)	Maintenance of Way Repair Shop Foreman \$	18.45	27.68
104	(b)	Assistant M of W Repair Shop Foreman	18.12	27.18

& Employees assigned to positions will receive a 20 cent per hour differential when qualified and assigned to operate a vehicle equipped with hy-rail attachments.

\$ Employees assigned to six day a week position with one rest day. No additional compensation for when performing service during regular assigned work hours on sixth day (Rule 34(a))



## Schedule of Rates of Pay

Effective: July 1, 1977

PSN NO.	GROUP		STRAIGHT TIME	PREM. O.T.
<u>GROUP 22: MISCELLANEOUS SUBDEPARTMENT</u>				
105	(a)	Water Service Foreman (Terminal of 3 men or more)	17.94	26.91
106		Water Service Foreman (less than 3 men)	17.12	25.68
<u>GROUP 23: MISCELLANEOUS SUBDEPARTMENT</u>				
	(a)	Drawbridge Operators		
107		Portland (Chief Operator)	16.54	24.81
108		Portland	15.76	23.64
109		Aberdeen	15.53	23.30
110		Tacoma (Chief Operator)	15.47	23.21
111		Tacoma	15.32	22.98
112		Montesano	15.32	22.98
113		Kalan	14.97	22.46
114		Chatcolet	14.57	21.86
	(b)	Drawbridge Helpers Gatemen		
115		Portland	15.03	22.55
116		Tacoma	14.95	22.43
117		Kalan	14.55	21.83
<u>GROUP 24: MISCELLANEOUS SUBDEPARTMENT</u>				
118	(a)	Pumping Plant Foreman	17.52	26.28
	(b)	Pumping Plant Operators		
119		Lead Pumper - Kelso	15.68	23.52
120		Pumper - Kelso	15.17	22.76
121		Pumper - Green River/Rawlins	14.82	22.23
<u>GROUP 25: MISCELLANEOUS SUBDEPARTMENT</u>				
123	(a)	Highway Crossing Watchmen	14.56	21.84
<u>GROUP 26: TRACK SUBDEPARTMENT</u>				
045	(a)	System Steel Gang Foreman	19.67	29.51
373		System Rail & Concrete Tie Gang Foreman	19.18	28.77
046		System Tie & Ballast Gang Foreman	18.73	28.10
047		System Tie Gang Foreman	18.73	28.10
048		System Switch Gang Foreman	18.73	28.10
049		System Curve Relay Gang Foreman	18.73	28.10
050		System Distributing Gang Foreman	18.73	28.10
051		System Field Weld - Glue Gang Foreman	18.73	28.10
052		System Pick-Up Gang Foreman	18.73	28.10
374		System Material Gang Foreman	18.73	28.10
061	(b)	System Assistant Extra Gang Foreman	16.60	24.90

& Employees assigned to positions will receive a 20 cent per hour differential when qualified and assigned to operate a vehicle equipped with hy-rail attachments.

## Schedule of Rates of Pay

Effective: July 1, 1997

PSN NO.	GROUP		STRAIGHT TIME	PREM. O.T.
<b><u>GROUP 26: TRACK SUBDEPARTMENT (Continued)</u></b>				
064	(c)	System Gang Track Machine Operator	16.44	24.66
415	(d)	System Gang Truck Operator/Bus &	16.44	24.66
	(e)	System Extra Gang Laborer		
067		Special Power Tool Machine Operator (SPTMO)	15.56	23.34
068		Roadway Power Tool Machine Operator (RPTMO)	15.04	22.56
069		Roadway Power Tool Operator (PTO)	14.95	22.43
096		Track Laborer	14.52	21.78
<b><u>GROUP 27: TRACK SUBDEPARTMENT</u></b>				
051	(a)	Track Welding Foreman	18.73	28.10
076	(b)	Track Welder - Machine	16.36	24.54
083	(c)	Track Welder Helper	15.10	22.65
<b><u>GROUP 28: TRACK SUBDEPARTMENT</u></b>				
441	(a)	Sectionman Truck Operator & (Employee assigned to a Section Gang to drive any non semi-trailer truck with a gross vehicle weight of 10,000 lbs or more)	15.84	23.76
<b><u>GROUP 29: TRACK SUBDEPARTMENT</u></b>				
393	(a)	Switch Maintainer	15.85	23.78

& Employees assigned to positions will receive a 20 cent per hour differential when qualified and assigned to operate a vehicle equipped with hy-rail attachments.

EXHIBIT 17



**9061 GANG AND SUPPORT GANGS EXPENDITURES FOR THE MONTH OF JULY 1997**

	Tie Gang 9061	Surfacing Gang 9081	Unloading Gang 9091			Total
<b>Labor Costs</b>						
Straight Time Labor	\$104,927.00	\$74,248.00	\$14,796.00			\$193,971.00
Overtime Labor	\$20,298.00	\$17,638.00	\$3,237.00			\$41,173.00
Per Diem Costs	\$91,242.00	\$55,455.00	\$8,966.00			\$155,663.00
(Including Travel Allowance)						
<b>Total Labor Costs</b>	\$216,467.00	\$147,341.00	\$26,999.00			\$390,807.00
<b>Other Costs</b>						
Material	\$7,529.00					
General Expenses	\$2,713.00					
<b>Total Other Costs</b>	\$10,242.00					\$10,242.00
	<b>Gas</b>	<b>Rental</b>	<b>Repair</b>	<b>Taxes</b>	<b>Misc</b>	
<b>Vehicle Costs</b>						
Unit 62974	\$146.00	\$8.00	\$2,281.00	\$146.00		\$2,581.00
Unit 64788	\$385.00	\$8.00	\$178.00	\$7.00		\$578.00
Unit 65938	\$220.00	\$13.00	\$261.00	\$17.00		\$511.00
Unit 65949	\$185.00	\$13.00	\$4.00			\$202.00
Unit 66985	\$240.00	\$13.00	\$490.00	\$16.00		\$759.00
Unit 67569	\$276.00	\$2,025.00	\$136.00	\$127.00		\$2,564.00
Unit 67922	\$375.00	\$2,596.00	\$3,582.00	\$369.00		\$6,922.00
Unit 67963		\$383.00		\$23.00	\$401.00	\$807.00
Unit 68713	\$144.00	\$488.00		\$31.00		\$663.00
<b>Total Vehicle Costs</b>	\$1,971.00	\$5,547.00	\$6,932.00	\$736.00	\$401.00	\$15,587.00
<b>Total Costs</b>						<b>\$416,636.00</b>

QUARTERLY BUDGET DETAIL													
COST CENTER 01													
- = REDUCED													
UCC CODE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UCC CODE TOTAL
---	---	---	---	---	---	---	---	---	---	---	---	---	-----
X003	AG NON OP STAT EI TIME SUMMARY												X003
314	194	647	430	445	422	380	0	0	0	0	0	0	2832
X004	AGR NON OP STAT EI INY SUMMARY												X004
4774	3305	1854	6377	6580	6271	5815	0	0	0	0	0	0	42976
X830	CAPITAL IMPR PROJ-PI-AGRM-ST												X830
29	19	33	41	41	42	34	40	40	40	40	30	5	33
X921	ROADWAY & TRK MNTCE -OE												X921
0	0	0	0	0	0	2	0	0	0	0	0	0	0
X966	VAC ALLOW-NON-OPER-AGRM - OE												X966
1	0	1	1	1	1	2	0	0	0	0	0	0	1
X968	HOLIDAY ALLOW-NON OP-AGRM-OE												X968
1	1	2	0	2	0	2	0	0	0	0	0	0	1
X969	UNASSIGNED - OE												X969
2	0	0	0	0	0	4	0	0	0	0	0	0	1
8106	RDWY & TRK MNTCE-AGRM-ST												8106
0	0	0	0	0	0	5148	0	0	0	0	0	0	5148
8107	RDWY & TRK MNTCE-AGRM-OT												8107
0	0	0	0	0	0	798	0	0	0	0	0	0	798
8116	CAP IMPR PROJ-PI-AGRM-ST												8116
87934	51672	83320	105529	111310	105077	104927	100715	105708	112291	75441	14168	1058092	
8117	CAP IMPR PROJ-PI-AGRM-OT												8117
8676	7922	21774	53697	54232	49605	20298	18008	18008	18008	18008	9277	297513	
8156	PAYROLL ERRORS-AGRM-ST												8156
-11	332	141	-58	20	-14	-37	0	0	0	0	0	0	373
8157	PAYROLL ERRORS-AGRM -OVERTIME												8157
8	-333	143	77	-2	-11	3	0	0	0	0	0	0	-401
8159	NON-OE PER DIEN-OFF ET												8159
-69654	-40031	-8.254	-73573	-79791	-93658	-91242	-45500	-45500	-45500	-21000	-6000	-701703	
8160	OTHER NON-OPERATING AGRM-ST												8160
0	0	0	0	0	0	101	0	0	0	0	0	0	101
8161	OTHER NON-OPERATING AGRM-OT												8161
0	0	0	0	0	0	60	0	0	0	0	0	0	60

## QUARTERLY BUDGET DETAIL

COST CENTER E9061

97/09/02

09:46

- = REDUCTION

UCC CODE ----	JAN ---	FEB ---	MAR ---	APR ---	MAY ---	JUN ---	JUL ---	AUG ---	SEP ---	OCT ---	NOV ---	DEC ---	UCC CODE TOTAL -----
8171 ACCR LIAB-AGRMT-NON OP(NON OE) -916	0	0	0	0	0	0	0	-2648	-2759	-2906	-2084	-523	8171 -11836
8179 VAC ALLOW-PIL-NON-OP-AGRMT 0	0	0	0	3704	0	0	0	0	0	0	0	0	8179 3704
8180 VAC ALLOW-ACTUAL-NON-OP-AGRMT 3277	167	2188	1861	2313	2713	5352	5036	5285	4492	3772	1133		8180 37589
8181 PER DIEM-M OF W-OE-AGR-NON-OP 11	1	3	20	-28	-13	4168	0	1400	0	2800	2800		8181 11162
8183 PER DIEM-MOFW-NON-OE-AG-NON-OP 69654	40031	84254	73573	79791	93658	91242	45500	45500	45500	27000	6000		8183 701703
8185 PERS LEAVE DAYS-NON-OPR-AGRMT 360	112	662	374	254	120	406	0	0	0	0	0		8185 2288
8186 HOLIDAY ALLOW-NON-OPR-AGRMT 4325	1560	3877	0	5106	0	5275	0	4228	0	6035	1558		8186 31964
8188 HEALTH & WEL ACCR-NONOP-AGRMT 18278	10738	19546	26942	28254	25750	23188	20185	21730	21985	16840	4263		8188 237699
8191 OTHER COMPENSATION-AGR-NON-OP 0	0	0	0	0	0	388	0	0	0	0	0		8191 388
8192 RR RETIRE TAX ACCR-NONOP-AGRMT 27763	16310	29688	43857	45993	41917	37746	32858	35372	35787	27414	6940		8192 381645
8250 NON-OE PAYROLL OFFSET (AR/OTH) -16810	-17528	-27597	-40622	-34105	-42402	-29312	0	0	0	0	0		8250 -208376
8270 NON-OE PAYROLL-OFFSET (PI) -79800	-42066	-77497	-118605	-131436	-112281	-95913	-118723	-123716	-130299	-93449	-23445		8270 -1147230
8271 PR & REL-INVEST ACCT TRANSFER -64391	-39720	-70045	-106125	-110334	-103096	-83463	-79069	-82395	-86779	-62237	-15614		8271 -903268
8308 DSL FUEL (NON-TRN-NON-HEATING) 0	217	2052	4945	15039	1170	1236	1000	1000	20000	1000	1000		8308 48659
8346 COMMUN SYS MATERIAL-URD EXP 0	0	0	0	0	0	35	0	0	0	0	0		8346 35
8362 ROADWAY MACHINE MATERIAL 4848	0	0	1212	1934	2659	2715	0	0	0	0	0		8362 13368





QUARTERLY BUDGET DETAIL  
COST CENTER E9061

97/09/02  
09:46  
- = REDUCTION

## EMPLOYEE COUNTS:

	JAN ---	FEB ---	MAR ---	APR ---	MAY ---	JUN ---	JUL ---	AUG ---	SEP ---	OCT ---	NOV ---	DEC ---	TOTAL -----
AGREEMENT OPERATING 0		0	0	0	0	0	0	0	0	0	0	0	0
NON-OPER 33		20	36	42	44	43	44	40	40	40	30	5	35
TOTAL AGR 33		20	36	42	44	43	44	40	40	40	30	5	35
NON-AGR 0		0	0	0	0	0	0	0	0	0	0	0	0
TOTAL EMP 33		20	36	42	44	43	44	40	40	40	30	5	35

\* NOTE: X972 COOPS AND INTERNS IS NOT INCLUDED IN THE TOTAL.

## EXPENSES:

	JAN ---	FEB ---	MAR ---	APR ---	MAY ---	JUN ---	JUL ---	AUG ---	SEP ---	OCT ---	NOV ---	DEC ---	TOTAL -----
PAYROLL & RELATED EXPENSES -11296		-10833	-14083	-29349	-28423	-32247	-1255	-23638	-17139	-27421	-7460	557	-202587
MATERIAL & SUPPLIES 5406		12104	4783	7598	17500	5029	7530	6043	6047	25050	6053	6055	109198
PURCHASE SERVICES 0		0	0	0	0	0	0	0	0	0	0	0	0
GENERAL EXPENSES 3520		8112	1513	3133	1275	2245	2713	5576	3551	5587	3559	3563	44347
DEPARTMENT TRANSFERS 0		0	0	0	0	0	0	0	0	0	0	0	0
TOTAL EXP -2370		9383	-7787	-18618	-9648	-24973	8988	-12019	-7541	3216	2152	10175	-49042

## QUARTERLY BUDGET DETAIL

COST CENTER J81

97/00/02

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UCC CODE	JAN ---	FEB ---	MAR ---	APR ---	MAY ---	JUN ---	JUL ---	AUG ---	SEP ---	OCT ---	NOV ---	DEC ---	UCC CODE TOTAL
X003 AG NON OP STAT EI TIME SUMMARY 18 0 456 252 292 260 250 0 0 0 0 0	X003 1528												
X004 AGR NON OP STAT EI MNY SUMMARY 297 0 1218 3902 4431 3924 3937 0 0 0 0 0	X004 23709												
X830 CAPITAL IMPR PRO- NON OE 2 0 17 23 27 26 23 26 26 26 18 5	X830 18												
X966 VAC ALLOW-NON-OPER-AGRMT - OE 0 0 1 1 1 2 1 0 0 0 0 0	X966 1												
X968 HOLIDAY ALLOW-NON OP-AGRMT-OE 0 0 1 0 1 0 1 0 0 0 0 0	X968 0												
X969 UNASSIGNED - OE 0 0 0 0 0 1 3 0 0 0 0 0	X969 0												
8115 CAP IMPR PROJ-PI-AGRMT-ST 4749 0 44345 63032 75083 67834 74248 65465 68710 72989 45265 14168	8116 595908												
8117 CAP IMPR PROJ-PI-AGRMT-OT 594 0 15021 35541 36659 43002 17638 16371 16371 16371 16371 8186	8117 222125												
8156 PAYROLL ERRORS-AGRMT-ST 1 0 104 -61 -11 10 8 0 0 0 0 0	8156 51												
8157 PAYROLL ERRORS-AGRMT-OVERTIME 0 0 -108 58 -9 -8 6 0 0 0 0 0	8157 -61												
8159 NON-OE PER DIEM-OFFSET -2592 0 -39965 -39064 -50311 -47517 -55455 -26500 -26500 -26500 -20500 -6500	8159 -341404												
8171 ACCR LIAB-AGRMT-NON OP(NON OE) -79 0 0 0 0 0 0 -1825 -1897 -1993 -1374 -499	8171 -7667												
8180 VAC ALLOW-ACTUAL-NON-OP-AGRMT 254 0 1480 2535 2541 4759 2367 3273 3436 2920 2263 1133	8180 26961												
8181 PER DIEM-M OF W-OE-AGR-NON-OP 1 650 -9 24 24 15 8 0 910 0 1820 150	8181 3593												
8183 PER DIEM-MOFW-NON-OE-AG-NON-OP 2592 0 39965 39064 50311 47517 55455 26500 26500 26500 20500 6500	8183 341404												
8185 PERS LEAVE DAYS-NON-OPR-AGRMT 254 0 112 127 127 0 0 0 0 0 0 0	8185 620												





## QUARTERLY BUDGET DETAIL

97/00 '02

COST CENTER J81

- = REDU. IN

## EMPLOYEE COUNTS:

	JAN ---	FEB ---	MAR ---	APR ---	MAY ---	JUN ---	JUL ---	AUG ---	SEP ---	OCT ---	NOV ---	DEC ---	TOTAL -----
AGREEMENT OPERATING 0		0	0	0	0	0	0	0	0	0	0	0	0
NON-OPER 3		0	19	24	29	29	28	26	26	26	18	5	19
TOTAL AGR 2		0	19	24	29	29	28	26	26	26	18	5	19
NON-AGR 0		0	0	0	0	0	0	0	0	0	0	0	0
TOTAL EMP 2		0	19	24	29	29	28	26	26	26	18	5	19

\* NOTE: X972 COOPS AND INTERNS IS NOT INCLUDED IN THE TOTAL.

## EXPENSES:

	JAN ---	FEB ---	MAR ---	APR ---	MAY ---	JUN ---	JUL ---	AUG ---	SEP ---	OCT ---	NOV ---	DEC ---	TOTAL -----
PAYROLL & RELATED EXPENSES 523		1015	-7645	-19628	-17810	-19553	-13072	-16577	-12350	-19035	-5779	-1811	-131722
MATERIAL & SUPPLIES 326		152	-114	0	-137	0	0	0	0	0	0	0	227
PURCHASE SERVICES 0		0	0	0	0	0	0	0	0	0	0	0	0
GENERAL EXPENSES 0		0	126	89	292	501	195	0	0	0	0	0	1203
DEPARTMENT TRANSFERS 0		0	0	0	0	0	0	0	0	0	0	0	0
TOTAL EXP 849		1167	-7633	-19539	-17655	-19052	-12877	-16577	-12350	-19035	-5779	-1811	-130292

## COST CENTER E9091

09:03

- = REDUCTION

[illegible]



- = REDUCED

## COST CENTER 91

[illegible]

QUARTERLY BUDGET DETAIL  
COST CENTER E9091

97/09/03  
09:03  
- = REDUCTION

## EMPLOYEE COUNTS:

	JAN ---	FEB ---	MAR ---	APR ---	MAY ---	JUN ---	JUL ---	AUG ---	SEP ---	OCT ---	NOV ---	DEC ---	TOTAL -----
AGREEMENT OPERATING	0	0	0	0	0	0	0	0	0	0	0	0	0
NON-OPER	7	7	5	3	5	5	5	6	6	6	6	6	6
TOTAL AGR	7	7	5	3	5	5	5	6	6	6	6	6	6
NON-AGR	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL EMP	7	7	5	3	5	5	5	6	6	6	6	6	6

\* NOTE: X972 COOP AND INTERNS IS NOT INCLUDED IN THE TOTAL.

## EXPENSES:

	JAN ---	FEB ---	MAR ---	APR ---	MAY ---	JUN ---	JUL ---	AUG ---	SEP ---	OCT ---	NOV ---	DEC ---	TOTAL -----
PAYROLL & RELATED EXPENSES	24	-4251	-259	-2873	-4128	-4557	-2629	-4262	-3287	-4829	-1114	-588	-35753
MATERIAL & SUPPLIES	0	0	0	0	79	0	0	0	0	0	0	0	79
PURCHASE SERVICES	0	0	0	0	0	0	0	0	0	0	0	0	0
GENERAL EXPENSES	44	74	959	0	0	544	0	0	0	0	0	0	1621
DEPARTMENT TRANSFERS	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL EXP	68	-4177	-200	-2873	-4049	-4013	-2629	-4262	-3287	-4829	-1114	-588	-34053

## 9061/9081 TIE AND SURFACING GANGS, PRIMARY WORK LOCATIONS KANSAS AND NEBRASKA

	<u>GANG</u>	<u>UNIT</u>	<u>VEHICLE</u>	<u>YEAR</u>	<u>TYPE OF VEHICLE</u>	<u>MILEAGE</u>
1	ORDERE	62974	68784 BUS	1986	IH 40-PASSENGER	124807
2	9061	67569	FUEL	1994	L-8000 FUEL&LUBE	41638
3	9061	66985	69347(SANTOS)		JEEP HYRAIL	ORDERED5/1
4	9061	67922	BOOM	1995	L-8000 638 MAG&GRAP	14317
5	9081	64788	BUS	1990	CHEVY 40-PASSENGER	93475
6	9081	65949	S&L TOOL	1991	CHEVY 3500 TOOL	73898
7	9081	68713	ARSA(WENGLER)	1996	CHEVY 2500 CLUBCAB	7500
8	9081	65938	69348(MELGOZA)	1991	JEEP	ORDERED5/1



DETAIL OF JULY 1997 GELCO EXPENSES BY COST CENTER  
 COST CENTER EG459  
 (09/02/97 10.33.03)

COST CENTR	UNIT NO.	GAS	RENTAL	REPAIR	TAXFS	LICENS	MISC	ACCDNT	TOTAL
EG459	G16588	.	12	940	51	.	13	.	1,016
	G16916	.	12	.	.	.	.	.	12
	G35487	108	269	10	.	.	.	.	388
	G52364	80	1,225	.	.	10	2	.	1,317
	G61704	2,270	13	3,007	123	.	8	.	5,422
	G6190F	.	7	.	.	.	1	.	8
	G6297E	104	6	70	.	.	.	.	180
	G62974	146	8	2,281	146	.	.	.	2,582
	G63616	339	8	7	1	.	.	.	354
	G63656	178	8	98	1	.	.	.	284
	G63675	245	8	539	26	.	.	.	818
	G63906	421	8	943	14	.	.	62	1,448
	G64283	217	8	4,990	35	.	11	.	5,260
	G64435	1,067	8	19	1	.	.	.	1,095
	G64756	977	8	3,950	207	.	16	.	5,157
	G64788	385	8	178	7	.	.	.	578
	G64789	202	8	1,988	74	.	1	.	2,273
	G65197	182	13	.	0	.	.	.	196
	G65243	100	8	274	2	.	.	.	383
	G65244	328	8	.	0	.	46	.	383
	G65358	786	8	5	1	.	.	.	800
	G65436	189	13	.	0	.	.	.	202
	G65506	144	13	.	0	.	.	.	157
	G65938	220	13	261	17	.	.	.	510
	G65946	.	13	.	0	.	.	.	13
	G65948	19	.	.	.	.	1	.	20
	G65949	185	13	4	0	.	.	.	202
	G65950	53	.	206	12	.	.	.	271
	G65951	61	651	827	70	.	.	.	1,609
	G65953	37	.	591	29	.	.	.	657
	G66801	208	329	143	24	.	.	.	704
	G66836	114	.	.	.	.	2	.	116
	G66837	269	291	672	55	.	4	.	1,311
	G66920	400	950	.	68	.	.	.	1,417
	G66921	248	1,827	1,480	204	.	.	.	3,758
	G66957	553	299	1,531	101	.	.	.	2,484
	G66958	471	299	219	23	10	3	.	975
	G66959	816	1,819	.	109	.	.	.	2,744
	G66975	399	2,005	3,952	308	.	2	.	6,666
	G66978	722	752	37	46	.	.	.	1,557
	G66982	518	337	253	27	.	4	.	1,139
	G66985	240	13	490	16	.	.	.	759
	G67083	223	1,725	22	104	.	.	.	2,073
	G67300	155	283	30	18	.	.	.	486
	G67555	220	13	155	3	.	.	.	391

DETAIL OF JULY 1997 GELCO EXPENSES BY COST CENTER  
 COST CENTER EG459  
 (09/02/97 10.33.03)

COST CENTR	UNIT NO.	GAS	RENTAL	REPAIR	TAXES	LICENS	MISC	ACCDNT	TOTAL
EG459	G67566	714	740	.	44	.	10	.	1,509
	G67568	478	954	.	57	.	.	.	1,489
	G67569	276	2,025	136	127	.	.	.	2,564
	G67570	399	2,039	2,763	257	.	4	.	5,461
	G67571	374	13	490	26	.	.	.	904
	G67572	415	427	28	289	12	9	321	1,501
	G67573	425	336	250	27	.	.	.	1,037
	G67574	256	13	.	0	.	.	.	269
	G67575	384	336	429	36	178	3	.	1,364
	G67623	.	8	.	.	.	.	.	8
	G67629	.	8	.	.	.	.	.	8
	G67652	375	647	25	32	.	.	.	1,079
	G67653	199	647	.	32	.	.	.	878
	G67866	420	1,621	2,654	233	.	1	.	4,929
	G67912	99	352	.	21	.	.	.	471
	G67913	1,992	1,716	1,210	14	.	.	.	4,932
	G67914	191	427	246	40	.	.	.	903
	G67915	.	395	.	23	.	.	.	418
	G67916	295	395	26	25	.	.	.	741
	G67917	473	2,147	4	129	.	.	.	2,753
	G67918	461	492	57	32	.	.	.	1,043
	G67919	493	460	33	27	.	.	.	1,014
	G67920	155	2,659	515	159	.	.	.	3,489
	G67921	1,393	2,565	1,319	181	.	.	.	5,458
	G67922	375	2,596	3,582	369	.	.	.	6,921
	G67923	815	498	35	30	.	6	.	1,384
	G67924	.	793	.	.	.	.	.	793
	G67963	.	383	.	23	386	15	.	807
	G68076	.	8	.	.	.	.	.	8
	G68078	765	8	4	0	.	5	.	782
	G68079	259	8	30	.	.	.	.	297
	G68098	.	8	.	.	.	.	.	8
	G68313	723	494	39	34	.	.	.	1,290
	G68331	618	2,815	642	209	.	.	.	4,284
	G68535	.	7	.	.	.	.	.	7
	G68536	.	2	.	.	.	.	.	2
	G68560	455	2	.	.	.	.	.	457
	G68561	.	2	.	.	.	.	.	2
	G68562	.	2	.	.	.	.	.	2
	G68564	669	2,473	89	163	.	.	.	3,394
	G68566	293	485	25	.	.	.	.	803
	G68567	247	482	69	32	.	.	.	830
	G68583	445	8	1,292	56	.	12	.	1,813
	G68612	.	8	.	.	.	.	.	8
	G68655	151	.	11	1	.	.	.	162

DETAIL OF JULY 1997 GELCO EXPENSES BY COST CENTER  
 COST CENTER EG459  
 (09/02/97 10.33.03)

COST CENTR	UNIT NO.	GAS	RENTAL	REPAIR	TAXES	LICENS	MISC	ACCDNT	TOTAL
EG459	G68687	.	2	.	.	.	.	.	2
	G68688	280	2	55	.	.	.	.	337
	G68702	.	3	.	.	.	.	.	3
	G68703	.	3	.	.	.	.	.	3
	G68704	.	3	.	.	.	.	.	3
	G68705	.	3	.	.	.	.	.	3
	G68711	338	487	136	34	.	.	.	995
	G68712	226	492	133	37	.	.	.	888
	G68713	144	488	.	31	.	.	.	663
	G68714	.	1,437	.	93	.	.	.	1,530
	G68724	.	194	.	12	.	.	.	206
	G68773	316	809	84	52	.	55	.	1,316
	G68885	291	500	2	32	.	.	.	825
	G68886	.	1,781	.	115	759	.	.	2,655
	G68887	462	502	83	35	.	.	.	1,083
	G68888	.	1,754	.	113	757	.	.	2,624
	G68896	554	527	1	34	759	.	.	1,875
	G68897	527	500	25	34	.	.	.	1,086
	G68899	484	527	.	34	759	.	.	1,804
	G68938	.	249	.	16	.	.	.	265
	G80339	.	5	.	.	.	.	.	5
	G80340	.	.	.	.	.	.	.	5
	G80341	.	5	.	.	.	.	.	5
	G80364	.	6	.	.	.	.	.	6
	G82005	160	3	12	.	.	.	.	175
	G82006	76	3	.	.	.	.	.	79
	G82007	210	3	.	.	.	.	.	213
	G82008	365	3	8	.	.	.	.	376
	G82009	97	3	32	.	.	.	.	132
	G82010	323	3	.	.	.	.	.	326
	G82011	371	2	.	.	10	1	.	384
	G82012	513	3	80	4	.	.	.	600
	G82013	722	3	.	.	.	.	.	725
	G82014	325	3	.	.	.	.	.	328
	G82015	553	2	11	0	.	.	.	566
	G82016	479	2	7	0	.	.	.	488
	G82017	514	2	15	1	.	.	.	532
	G82018	1,028	2	.	.	.	.	.	1,030
	G82019	558	2	116	3	10	1	.	691
	G82020	.	3	.	.	10	1	.	14
	G82021	478	3	7	0	.	.	.	488
	G82022	557	2	.	.	.	1	.	560
	G82023	204	2	.	.	.	.	.	206
	G82024	216	2	2	.	.	.	.	220
	G82025	248	2	.	.	.	.	.	250



DETAIL OF JULY 1997 GELCO EXPENSES BY COST CENTER  
 COST CENTER EG459  
 (09/02/97 10.33.03)

COST CENTR	UNIT NO.	GAS	RENTAL	REPAIR	TAXES	LICENS	MISC	ACCDNT	TOTAL
EG459	G82026	541	3	79	4	.	.	.	627
	G82027	706	3	.	.	.	.	.	709
	G82028	.	3	.	.	.	.	.	3
	G82029	318	2	7	.	.	.	.	328
	G82030	270	2	.	.	.	.	.	272
	G82031	.	2	.	.	.	.	.	2
	G95622	171	7	234	6	.	.	.	418
TOTAL		44,274	56,176	47,308	5,341	3,660	237	383	157,377

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 \* \* \* \* \*  
 \* \* NOTE: GASOLINE CHARGES PYRAMID AGAINST UCC 8306 AND \* \*  
 \* \* LUBRICATION (MISC) PYRAMID AGAINST UCC 8305 \* \*  
 \* \* WHICH WILL BE SHOWN IN SIDATA UNDER MATL & PRCHSD SVCS \* \*  
 \* \* AS CHARGES TO FUEL & LUBRICANTS \* \*  
 \* \* \* \* \*  
 \*\*\*\*\*

STB FD 32760 (Sub 25) 11-12-97 D 183839 3/15

GMS593

REPORT OF ALL EMPLOYEES ASSIGNED TO A GANG  
FOR GANG NBR: 9061  
AS OF 07/31/97

GANG NO : 9061	GANG TYPE: 10	DEPT : 42
COMPANY : 01	COST CNTR: E9061	SUPRV: SGMF017
REGION : SY	DIVISION :	NAME : WENGLER D L
CALENDAR: J	STRT DATE: 122193	END DATE: 123199

ROSTER	POS	POS NAME	SSA NBR	EMPLOYEE NAME	ST	START	PRVD	PC	WK
9026	068	RDWY PWR TL	525069385	BALDWIN	J	W 031397	3Z99	7	X
9026	064	TRK MACH OPR	585224869	BETSELIE	E L	W 022897	3Z99	7	Y
9026	067	SP RDW PWR T	528256351	CALVILLO	R	W 031397	3Z61	7	X
9026	068	RDWY PWR TL	525217825	CASTILLO	D	W 042397	3Z61	5	X
9026	067	SP RDW PWR T	585484756	CAYADITTO	E	W 031397	3Z99	1	X
9026	067	SP RDW PWR T	585082700	CHARLEY	D L	W 041797	3Z61	7	X
9026	067	SP RDW PWR T	525920069	CHOSA	C J	W 042397	3Z99	1	X
9026	096	EX GNG LABOR	510808812	CLAYCAMP	D L	W 072897	3Z61	3	Y
9026	067	SP RDW PWR T	585041945	GORDO	B	W 042397	3Z99	1	X
9026	415	SY TRK DR NS	515740355	GRIFFEE	M W	W 040497	3Z99	5	Y
9026	064	TRK MACH OPR	585401740	HERRERA	B	W 032897	3Z99	7	Y
9026	061	A XTRA GNG F	505925082	JAMES	A L	W 032897	3Z99	7	H
9026	096	EX GNG LABOR	585134336	JIM JR	H S	W 072197	3Z61	4	Y
9026	064	TRK MACH OPR	585600913	LOPEZ	B P	W 040497	3Z99	5	Y
9026	096	EX GNG LABOR	481748559	MADSEN	H E	W 061397	3Z99	7	H
9026	096	EX GNG LABOR	523319631	MARTINEZ	S	W 071597	3Z61	3	Y
9026	067	SP RDW PWR T	505989313	MAZUR	E J	W 042997	3Z99	7	X
9026	068	RDWY PWR TL	512866908	MERRILL	B L	W 061797	3Z61	3	X
9026	096	EX GNG LABOR	509880863	MILLER	B L	W 071497	3Z99	3	Y
9026	419	SYS BUS DRIV	519863343	MITMA	C D	W 101396	3Z61	5	Y
9020	098	REO-CL II MA	585748102	MONTOYA JR	J	W 012497	3Z61	7	Y
9026	096	EX GNG LABOR	505060102	MUMFORD	G V	W 040797	3Z61	3	H
9026	067	SP RDW PWR T	514828017	MURK	D E	W 051697	3Z61	3	X
9026	096	EX GNG LABOR	585762206	NELSON	R	W 051397	3Z61	4	Y
9026	068	RDWY PWR TL	585314163	PINTO	M V	W 042397	3Z99	4	X
9026	067	SP RDW PWR T	507628587	PRINE	L D	W 040897	3Z99	5	X
9026	096	EX GNG LABOR	508962135	REINERS	A J	W 072897	3Z61	3	Y
9026	047	SY TIE GNG F	511725649	REMMERS	J R	W 032897	3Z99	7	Y
9026	061	A XTRA GNG F	511863861	RUSSELL	J C	W 120296	3Z99	5	Y
9026	067	SP RDW PWR T	525116999	SANDOVAL	S	W 042397	3Z99	5	X
9026	067	SP RDW PWR T	585196239	SMITH JR	A	W 041797	3Z99	7	X
9026	067	SP RDW PWR T	526194094	TOLEDO JR	A L	W 031397	3Z99	1	X
9026	067	SP RDW PWR T	525794525	VILLA	G	W 041797	3Z61	1	X
9026	061	A XTRA GNG F	585743561	WOODY	H	W 040497	3Z99	5	Y
9026	064	TRK MACH OPR	585093061	WOODY	H R	W 022897	3Z99	7	Y
9026	067	SP RDW PWR T	585485493	WOODY	J R	W 061197	0800	7	X
9026	067	SP RDW PWR T	585360093	WOODY	L R	W 031397	3Z99	7	X
9026	068	RDWY PWR TL	585704376	YAZZIE	S	W 040897	3Z61	1	X
9026	047	SY TIE GNG F	585082866	YAZZIE	E	W 051997	3Z61	5	Y
9026	067	SP RDW PWR T	508603387	ZABOKRTSKY	D G	W 040897	3Z99	5	X

\*\*\* END OF EMPLOYEE BY GANG REPORT \*\*\*



## GMS SUPERVISOR APPROVAL STATUS REPORT

001

SUPERVISOR=&gt; SGMF017 GANG NBR=&gt; 9061

AS OF 970902

SSA NBR=&gt; 585748102

NAME=&gt; MONTOYA JR

J

970902

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; REO-CL II MACH

CAL DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01	W REO-CL II MACH	001	8.00						42.50
01	W REO-CL II MACH	014	1.00						42.50
02	W REO-CL II MACH	087	8.00						42.50
03	W REO-CL II MACH	087	8.00						42.50
04	B RFO-CL II MACH	009	8.00						42.50
05	R REO-CL II MACH	999							42.50
06	W REO-CL II MACH	999							42.50
07	W REO-CL II MACH	001	7.30						42.50
07	W REO-CL II MACH	014	1.00	W REO-CL II MACH TRAVEL 1267			020	.30	42.50
08	W REO-CL II MACH	001	7.30						42.50
08	W REO-CL II MACH	012	1.30	W REO-CL II MACH			014	1.00	42.50
08	W REO-CL II MACH	020	.30						42.50
09	W REO-CL II MACH	001	7.30						42.50
09	W REO-CL II MACH	012	2.00	W REO-CL II MACH			014	1.00	42.50
09	W REO-CL II MACH	020	.30						42.50
10	W REO-CL II MACH	001	7.30						42.50
10	W REO-CL II MACH	012	.30	W REO-CL II MACH			014	1.00	42.50
10	W REO-CL II MACH	020	.30						42.50
11	R REO-CL II MACH	001	7.30						42.50
11	R REO-CL II MACH	014	1.00	R REO-CL II MACH			020	.30	42.50
12	R REO-CL II MACH	999							42.50
13	W REO-CL II MACH	999							42.50
14	W REO-CL II MACH	001	7.30						42.50
14	W REO-CL II MACH	014	1.00	W REO-CL II MACH TRAVEL 1248			020	.30	42.50
15	W REO-CL II MACH	001	7.30						42.50
15	W REO-CL II MACH	012	1.30	W REO-CL II MACH			014	1.00	42.50
15	W REO-CL II MACH	020	.30						42.50

## GMS SUPERVISOR APPROVAL STATUS REPORT

002

SUPERVISOR=> SGMF017 GANG NBR=> 9061 AS OF 970902  
 SSA NBR=> 511725649 NAME=> REMMERS J R 970902  
 PAY MONTH=> 07 97 PAY PERIOD=> 1 ASGN POSITION=> SY TIE GNG FRMN

CAL DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01	W SY TIE GNG FRMN	001	8.00						42.50
01	W SY TIE GNG FRMN	014	1.00						
02	W SY TIE GNG FRMN	087	8.00						42.50
03	W SY TIE GNG FRMN	087	8.00						42.50
04	R SY TIE GNG FRMN	009	8.00						42.50
05	R SY TIE GNG FRMN	999							42.50
06	W SY TIE GNG FRMN	999							42.50
07	W SY TIE GNG FRMN	001	7.30						42.50
07	W SY TIE GNG FRMN	014	1.00						
				W SY TIE GNG FRMN			020	.30	
				TRAVEL 0636					
08	W SY TIE GNG FRMN	001	7.30						42.50
08	W SY TIE GNG FRMN	012	1.30						
08	W SY TIE GNG FRMN	020	.30						
09	W SY TIE GNG FRMN	001	7.30						42.50
09	W SY TIE GNG FRMN	012	2.00						
09	W SY TIE GNG FRMN	020	.30						
10	W SY TIE GNG FRMN	001	7.30						42.50
10	W SY TIE GNG FRMN	012	1.00						
10	W SY TIE GNG FRMN	020	.30						
11	R SY TIE GNG FRMN	001	7.30						42.50
11	R SY TIE GNG FRMN	012	3.00						
11	R SY TIE GNG FRMN	020	.30						
12	R SY TIE GNG FRMN	999							42.50
13	W SY TIE GNG FRMN	999							42.50
14	W SY TIE GNG FRMN	001	7.30						42.50
14	W SY TIE GNG FRMN	012	1.30						
14	W SY TIE GNG FRMN	020	.30						
15	W SY TIE GNG FRMN	001	7.30						42.50
15	W SY TIE GNG FRMN	012	2.00						
15	W SY TIE GNG FRMN	020	.30						

003

GMS SUPERVISOR APPROVAL STATUS REPORT

SUPERVISOR=> SGMF017 GANG NBR=> 9061 AS OF 970902

SSA NBR=> 585082866 NAME=> YAZZIE E 970902

AY MONTH=> 07 97 PAY PERIOD=> 1 ASGN POSITION=> SY TIE GNG FRMN

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01	W	SY TIE GNG FRMN	001	8.00						42.50
01	W	SY TIE GNG FRMN	014	1.00						42.50
02	W	SY TIE GNG FRMN	001	8.00						42.50
03	W	SY TIE GNG FRMN	001	8.00						42.50
04	B	SY TIE GNG FRMN	009	8.00						42.50
05	R	SY TIE GNG FRMN	999							42.50
06	W	SY TIE GNG FRMN	999							42.50
07	W	SY TIE GNG FRMN	001	7.30						42.50
07	W	SY TIE GNG FRMN	014	1.00		W SY TIE GNG FRMN		020	.30	42.50
					TRAVEL 1471					
08	W	SY TIE GNG FRMN	001	7.30						42.50
08	W	SY TIE GNG FRMN	012	1.30		W SY TIE GNG FRMN		014	1.00	42.50
08	W	SY TIE GNG FRMN	020	.30						42.50
09	W	SY TIE GNG FRMN	001	7.30						42.50
09	W	SY TIE GNG FRMN	012	3.00		W SY TIE GNG FRMN		014	1.00	42.50
09	W	SY TIE GNG FRMN	020	.30						42.50
10	W	SY TIE GNG FRMN	001	7.30						42.50
	W	SY TIE GNG FRMN	014	1.00		W SY TIE GNG FRMN		020	.30	42.50
11	R	SY TIE GNG FRMN	001	7.30						42.50
11	R	SY TIE GNG FRMN	014	1.00		R SY TIE GNG FRMN		020	.30	42.50
12	R	SY TIE GNG FRMN	999							42.50
13	W	SY TIE GNG FRMN	999							42.50
14	W	SY TIE GNG FRMN	001	7.30						42.50
14	W	SY TIE GNG FRMN	014	1.00		W SY TIE GNG FRMN		020	.30	42.50
					TRAVEL 1452					
15	W	SY TIE GNG FRMN	001	7.30						42.50
15	W	SY TIE GNG FRMN	012	1.30		W SY TIE GNG FRMN		014	1.00	42.50
15	W	SY TIE GNG FRMN	020	.30						42.50



## GMS SUPERVISOR APPROVAL STATUS REPORT

004

SUPERVISOR=&gt; SGMF017 GANG NBR=&gt; 9061

AS OF 970902

SSA NBR=&gt; 505925082

NAME=&gt; JAMES

A L

970902

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; A XTRA GNG FRMN

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W A XTRA GNG FRMN	001	8.00						42.50
01		W A XTRA GNG FRMN	014	1.00						
02		W A XTRA GNG FRMN	087	8.00						42.50
03		W A XTRA GNG FRMN	087	8.00						42.50
04		B A XTRA GNG FRMN	009	8.00						42.50
05		R A XTRA GNG FRMN	999							42.50
06		W A XTRA GNG FRMN	999							42.50
07		W A XTRA GNG FRMN	001	7.30						42.50
07		W A XTRA GNG FRMN	014	1.00		W A XTRA GNG FRMN			020 .30	
					TRAVEL 0562					
08		W A XTRA GNG FRMN	001	7.30						42.50
08		W A XTRA GNG FRMN	012	1.30		W A XTRA GNG FRMN			014 1.00	
08		W A XTRA GNG FRMN	020	.30						
09		W A XTRA GNG FRMN	001	7.30						42.50
09		W A XTRA GNG FRMN	012	2.00		W A XTRA GNG FRMN			014 1.00	
09		W A XTRA GNG FRMN	020	.30						
10		W A XTRA GNG FRMN	001	7.30						42.50
10		W A XTRA GNG FRMN	014	1.00		W A XTRA GNG FRMN			020 .30	
11		R A XTRA GNG FRMN	001	7.30						42.50
11		R A XTRA GNG FRMN	014	1.00		R A XTRA GNG FRMN			020 .30	
12		R A XTRA GNG FRMN	999							42.50
13		W A XTRA GNG FRMN	999							42.50
14		W A XTRA GNG FRMN	002	8.00						
15		W A XTRA GNG FRMN	002	8.00						

## GMS SUPERVISOR APPROVAL STATUS REPORT

005

SUPERVISOR=> SGMP017 GANG NBR=> 9061 AS OF 970902  
 SSA NBR=> 511863861 NAME=> RUSSELL J C 970902  
 Y MONTH=> 07 97 PAY PERIOD=> 1 ASGN POSITION=> A XTRA GNG FRMN

CAL DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01	W A XTRA GNG FRMN	001	8.00						42.50
01	W A XTRA GNG FRMN	014	1.00						
02	W A XTRA GNG FRMN	087	8.00						42.50
03	W A XTRA GNG FRMN	087	8.00						42.50
04	B A XTRA GNG FRMN	009	8.00						42.50
05	R A XTRA GNG FRMN	999							42.50
06	W A XTRA GNG FRMN	999							42.50
07	W A XTRA GNG FRMN	001	7.30						42.50
07	W A XTRA GNG FRMN	014	1.00		W A XTRA GNG FRMN			020 .30	
				TRAVEL 0444					
08	W A XTRA GNG FRMN	001	7.30						42.50
08	W A XTRA GNG FRMN	012	1.30		W A XTRA GNG FRMN			014 1.00	
08	W A XTRA GNG FRMN	020	.30						
09	W A XTRA GNG FRMN	001	7.30						42.50
09	W A XTRA GNG FRMN	012	2.00		W A XTRA GNG FRMN			014 1.00	
09	W A XTRA GNG FRMN	020	.30						
	W A XTRA GNG FRMN	001	7.30						42.50
	W A XTRA GNG FRMN	012	2.30		W A XTRA GNG FRMN			014 1.00	
10	W A XTRA GNG FRMN	020	.30						
11	R A XTRA GNG FRMN	001	7.30						42.50
11	R A XTRA GNG FRMN	014	1.00		R A XTRA GNG FRMN			020 .30	
12	R A XTRA GNG FRMN	999							42.50
13	W A XTRA GNG FRMN	999							42.50
14	W A XTRA GNG FRMN	001	7.30						42.50
14	W A XTRA GNG FRMN	014	1.00		W A XTRA GNG FRMN			020 .30	
				TRAVEL 0462					
15	W A XTRA GNG FRMN	001	7.30						42.50
15	W A XTRA GNG FRMN	012	2.00		W A XTRA GNG FRMN			014 1.00	
15	W A XTRA GNG FRMN	020	.30						

## GMS SUPERVISOR APPROVAL STATUS REPORT

006

SUPERVISOR=&gt; SGMF017 GANG NBR=&gt; 9061

AS OF 970902

SSA NBR=&gt; 585743561

NAME=&gt; WOODY

H

970902

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; A XTRA GNG FRMN

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W A XTRA GNG FRMN	001	8.00						42.50
01		W A XTRA GNG FRMN	014	1.00						
02		W A XTRA GNG FRMN	087	8.00						42.50
03		W A XTRA GNG FRMN	087	8.00						42.50
04		B A XTRA GNG FRMN	009	8.00						42.50
05		R A XTRA GNG FRMN	999							42.50
06		W A XTRA GNG FRMN	999							42.50
07		W A XTRA GNG FRMN	001	7.30						42.50
07		W A XTRA GNG FRMN	014	1.00						
					W A XTRA GNG FRMN			020	.30	
					TRAVEL 1217					
08		W A XTRA GNG FRMN	001	7.30						42.50
08		W A XTRA GNG FRMN	012	1.30						
08		W A XTRA GNG FRMN	020	.30						
09		W A XTRA GNG FRMN	001	7.30						42.50
09		W A XTRA GNG FRMN	012	1.00						
09		W A XTRA GNG FRMN	020	.30						
10		W A XTRA GNG FRMN	001	7.30						42.50
10		W A XTRA GNG FRMN	014	1.00						
11		R A XTRA GNG FRMN	001	7.30						42.50
11		R A XTRA GNG FRMN	014	1.00						
12		R A XTRA GNG FRMN	999							42.50
13		W A XTRA GNG FRMN	999							42.50
14		W A XTRA GNG FRMN	001	7.30						42.50
14		W A XTRA GNG FRMN	012	.30						
14		W A XTRA GNG FRMN	020	.30						
15		W A XTRA GNG FRMN	001	7.30						42.50
15		W A XTRA GNG FRMN	012	2.00						
15		W A XTRA GNG FRMN	020	.30						
					W A XTRA GNG FRMN			014	1.00	
					TRAVEL 1190					



## GMS SUPERVISOR APPROVAL STATUS REPORT

007

SUPERVISOR=&gt; SGMF017 GANG NBR=&gt; 9061 AS OF 970902

SSA NBR=&gt; 585093061

NAME=&gt; WOODY

H R

970902

Y MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; TRK MACH OPR

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W TRK MACH OPR	001	8.00						42.50
01		W TRK MACH OPR	014	1.00						
02		W TRK MACH OPR	087	8.00						42.50
03		W TRK MACH OPR	087	8.00						42.50
04		B TRK MACH OPR	009	8.00						42.50
05		R TRK MACH OPR	999							42.50
06		W TRK MACH OPR	999							42.50
07		W TRK MACH OPR	001	7.30						42.50
07		W TRK MACH OPR	014	1.00		W TRK MACH OPR			020 .30	
					TRAVEL 1267					
08		W TRK MACH OPR	001	7.30						42.50
08		W TRK MACH OPR	012	1.30		W TRK MACH OPR			014 1.00	
08		W TRK MACH OPR	020	.30						
09		W TRK MACH OPR	001	7.30						42.50
09		W TRK MACH OPR	012	1.00		W TRK MACH OPR			014 1.00	
09		W TRK MACH OPR	020	.30						
10		W TRK MACH OPR	001	7.30						42.50
		W TRK MACH OPR	014	1.00		W TRK MACH OPR			020 .30	
11		R TRK MACH OPR	001	7.30						42.50
11		R TRK MACH OPR	014	1.00		R TRK MACH OPR			020 .30	
12		R TRK MACH OPR	999							42.50
13		W TRK MACH OPR	999							42.50
14		W TRK MACH OPR	001	7.30						42.50
14		W TRK MACH OPR	014	1.00		W TRK MACH OPR			020 .30	
					TRAVEL 1248					
15		W TRK MACH OPR	001	7.30						42.50
15		W TRK MACH OPR	012	1.30		W TRK MACH OPR			014 1.00	
15		W TRK MACH OPR	020	.30						

## GMS SUPERVISOR APPROVAL STATUS REPORT

008

SUPERVISOR=&gt; SGMF017 GANG NBR=&gt; 9061 AS OF 970902

SSA NBR=&gt; 585224869 NAME=&gt; BETSELIE E L 970902

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; TRK MACH OPR

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01	W	TRK MACH OPR	001	8.00						42.50
01	W	TRK MACH OPR	014	1.00						
02	W	TRK MACH OPR	087	8.00						42.50
03	W	TRK MACH OPR	087	8.00						42.50
04	B	TRK MACH OPR	009	8.00						42.50
05	R	TRK MACH OPR	999							42.50
06	W	TRK MACH OPR	999							42.50
07	W	TRK MACH OPR	001	7.30						42.50
07	W	TRK MACH OPR	014	1.00		W TRK MACH OPR			020 .30	
08	W	TRK MACH OPR	002	8.00						
09	W	TRK MACH OPR	002	8.00						
10	W	TRK MACH OPR	002	8.00						
11	R	TRK MACH OPR	011	8.00						42.50
12	R	TRK MACH OPR	999							42.50
13	W	TRK MACH OPR	999							42.50
14	W	TRK MACH OPR	001	7.30						42.50
14	W	TRK MACH OPR	014	1.00		W TRK MACH OPR			020 .30	
15	W	TRK MACH OPR	001	7.30						42.50
15	W	TRK MACH OPR	012	1.30		W TRK MACH OPR			014 1.00	
15	W	TRK MACH OPR	020	.30						

## GMS SUPERVISOR APPROVAL STATUS REPORT

009

SUPERVISOR=&gt; SGMFO17 GANG NBR=&gt; 9061

AS OF 970902

SSA NBR=&gt; 585401740

NAME=&gt; HERRERA

B

970902

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; TRK MACH OPR

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W TRK MACH OPR	001	8.00						42.50
01		W TRK MACH OPR	014	1.00						
02		W TRK MACH OPR	087	8.00						42.50
03		W TRK MACH OPR	087	8.00						42.50
04		B TRK MACH OPR	009	8.00						42.50
05		R TRK MACH OPR	999							42.50
06		W TRK MACH OPR	999							42.50
07		W TRK MACH OPR	001	7.30						42.50
07		W TRK MACH OPR	014	1.00		W TRK MACH OPR TRAVEL 1275			020 .30	
08		W TRK MACH OPR	001	7.30						42.50
08		W TRK MACH OPR	012	1.30		W TRK MACH OPR			014 1.00	
08		W TRK MACH OPR	020	.30						
09		W TRK MACH OPR	001	7.30						42.50
09		W TRK MACH OPR	012	1.00		W TRK MACH OPR			014 1.00	
09		W TRK MACH OPR	020	.30						
10		W TRK MACH OPR	001	7.30						42.50
		W TRK MACH OPR	014	1.00		W TRK MACH OPR			020 .30	
11		R TRK MACH OPR	001	7.30						42.50
11		R TRK MACH OPR	014	1.00		R TRK MACH OPR			020 .30	
12		R TRK MACH OPR	999							42.50
13		W TRK MACH OPR	999							42.50
14		W TRK MACH OPR	001	7.30						42.50
14		W TRK MACH OPR	014	1.00		W TRK MACH OPR TRAVEL 1256			020 .30	
15		W TRK MACH OPR	001	7.30						42.50
15		W TRK MACH OPR	012	1.30		W TRK MACH OPR			014 1.00	
15		W TRK MACH OPR	020	.30						



## CMS SUPERVISOR APPROVAL STATUS REPORT

010

SUPERVISOR=&gt; SGMP017 GANG NBR=&gt; 9061 AS OF 970902

SSA NBR=&gt; 585600913

NAME=&gt; LOPEZ

B P

970902

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; TRK MACH OPR

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W TRK MACH OPR	001	8.00						42.50
01		W TRK MACH OPR	014	1.00						
02		W TRK MACH OPR	087	8.00						42.50
03		W TRK MACH OPR	087	8.00						42.50
04		B TRK MACH OPR	009	8.00						42.50
05		R TRK MACH OPR	999							42.50
06		W TRK MACH OPR	999							42.50
07		W TRK MACH OPR	001	7.30						42.50
07		W TRK MACH OPR	014	1.00		W TRK MACH OPR			020 .30	
					TRAVEL 1267					
08		W TRK MACH OPR	001	7.30						42.50
08		W TRK MACH OPR	012	1.30		W TRK MACH OPR			014 1.00	
08		W TRK MACH OPR	020	.30						
09		W TRK MACH OPR	001	7.30						42.50
09		W TRK MACH OPR	012	1.00		W TRK MACH OPR			014 1.00	
09		W TPK MACH OPR	020	.30						
10		W TRK MACH OPR	001	7.30						42.50
10		W TRK MACH OPR	014	1.00		W TRK MACH OPR			020 .30	
11		R TRK MACH OPR	001	7.30						42.50
11		R TRK MACH OPR	014	1.00		R TRK MACH OPR			020 .30	
12		R TRK MACH OPR	999							42.50
13		W TRK MACH OPR	999							42.50
14		W TRK MACH OPR	001	7.30						42.50
14		W TRK MACH OPR	014	1.00		W TRK MACH OPR			020 .30	
					TRAVEL 1248					
15		W TRK MACH OPR	001	7.30						42.50
15		W TRK MACH OPR	012	1.30		W TRK MACH OPR			014 1.00	
15		W TRK MACH OPR	020	.30						

## GMS SUPERVISOR APPROVAL STATUS REPORT

011

SUPERVISOR=&gt; SGMF017 GANG NBR=&gt; 9061

AS OF 970902

SSA NBR=&gt; 505989313

NAME=&gt; MAZUR

E J

970902

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; SP RDW PWR TL MO

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W SP RDW PWR TL MO	001	8.00						42.50
01		W SP RDW PWR TL MO	014	1.00						
02		W SP RDW PWR TL MO	001	8.00						42.50
03		W SP RDW PWR TL MO	087	8.00						42.50
04		B SP RDW PWR TL MO	009	8.00						42.50
05		R SP RDW PWR TL MO	999							42.50
06		W SP RDW PWR TL MO	999							42.50
07		W SP RDW PWR TL MO	001	7.30						42.50
07		W SP RDW PWR TL MO	014	1.00						
					W SP RDW PWR TL MO			020	.30	
					TRAVEL 0649					
08		W SP RDW PWR TL MO	001	7.30						42.50
08		W SP RDW PWR TL MO	012	1.30						
08		W SP RDW PWR TL MO	020	.30						
09		W SP RDW PWR TL MO	001	7.30						42.50
09		W SP RDW PWR TL MO	012	1.00						
09		W SP RDW PWR TL MO	020	.30						
10		W SP RDW PWR TL MO	001	7.30						42.50
		W SP RDW PWR TL MO	014	1.00						
					W SP RDW PWR TL MO			020	.30	
11		R SP RDW PWR TL MO	001	7.30						42.50
11		R SP RDW PWR TL MO	014	1.00						
12		R SP RDW PWR TL MO	999							42.50
13		W SP RDW PWR TL MO	999							42.50
14		W SP RDW PWR TL MO	001	7.30						42.50
14		W SP RDW PWR TL MO	014	1.00						
					W SP RDW PWR TL MO			020	.30	
					TRAVEL 0668					
15		W SP RDW PWR TL MO	001	7.30						42.50
15		W SP RDW PWR TL MO	012	1.30						
15		W SP RDW PWR TL MO	020	.30						
					W SP RDW PWR TL MO			014	1.00	

## GMS SUPERVISOR APPROVAL STATUS REPORT

012

SUPERVISOR=&gt; SGMF017 GANG NBR=&gt; 9061

AS OF 970902

SSA NBR=&gt; 507628587

NAME=&gt; PRINE

L D

970902

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; SP RDW PWR TL MO

CAL DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01	W SP RDW PWR TL MO	001	8.00						42.50
01	W SP RDW PWR TL MO	014	1.00						
02	W SP RDW PWR TL MO	087	8.00						42.50
03	W SP RDW PWR TL MO	087	8.00						42.50
04	B SP RDW PWR TL MO	009	8.00						42.50
05	R SP RDW PWR TL MO	999							42.50
06	W SP RDW PWR TL MO	999							42.50
07	W SP RDW PWR TL MO	001	7.30						42.50
07	W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO		020	.30	
				TRAVEL 0610					
08	W SP RDW PWR TL MO	001	7.30						42.50
08	W SP RDW PWR TL MO	012	1.30		W SP RDW PWR TL MO		014	1.00	
08	W SP RDW PWR TL MO	020	.30						
09	W SP RDW PWR TL MO	001	7.30						42.50
09	W SP RDW PWR TL MO	012	1.00		W SP RDW PWR TL MO		014	1.00	
09	W SP RDW PWR TL MO	020	.30						
10	W SP RDW PWR TL MO	001	7.30						42.50
10	W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO		020	.30	
11	R SP RDW PWR TL MO	001	7.30						42.50
11	R SP RDW PWR TL MO	014	1.00		R SP RDW PWR TL MO		020	.30	
12	R SP RDW PWR TL MO	999							42.50
13	W SP RDW PWR TL MO	999							42.50
14	W SP RDW PWR TL MO	001	7.30						42.50
14	W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO		020	.30	
				TRAVEL 0628					
15	W SP RDW PWR TL MO	001	7.30						42.50
15	W SP RDW PWR TL MO	012	1.30		W SP RDW PWR TL MO		014	1.00	
15	W SP RDW PWR TL MO	020	.30						



## GMS SUPERVISOR APPROVAL STATUS REPORT

013

SUPERVISOR=> SGMF017 GANG NBR=> 9061 AS OF 970902  
 SSA NBR=> 508603387 NAME=> ZABOKRTSKY D G 970902  
 PAY MONTH=> 07 97 PAY PERIOD=> 1 ASGN POSITION=> SP RDW PWR TL MO

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W SP RDW PWR TL MO	001	8.00						42.50
01		W SP RDW PWR TL MO	014	1.00						42.50
02		W SP RDW PWR TL MO	087	8.00						42.50
03		W SP RDW PWR TL MO	087	8.00						42.50
04		B SP RDW PWR TL MO	009	8.00						42.50
05		R SP RDW PWR TL MO	999							42.50
06		W SP RDW PWR TL MO	999							42.50
07		W SP RDW PWR TL MO	001	7.30						42.50
07		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO		020	.30	42.50
					TRAVEL 0594					
08		W SP RDW PWR TL MO	001	7.30						42.50
08		W SP RDW PWR TL MO	012	1.30		W SP RDW PWR TL MO		014	1.00	42.50
08		W SP RDW PWR TL MO	020	.30						42.50
09		W SP RDW PWR TL MO	001	7.30						42.50
09		W SP RDW PWR TL MO	012	1.00		W SP RDW PWR TL MO		014	1.00	42.50
09		W SP RDW PWR TL MO	020	.30						42.50
10		W SP RDW PWR TL MO	001	7.30						42.50
		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO		020	.30	42.50
11		R SP RDW PWR TL MO	001	7.30						42.50
11		R SP RDW PWR TL MO	014	1.00		R SP RDW PWR TL MO		020	.30	42.50
12		R SP RDW PWR TL MO	999							42.50
13		W SP RDW PWR TL MO	999							42.50
14		W SP RDW PWR TL MO	001	7.30						42.50
14		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO		020	.30	42.50
					TRAVEL 0612					
15		W SP RDW PWR TL MO	001	7.30						42.50
15		W SP RDW PWR TL MO	012	1.30		W SP RDW PWR TL MO		014	1.00	42.50
15		W SP RDW PWR TL MO	020	.30						42.50

## GMS SUPERVISOR APPROVAL STATUS REPORT

014

SUPERVISOR=> SGMF017 GANG NBR=> 9061 AS OF 970902  
 SSA NBR=> 514828017 NAME=> MURK D E 970902  
 PAY MONTH=> 07 97 PAY PERIOD=> 1 ASGN POSITION=> SP RDW PWR TL MO

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W SP RDW PWR TL MO	001	8.00						42.50
01		W SP RDW PWR TL MO	014	1.00						
02		W SP RDW PWR TL MO	087	8.00						42.50
03		W SP RDW PWR TL MO	087	8.00						42.50
04		B SP RDW PWR TL MO	009	8.00						42.50
05		R SP RDW PWR TL MO	999							42.50
06		W SP RDW PWR TL MO	999							42.50
07		W SP RDW PWR TL MO	001	7.30						42.50
07		W SP RDW PWR TL MO	014	1.00						
					W SP RDW PWR TL MO			020	.30	
					TRAVEL 0628					
08		W SP RDW PWR TL MO	001	7.30						42.50
08		W SP RDW PWR TL MO	012	1.30						
08		W SP RDW PWR TL MO	020	.30						
09		W SP RDW PWR TL MO	001	7.30						42.50
09		W SP RDW PWR TL MO	012	1.00						
09		W SP RDW PWR TL MO	020	.30						
10		W SP RDW PWR TL MO	001	7.30						42.50
10		W SP RDW PWR TL MO	014	1.00						
11		R SP RDW PWR TL MO	001	7.30						42.50
11		R SP RDW PWR TL MO	014	1.00						
12		R SP RDW PWR TL MO	999							42.50
13		W SP RDW PWR TL MO	999							42.50
14		W SP RDW PWR TL MO	001	7.30						42.50
14		W SP RDW PWR TL MO	014	1.00						
					W SP RDW PWR TL MO			020	.30	
					TRAVEL 0646					
15		W SP RDW PWR TL MO	001	7.30						42.50
15		W SP RDW PWR TL MO	012	1.30						
15		W SP RDW PWR TL MO	020	.30						
					W SP RDW PWR TL MO			014	1.00	

## GMS SUPERVISOR APPROVAL STATUS REPORT

015

SUPERVISOR=> SGMF017 GANG NBR=> 9061 AS OF 970902  
 SSA NBR=> 525116999 NAME=> SANDOVAL S 970902  
 Y MONTH=> 07 97 PAY PERIOD=> 1 ASGN POSITION=> SP RDW PWR TL MO

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W SP RDW PWR TL MO	001	8.00						42.50
01		W SP RDW PWR TL MO	014	1.00						
02		W SP RDW PWR TL MO	087	8.00						42.50
03		W SP RDW PWR TL MO	087	8.00						42.50
04		B SP RDW PWR TL MO	009	8.00						42.50
05		R SP RDW PWR TL MO	999							42.50
06		W SP RDW PWR TL MO	999							42.50
07		W SP RDW PWR TL MO	001	7.30						42.50
07		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO		020	.30	
					TRAVEL 1227					
08		W SP RDW PWR TL MO	001	7.30						42.50
08		W SP RDW PWR TL MO	012	1.30		W SP RDW PWR TL MO		014	1.00	
08		W SP RDW PWR TL MO	020	.30						
09		W SP RDW PWR TL MO	001	7.30						42.50
09		W SP RDW PWR TL MO	012	2.00		W SP RDW PWR TL MO		014	1.00	
09		W SP RDW PWR TL MO	020	.30						
		W SP RDW PWR TL MO	001	4.30						42.50
		W SP RDW PWR TL MO	020	.30		W SP RDW PWR TL MO		902	3.00 PB	
11		R SP RDW PWR TL MO	001	7.30						42.50
11		R SP RDW PWR TL MO	014	1.00		R SP RDW PWR TL MO		020	.30	
12		R SP RDW PWR TL MO	999							42.50
13		W SP RDW PWR TL MO	999							42.50
14		W SP RDW PWR TL MO	001	7.30						42.50
14		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO		020	.30	
					TRAVEL 1208					
15		W SP RDW PWR TL MO	001	7.30						42.50
15		W SP RDW PWR TL MO	012	1.30		W SP RDW PWR TL MO		014	1.00	
15		W SP RDW PWR TL MO	020	.30						



## GMS SUPERVISOR APPROVAL STATUS REPORT

016

SUPERVISOR=&gt; SGMF017 GANG NBR=&gt; 9061

AS OF 970902

SSA NBR=&gt; 525794525

NAME=&gt; VILLA

G

970902

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; SP RDW PWR TL MO

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W SP RDW PWR TL MO	001	8.00						42.50
01		W SP RDW PWR TL MO	014	1.00						
02		W SP RDW PWR TL MO	087	8.00						42.50
03		W SP RDW PWR TL MO	087	8.00						42.50
04		B SP RDW PWR TL MO	009	8.00						42.50
05		R SP RDW PWR TL MO	999							42.50
06		W SP RDW PWR TL MO	999							42.50
07		W SP RDW PWR TL MO	001	7.30						42.50
07		W SP RDW PWR TL MO	014	1.00						
					W SP RDW PWR TL MO			020	.30	
					TRAVEL 1267					
08		W SP RDW PWR TL MO	001	7.30						42.50
08		W SP RDW PWR TL MO	012	1.30						
08		W SP RDW PWR TL MO	020	.30						
09		W SP RDW PWR TL MO	001	7.30						42.50
09		W SP RDW PWR TL MO	012	1.00						
09		W SP RDW PWR TL MO	020	.30						
10		W SP RDW PWR TL MO	001	7.30						42.50
10		W SP RDW PWR TL MO	014	1.00						
11		R SP RDW PWR TL MO	001	7.30						42.50
11		R SP RDW PWR TL MO	014	1.00						
12		R SP RDW PWR TL MO	999							42.50
13		W SP RDW PWR TL MO	999							42.50
14		W SP RDW PWR TL MO	001	7.30						42.50
14		W SP RDW PWR TL MO	014	1.00						
					W SP RDW PWR TL MO			020	.30	
					TRAVEL 1248					
15		W SP RDW PWR TL MO	001	7.30						42.50
15		W SP RDW PWR TL MO	012	1.30						
15		W SP RDW PWR TL MO	020	.30						
					W SP RDW PWR TL MO			014	1.00	

## GMS SUPERVISOR APPROVAL STATUS REPORT

017

SUPERVISOR=&gt; SGMF017 GANG NBR=&gt; 9061

AS OF 970902

SSA NBR=&gt; 525920069

NAME=&gt; CHOSA

C J

970902

1Y MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; SP RDW PWR TL MO

CAL DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01	W SP RDW PWR TL MO	001	8.00						42.50
01	W SP RDW PWR TL MO	014	1.00						
02	W SP RDW PWR TL MO	087	8.00						42.50
03	W SP RDW PWR TL MO	087	8.00						42.50
04	B SP RDW PWR TL MO	009	8.00						42.50
05	R SP RDW PWR TL MO	999							42.50
06	W SP RDW PWR TL MO	999							42.50
07	W SP RDW PWR TL MO	001	7.30						42.50
07	W SP RDW PWR TL MO	014	1.00						
				W SP RDW PWR TL MO			020	.30	
				TRAVEL 1489					
08	W SP RDW PWR TL MO	001	7.30						42.50
08	W SP RDW PWR TL MO	012	1.30						
08	W SP RDW PWR TL MO	020	.30						
09	W SP RDW PWR TL MO	001	7.30						42.50
09	W SP RDW PWR TL MO	012	1.00						
09	W SP RDW PWR TL MO	020	.30						
10	W SP RDW PWR TL MO	001	7.30						42.50
	W SP RDW PWR TL MO	014	1.00						
	W SP RDW PWR TL MO	020	.30						
11	R SP RDW PWR TL MO	001	7.30						42.50
11	R SP RDW PWR TL MO	014	1.00						
	R SP RDW PWR TL MO	020	.30						
12	R SP RDW PWR TL MO	999							42.50
13	W SP RDW PWR TL MO	999							42.50
14	W SP RDW PWR TL MO	001	7.30						42.50
14	W SP RDW PWR TL MO	014	1.00						
				W SP RDW PWR TL MO			020	.30	
				TRAVEL 1470					
15	W SP RDW PWR TL MO	001	7.30						42.50
15	W SP RDW PWR TL MO	012	1.30						
15	W SP RDW PWR TL MO	020	.30						
	W SP RDW PWR TL MO	014	1.00						

## GMS SUPERVISOR APPROVAL STATUS REPORT

018

SUPERVISOR=> SGMF017 GANG NBR=> 9061 AS OF 970902  
 SSA NBR=> 526194094 NAME=> TOLEDO JR A L 970902  
 PAY MONTH=> 07 97 PAY PERIOD=> 1 ASGN POSI' SP RDW PWR TL MO

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W SP RDW PWR TL MO	001	8.00						42.50
01		W SP RDW PWR TL MO	014	1.00						
02		W SP RDW PWR TL MO	087	8.00						42.50
03		W SP RDW PWR TL MO	087	8.00						42.50
04		B SP RDW PWR TL MO	009	8.00						42.50
05		R SP RDW PWR TL MO	999							42.50
06		W SP RDW PWR TL MO	999							42.50
07		W SP RDW PWR TL MO	001	7.30						42.50
07		W SP RDW PWR TL MO	014	1.00						
					W SP RDW PWR TL MO			020	.30	
					TRAVEL 1267					
08		W SP RDW PWR TL MO	001	7.30						42.50
08		W SP RDW PWR TL MO	012	1.30						
08		W SP RDW PWR TL MO	020	.30						
09		W SP RDW PWR TL MO	001	7.30						42.50
09		W SP RDW PWR TL MO	012	1.00						
09		W SP RDW PWR TL MO	020	.30						
10		W SP RDW PWR TL MO	001	7.30						42.50
10		W SP RDW PWR TL MO	014	1.00						
11		R SP RDW PWR TL MO	001	7.30						42.50
11		R SP RDW PWR TL MO	014	1.00						
12		R SP RDW PWR TL MO	999							42.50
13		W SP RDW PWR TL MO	999							42.50
14		W SP RDW PWR TL MO	001	7.30						42.50
14		W SP RDW PWR TL MO	014	1.00						
					W SP RDW PWR TL MO			020	.30	
					TRAVEL 1248					
15		W SP RDW PWR TL MO	001	7.30						42.50
15		W SP RDW PWR TL MO	012	1.30						
15		W SP RDW PWR TL MO	020	.30						
					W SP RDW PWR TL MO			014	1.00	



## GMS SUPERVISOR APPROVAL STATUS REPORT

019

SUPERVISOR=&gt; SGMF017 GANG NBR=&gt; 9061

AS OF 970902

SSA NBR=&gt; 528256351

NAME=&gt; CALVILLO

R

970902

AY MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; SP RDW PWR TL MO

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W SP RDW PWR TL MO	001	8.00						42.50
01		W SP RDW PWR TL MO	014	1.00						
02		W SP RDW PWR TL MO	087	8.00						42.50
03		W SP RDW PWR TL MO	087	8.00						42.50
04		B SP RDW PWR TL MO	009	8.00						42.50
05		R SP RDW PWR TL MO	999							42.50
06		W SP RDW PWR TL MO	999							42.50
07		W SP RDW PWR TL MO	001	7.30						42.50
07		W SP RDW PWR TL MO	014	1.00						
					W SP RDW PWR TL MO			020	.30	
					TRAVEL 0457					
08		W SP RDW PWR TL MO	001	7.30						42.50
08		W SP RDW PWR TL MO	012	1.30						
08		W SP RDW PWR TL MO	020	.30						
09		W SP RDW PWR TL MO	001	7.30						42.50
09		W SP RDW PWR TL MO	012	1.00						
09		W SP RDW PWR TL MO	020	.30						
10		W SP RDW PWR TL MO	001	7.30						42.50
		W SP RDW PWR TL MO	014	1.00						
		W SP RDW PWR TL MO	020	.30						
11		R SP RDW PWR TL MO	001	7.30						42.50
11		R SP RDW PWR TL MO	014	1.00						
12		R SP RDW PWR TL MO	999							42.50
13		W SP RDW PWR TL MO	999							42.50
14		W SP RDW PWR TL MO	001	7.30						42.50
14		W SP RDW PWR TL MO	014	1.00						
					W SP RDW PWR TL MO			020	.30	
					TRAVEL 0438					
15		W SP RDW PWR TL MO	001	7.30						42.50
15		W SP RDW PWR TL MO	012	1.30						
15		W SP RDW PWR TL MO	020	.30						
					W SP RDW PWR TL MO			014	1.00	

## GMS SUPERVISOR APPROVAL STATUS REPORT

020

SUPERVISOR=> SGMP017 GANG NBR=> 9061 AS OF 970902  
 SSA NBR=> 585041945 NAME=> GORDO B 970902  
 PAY MONTH=> 07 97 PAY PERIOD=> 1 ASGN POSITION=> SP RDW FWR TL MO

CAL DY	POSITION	COT	HRS CMNT	SUILL	MEAL	ROOM	LIN/TRN	ALLOW
01	W SP RDW PWR TL MO	001	8.00					42.50
01	W SP RDW PWR TL MO	014	1.00					
02	W SP RDW PWR TL MO	087	8.00					42.50
03	W SP RDW PWR TL MO	087	8.00					42.50
04	B SP RDW PWR TL MO	009	8.00					42.50
05	R SP RDW PWR TL MO	999						42.50
06	W SP RDW PWR TL MO	999						42.50
07	W SP RDW PWR TL MO	001	7.30					42.50
07	W SP RDW PWR TL MO	014	1.00					
				W SP RDW PWR TL MO		020	.30	
				TRAVEL 1267				
08	W SP RDW PWR TL MO	001	7.30					42.50
08	W SP RDW PWR TL MO	012	1.30					
08	W SP RDW PWR TL MO	020	.30					
09	W SP RDW PWR TL MO	001	7.30					42.50
09	W SP RDW PWR TL MO	012	1.00					
09	W SP RDW PWR TL MO	020	.30					
10	W SP RDW PWR TL MO	001	7.30					42.50
10	W SP RDW PWR TL MO	014	1.00					
11	R SP RDW PWR TL MO	001	7.30					42.50
11	R SP RDW PWR TL MO	014	1.00					
12	R SP RDW PWR TL MO	999						42.50
13	W SP RDW PWR TL MO	999						42.50
14	W SP RDW PWR TL MO	001	7.30					42.50
14	W SP RDW PWR TL MO	014	1.00					
				W SP RDW PWR TL MO		020	.30	
				TRAVEL 1248				
15	W SP RDW PWR TL MO	001	7.30					42.50
15	W SP RDW PWR TL MO	012	1.30					
15	W SP RDW PWR TL MO	020	.30					
				W SP RDW PWR TL MO		014	1.00	

## GMS SUPERVISOR APPROVAL STATUS REPORT

021

SUPERVISOR=&gt; SGMF017 GANG NBR=&gt; 9061

AS OF 970902

SSA NBR=&gt; 585082700

NAME=&gt; CHARLEY

D L

970902

1Y MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; SP RDW PWR TL MO

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W SP RDW PWR TL MO	001	8.00						42.50
01		W SP RDW PWR TL MO	014	1.00						
02		W SP RDW PWR TL MO	087	8.00						42.50
03		W SP RDW PWR TL MO	087	8.00						42.50
04		B SP RDW PWR TL MO	009	8.00						42.50
05		R SP RDW PWR TL MO	999							42.50
06		W SP RDW PWR TL MO	999							42.50
07		W SP RDW PWR TL MO	001	7.30						42.50
07		W SP RDW PWR TL MO	014	1.00						
					W SP RDW PWR TL MO			020	.30	
					TRAVEL 1227					
08		W SP RDW PWR TL MO	001	7.30						42.50
08		W SP RDW PWR TL MO	012	1.30						
08		W SP RDW PWR TL MO	020	.30						
09		W SP RDW PWR TL MO	001	7.30						42.50
09		W SP RDW PWR TL MO	012	1.00						
09		W SP RDW PWR TL MO	020	.30						
10		W SP RDW PWR TL MO	001	7.30						42.50
		W SP RDW PWR TL MO	014	1.00						
		W SP RDW PWR TL MO	020	.30						
11		R SP RDW PWR TL MO	001	7.30						42.50
11		R SP RDW PWR TL MO	014	1.00						
12		R SP RDW PWR TL MO	999							42.50
13		W SP RDW PWR TL MO	999							42.50
14		W SP RDW PWR TL MO	001	7.30						42.50
14		W SP RDW PWR TL MO	014	1.00						
					W SP RDW PWR TL MO			020	.30	
					TRAVEL 1208					
15		W SP RDW PWR TL MO	001	7.30						42.50
15		W SP RDW PWR TL MO	012	1.30						
15		W SP RDW PWR TL MO	020	.30						
					W SP RDW PWR TL MO			014	1.00	



## GMS SUPERVISOR APPROVAL STATUS REPORT

022

SUPERVISOR=&gt; SGMF017 GANG NBR=&gt; 9061

AS OF 970902

SSA NBR=&gt; 585196239

NAME=&gt; SMITH JR

A

970902

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; SP RDW PWR TL MO

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W SP RDW PWR TL MO	001	8.00						42.50
01		W SP RDW PWR TL MO	014	1.00						
02		W SP RDW PWR TL MO	087	8.00						42.50
03		W SP RDW PWR TL MO	087	8.00						42.50
04		B SP RDW PWR TL MO	009	8.00						42.50
05		R SP RDW PWR TL MO	999							42.50
06		W SP RDW PWR TL MO	999							42.50
07		W SP RDW PWR TL MO	001	7.30						42.50
07		W SP RDW PWR TL MO	014	1.00						
					W SP RDW PWR TL MO			020	.30	
					TRAVEL 1217					
08		W SP RDW PWR TL MO	001	7.30						42.50
08		W SP RDW PWR TL MO	012	4.00						
08		W SP RDW PWR TL MO	020	.30						
09		W SP RDW PWR TL MO	001	7.30						42.50
09		W SP RDW PWR TL MO	012	4.00						
09		W SP RDW PWR TL MO	020	.30						
10		W SP RDW PWR TL MO	001	7.30						42.50
10		W SP RDW PWR TL MO	014	1.00						
11		R SP RDW PWR TL MO	001	7.30						42.50
11		R SP RDW PWR TL MO	014	1.00						
12		R SP RDW PWR TL MO	999							42.50
13		W SP RDW PWR TL MO	999							42.50
14		W SP RDW PWR TL MO	001	7.30						42.50
14		W SP RDW PWR TL MO	014	1.00						
					W SP RDW PWR TL MO			020	.30	
					TRAVEL 1190					
15		W SP RDW PWR TL MO	001	7.30						42.50
15		W SP RDW PWR TL MO	012	1.30						
15		W SP RDW PWR TL MO	020	.30						
					W SP RDW PWR TL MO			014	1.00	

## GMS SUPERVISOR APPROVAL STATUS REPORT

023

SUPERVISOR=&gt; SGMF017 GANG NBR=&gt; 9061

AS OF 970902

SSA NBR=&gt; 585360093

NAME=&gt; WOODY

L R

970902

AY MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; SP RDW PWR TL MO

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W SP RDW PWR TL MO	001	8.00						42.50
01		W SP RDW PWR TL MO	014	1.00						42.50
02		W SP RDW PWR TL MO	087	8.00						42.50
03		W SP RDW PWR TL MO	087	8.00						42.50
04		B SP RDW PWR TL MO	009	8.00						42.50
05		R SP RDW PWR TL MO	999							42.50
06		W SP RDW PWR TL MO	999							42.50
07		W SP RDW PWR TL MO	001	7.30						42.50
07		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO		020	.30	42.50
					TRAVEL 1267					
08		W SP RDW PWR TL MO	001	7.30						42.50
08		W SP RDW PWR TL MO	012	1.30		W SP RDW PWR TL MO		014	1.00	42.50
08		W SP RDW PWR TL MO	020	.30						42.50
09		W SP RDW PWR TL MO	001	7.30						42.50
09		W SP RDW PWR TL MO	012	1.00		W SP RDW PWR TL MO		014	1.00	42.50
09		W SP RDW PWR TL MO	020	.30						42.50
10		W SP RDW PWR TL MO	001	7.30						42.50
		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO		020	.30	42.50
11		R SP RDW PWR TL MO	001	7.30						42.50
11		R SP RDW PWR TL MO	014	1.00		R SP RDW PWR TL MO		020	.30	42.50
12		R SP RDW PWR TL MO	999							42.50
13		W SP RDW PWR TL MO	999							42.50
14		W SP RDW PWR TL MO	001	7.30						42.50
14		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO		020	.30	42.50
					TRAVEL 1248					
15		W SP RDW PWR TL MO	001	7.30						42.50
15		W SP RDW PWR TL MO	012	1.30		W SP RDW PWR TL MO		014	1.00	42.50
15		W SP RDW PWR TL MO	020	.30						42.50

## GMS SUPERVISOR APPROVAL STATUS REPORT

024

SUPERVISOR=&gt; SGMF017 GANG NBR=&gt; 9061

AS OF 970902

SSA NBR=&gt; 585484756

NAME=&gt; CAYADITT^

E

970902

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; SP RDW PWR TL MO

CAL DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01	W SP RDW PWR TL MO	001	8.00						42.50
01	W SP RDW PWR TL MO	014	1.00						
02	W SP RDW PWR TL MO	087	8.00						42.50
03	W SP RDW PWR TL MO	087	8.00						42.50
04	B SP RDW PWR TL MO	009	8.00						42.50
05	R SP RDW PWR TL MO	999							42.50
06	W SP RDW PWR TL MO	999							42.50
07	W SP RDW PWR TL MO	001	7.30						42.50
07	W SP RDW PWR TL MO	014	1.00						
				W SP RDW PWR TL MO			020	.30	
				TRAVEL 1267					
08	W SP RDW PWR TL MO	001	7.30						42.50
08	W SP RDW PWR TL MO	012	1.30						
08	W SP RDW PWR TL MO	020	.30						
09	W SP RDW PWR TL MO	001	7.30						42.50
09	W SP RDW PWR TL MO	012	1.00						
09	W SP RDW PWR TL MO	020	.30						
10	W SP RDW PWR TL MO	001	7.30						42.50
10	W SP RDW PWR TL MO	014	1.00						
11	R SP RDW PWR TL MO	001	7.30						42.50
11	R SP RDW PWR TL MO	014	1.00						
12	R SP RDW PWR TL MO	999							42.50
13	W SP RDW PWR TL MO	999							42.50
14	W SP RDW PWR TL MO	001	7.30						42.50
14	W SP RDW PWR TL MO	014	1.00						
				W SP RDW PWR TL MO			020	.30	
				TRAVEL 1248					
15	W SP RDW PWR TL MO	001	7.30						42.50
15	W SP RDW PWR TL MO	012	1.30						
15	W SP RDW PWR TL MO	020	.30						
				W SP RDW PWR TL MO			014	1.00	



## GMS SUPERVISOR APPROVAL STATUS REPORT

025

SUPERVISOR=&gt; SGMF017 GANG NBR=&gt; 9061

AS OF 970902

SSA NBR=&gt; 585486493

NAME=&gt; WOODY

J R

970902

1Y MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; SP RDW PWR TL MO

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W SP RDW PWR TL MO	001	8.00						42.50
01		W SP RDW PWR TL MO	014	1.00						
02		W SP RDW PWR TL MO	087	8.00						42.50
03		W SP RDW PWR TL MO	087	8.00						42.50
04		B SP RDW PWR TL MO	009	8.00						42.50
05		R SP RDW PWR TL MO	999							42.50
06		W SP RDW PWR TL MO	999							42.50
07		W SP RDW PWR TL MO	001	7.30						42.50
07		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020 .30	
					TRAVEL 1227					
08		W SP RDW PWR TL MO	001	7.30						42.50
08		W SP RDW PWR TL MO	012	1.30		W SP RDW PWR TL MO			014 1.00	
08		W SP RDW PWR TL MO	020	.30						
09		W TRK MACH OPR	001	7.30	TD					42.50
09		W TRK MACH OPR	012	1.00		W TRK MACH OPR			014 1.00	
09		W TRK MACH OPR	020	.30						
10		W TRK MACH OPR	001	7.30	TD					42.50
		W TRK MACH OPR	014	1.00		W TRK MACH OPR			020 .30	
11		R TRK MACH OPR	001	7.30	TD					42.50
11		R TRK MACH OPR	014	1.00		R TRK MACH OPR			020 .30	
12		R SP RDW PWR TL MO	999							42.50
13		W SP RDW PWR TL MO	999							42.50
14		W SP RDW PWR TL MO	001	7.30						42.50
14		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020 .30	
					TRAVEL 1208					
15		W SP RDW PWR TL MO	001	7.30						42.50
15		W SP RDW PWR TL MO	012	1.30		W SP RDW PWR TL MO			014 1.00	
15		W SP RDW PWR TL MO	020	.30						

## GMS SUPERVISOR APPROVAL STATUS REPORT

026

SUPERVISOR=&gt; SGMFO17 GANG NBR=&gt; 9061 AS OF 970902

SSA NBR=&gt; 512866908 NAME=&gt; MERRILL B L 970902

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; RDWY PWR TL MO

CAL DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01	W RDWY PWR TL MO	001	8.00						42.50
01	W RDWY PWR TL MO	014	1.00						
02	W RDWY PWR TL MO	087	8.00						42.50
03	W RDWY PWR TL MO	087	8.00						42.50
04	B RDWY PWR TL MO	009	8.00						42.50
05	R RDWY PWR TL MO	999							42.50
06	W RDWY PWR TL MO	999							42.50
07	W RDWY PWR TL MO	001	7.30						42.50
07	W RDWY PWR TL MO	014	1.00						
				W RDWY PWR TL MO			020	.30	
				TRAVEL 0628					
08	W RDWY PWR TL MO	001	7.30						42.50
08	W RDWY PWR TL MO	012	7.00						
08	W RDWY PWR TL MO	020	.30						
09	W RDWY PWR TL MO	001	7.30						42.50
09	W RDWY PWR TL MO	012	7.30						
09	W RDWY PWR TL MO	020	.30						
10	W RDWY PWR TL MO	001	7.30						42.50
10	W RDWY PWR TL MO	014	1.00						
11	R RDWY PWR TL MO	001	7.30						42.50
11	R RDWY PWR TL MO	014	1.00						
12	R RDWY PWR TL MO	999							42.50
13	W RDWY PWR TL MO	999							42.50
14	W RDWY PWR TL MO	001	7.30						42.50
14	W RDWY PWR TL MO	014	1.00						
				W RDWY PWR TL MO			020	.30	
				TRAVEL 0646					
15	W RDWY PWR TL MO	001	7.30						42.50
15	W RDWY PWR TL MO	012	1.30						
15	W RDWY PWR TL MO	020	.30						

## 027

AS OF 970902

NAME=> MARTINEZ

**S**

970902

PAY MONTH=> 07 97 PAY PERIOD=> 1 ASGN POSITION=> RDWY PWR TL MO

[illegible]



## GMS SUPERVISOR APPROVAL STATUS REPORT

028

SUPERVISOR=&gt; SGMP017 GANG NBR=&gt; 9061 AS OF 970902

SSA NBR=&gt; 525069385 NAME=&gt; BALDWIN J 970902

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; RDWY PWR TL MO

CAL DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01	W RDWY PWR TL MO	001	8.00						42.50
01	W RDWY PWR TL MO	014	1.00						
02	W RDWY PWR TL MO	087	8.00						42.50
03	W RDWY PWR TL MO	087	8.00						42.50
04	B RDWY PWR TL MO	009	8.00						42.50
05	R RDWY PWR TL MO	999							42.50
06	W RDWY PWR TL MO	999							42.50
07	W RDWY PWR TL MO	001	7.30						42.50
07	W RDWY PWR TL MO	014	1.00		W RDWY PWR TL MO			020 .30	
				TRAVEL 1247					
08	W RDWY PWR TL MO	001	7.30						42.50
08	W RDWY PWR TL MO	012	1.30		W RDWY PWR TL MO			014 1.00	
08	W RDWY PWR TL MO	020	.30						
09	W RDWY PWR TL MO	001	7.30						42.50
09	W RDWY PWR TL MO	012	1.00		W RDWY PWR TL MO			014 1.00	
09	W RDWY PWR TL MO	020	.30						
10	W RDWY PWR TL MO	001	7.30						42.50
10	W RDWY PWR TL MO	014	1.00		W RDWY PWR TL MO			020 .30	
11	R RDWY PWR TL MO	001	7.30						42.50
11	R RDWY PWR TL MO	014	1.00		R RDWY PWR TL MO			020 .30	
12	R RDWY PWR TL MO	999							42.50
13	W RDWY PWR TL MO	999							42.50
14	W RDWY PWR TL MO	002	8.00						
15	W RDWY PWR TL MO	002	8.00						

## GMS SUPERVISOR APPROVAL STATUS REPORT

029

SUPERVISOR=> SGMF017 GANG NBR=> 9061 AS OF 970902  
 SSA NBR=> 525217825 NAME=> CASTILLO D 970902  
 PAY MONTH=> 07 97 PAY PERIOD=> 1 ASGN POSITION=> RDWY PWR TL MO

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W RDWY PWR TL MO	001	8.00						42.50
01		W RDWY PWR TL MO	014	1.00						42.50
02		W RDWY PWR TL MO	087	8.00						42.50
03		W RDWY PWR TL MO	087	8.00						42.50
04		B RDWY PWR TL MO	009	8.00						42.50
05		R RDWY PWR TL MO	999							42.50
06		W RDWY PWR TL MO	999							42.50
07		W RDWY PWR TL MO	001	7.30						42.50
07		W RDWY PWR TL MO	014	1.00		W RDWY PWR TL MO		020	.30	42.50
					TRAVEL 1267					
08		W RDWY PWR TL MO	001	7.30						42.50
08		W RDWY PWR TL MO	012	1.30		W RDWY PWR TL MO		014	1.00	42.50
08		W RDWY PWR TL MO	020	.30						42.50
09		W RDWY PWR TL MO	001	7.30						42.50
09		W RDWY PWR TL MO	012	1.00		W RDWY PWR TL MO		014	1.00	42.50
09		W RDWY PWR TL MO	020	.30						42.50
10		W RDWY PWR TL MO	001	7.30						42.50
		W RDWY PWR TL MO	014	1.00		W RDWY PWR TL MO		020	.30	42.50
11		R RDWY PWR TL MO	001	7.30						42.50
11		R RDWY PWR TL MO	014	1.00		R RDWY PWR TL MO		020	.30	42.50
12		R RDWY PWR TL MO	999							42.50
13		W RDWY PWR TL MO	999							42.50
14		W RDWY PWR TL MO	001	7.30						42.50
14		W RDWY PWR TL MO	014	1.00		W RDWY PWR TL MO		020	.30	42.50
					TRAVEL 1248					
15		W RDWY PWR TL MO	001	7.30						42.50
15		W RDWY PWR TL MO	012	1.30		W RDWY PWR TL MO		014	1.00	42.50
15		W RDWY PWR TL MO	020	.30						42.50

## GMS SUPERVISOR APPROVAL STATUS REPORT

030

SUPERVISOR=&gt; SGMF017 GANG NBR=&gt; 9061 AS OF 970902

SSA NBR=&gt; 585314163 NAME=&gt; PINTO M V 970902

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; RDWY PWR TL MO

CAL DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01	W RDWY PWR TL MO	001	8.00						42.50
01	W RDWY PWR TL MO	014	1.00						
02	W RDWY PWR TL MO	087	8.00						42.50
03	W RDWY PWR TL MO	087	8.00						42.50
04	B RDWY PWR TL MO	009	8.00						42.50
05	R RDWY PWR TL MO	999							42.50
06	W RDWY PWR TL MO	999							42.50
07	W RDWY PWR TL MO	001	7.30						42.50
07	W RDWY PWR TL MO	014	1.00		W RDWY PWR TL MO		020	.30	
				TRAVEL 1267					
08	W RDWY PWR TL MO	001	7.30						42.50
08	W RDWY PWR TL MO	012	1.30		W RDWY PWR TL MO		014	1.00	
08	W RDWY PWR TL MO	020	.30						
09	W RDWY PWR TL MO	001	7.30						42.50
09	W RDWY PWR TL MO	012	1.00		W RDWY PWR TL MO		014	1.00	
09	W RDWY PWR TL MO	020	.30						
10	W RDWY PWR TL MO	001	7.30						42.50
10	W RDWY PWR TL MO	014	1.00		W RDWY PWR TL MO		020	.30	
11	R RDWY PWR TL MO	001	7.30						42.50
11	R RDWY PWR TL MO	014	1.00		R RDWY PWR TL MO		020	.30	
12	R RDWY PWR TL MO	999							42.50
13	W RDWY PWR TL MO	999							42.50
14	W RDWY PWR TL MO	001	7.30						42.50
14	W RDWY PWR TL MO	014	1.00		W RDWY PWR TL MO		020	.30	
				TRAVEL 1248					
15	W RDWY PWR TL MO	001	7.30						42.50
15	W RDWY PWR TL MO	012	1.30		W RDWY PWR TL MO		014	1.00	
15	W RDWY PWR TL MO	020	.30						



## GMS SUPERVISOR APPROVAL STATUS REPORT

031

SUPERVISOR=> SGMF017 GANG NBR=> 9061 AS OF 970902  
 SSA NBR=> 585704376 NAME=> YAZZIE S 970902  
 AY MONTH=> 07 97 PAY PERIOD=> 1 ASGN POSITION=> RDWY PWR TL MO

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W RDWY PWR TL MO	001	8.00						42.50
01		W RDWY PWR TL MO	014	1.00						
02		W RDWY PWR TL MO	087	8.00						42.50
03		W RDWY PWR TL MO	087	8.00						42.50
04		B RDWY PWR TL MO	009	8.00						42.50
05		R RDWY PWR TL MO	999							42.50
06		W RDWY PWR TL MO	999							42.50
07		W RDWY PWR TL MO	001	7.30						42.50
07		W RDWY PWR TL MO	014	1.00		W RDWY PWR TL MO			020 .30	
					TRAVEL 1289					
08		W RDWY PWR TL MO	001	7.30						42.50
08		W RDWY PWR TL MO	012	1.30		W RDWY PWR TL MO			014 1.00	
08		W RDWY PWR TL MO	020	.30						
09		W RDWY PWR TL MO	001	7.30						42.50
09		W RDWY PWR TL MO	012	1.00		W RDWY PWR TL MO			014 1.00	
09		W RDWY PWR TL MO	020	.30						
10		W RDWY PWR TL MO	001	7.30						42.50
		W RDWY PWR TL MO	014	1.00		W RDWY PWR TL MO			020 .30	
11		R RDWY PWR TL MO	001	7.30						42.50
11		R RDWY PWR TL MO	014	1.00		R RDWY PWR TL MO			020 .30	
12		R RDWY PWR TL MO	999							42.50
13		W RDWY PWR TL MO	999							42.50
14		W RDWY PWR TL MO	001	7.30						42.50
14		W RDWY PWR TL MO	014	1.00		W RDWY PWR TL MO			020 .30	
					TRAVEL 1270					
15		W RDWY PWR TL MO	001	7.30						42.50
15		W RDWY PWR TL MO	012	1.30		W RDWY PWR TL MO			014 1.00	
15		W RDWY PWR TL MO	020	.30						

## GMS SUPERVISOR APPROVAL STATUS REPORT

032

SUPERVISOR=> SGMF017 GANG NBR=> 9061 AS OF 970902  
 SSA NBR=> 327442989 NAME=> MCGINLEY M J 970902  
 PAY MONTH=> 07 97 PAY PERIOD=> 1 ASGN POSITION=> EX GNG LABORER

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W EX GNG LABORER	001	8.00						42.50
01		W EX GNG LABORER	014	1.00						
02		W EX GNG LABORER	001	8.00						42.50
03		W EX GNG LABORER	087	8.00						42.50
04		B EX GNG LABOREK	009	8.00						42.50
05		R EX GNG LABORER	999							42.50
06		W EX GNG LABORER	999							42.50
07		W EX GNG LABORER	001	3.30						42.50
07		W EX GNG LABORER	020	.30		W EX GNG LABORER			902 4.00 PB	
						TRAVEL 0630				
08		W EX GNG LABORER	002	8.00						
09		W EX GNG LABORER	002	8.00						
10		W EX GNG LABORER	001	7.30						42.50
10		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020 .30	
11		R EX GNG LABORER	001	7.30						42.50
11		R EX GNG LABORER	014	1.00		R EX GNG LABORER			020 .30	
12		R EX GNG LABORER	999							42.50
13		W EX GNG LABORER	999							42.50
14		W EX GNG LABORER	001	7.30						42.50
14		W EX GNG LABORER	012	.30		W EX GNG LABORER			014 1.00	
14		W EX GNG LABORER	020	.30		TRAVEL 0648				
15		W EX GNG LABORER	001	7.30						42.50
15		W EX GNG LABORER	012	1.30		W EX GNG LABORER			014 1.00	
15		W EX GNG LABORER	020	.30						

## GMS SUPERVISOR APPROVAL STATUS REPORT

033

SUPERVISOR=&gt; SGMF017 GANG NBR=&gt; 9061

AS OF 970902

SSA NBR=&gt; 481748559

NAME=&gt; MADSEN

H E

970902

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; EX GNG LABORER

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01	W	EX GNG LABORER	001	8.00						42.50
01	W	EX GNG LABORER	014	1.00						
02	W	EX GNG LABORER	001	8.00						42.50
03	W	EX GNG LABORER	087	8.00						42.50
04	B	EX GNG LABORER	009	8.00						42.50
05	R	EX GNG LABORER	999							42.50
06	W	EX GNG LABORER	999							42.50
07	W	EX GNG LABORER	001	7.30						42.50
07	W	EX GNG LABORER	014	1.00		W EX GNG LABORER TRAVEL 0622			020 .30	
08	W	EX GNG LABORER	001	7.30						42.50
08	W	EX GNG LABORER	012	1.30		W EX GNG LABORER			014 1.00	
08	W	EX GNG LABORER	020	.30						
09	W	EX GNG LABORER	001	7.30						42.50
09	W	EX GNG LABORER	012	1.00		W EX GNG LABORER			014 1.00	
09	W	EX GNG LABORER	020	.30						
10	W	EX GNG LABORER	001	7.30						42.50
	W	EX GNG LABORER	014	1.00		W EX GNG LABORER			020 .30	
11	R	EX GNG LABORER	001	7.30						42.50
11	R	EX GNG LABORER	014	1.00		R EX GNG LABORER			020 .30	
12	R	EX GNG LABORER	999							42.50
13	W	EX GNG LABORER	999							42.50
14	W	EX GNG LABORER	001	7.30						42.50
14	W	EX GNG LABORER	014	1.00		W EX GNG LABORER TRAVEL 0642			020 .30	
15	W	EX GNG LABORER	001	7.30						42.50
15	W	EX GNG LABORER	012	1.30		W EX GNG LABORER			014 1.00	
15	W	EX GNG LABORER	020	.30						



## GMS SUPERVISOR APPROVAL STATUS REPORT

034

SUPERVISOR=> SGMF017 GANG NBR=> 9061 AS OF 970902  
 SSA NBR=> 505060102 NAME=> MUMFORD G V 970902  
 PAY MONTH=> 07 97 PAY PERIOD=> 1 ASGN POSITION=> EX GNG LABORER

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W EX GNG LABORER	001	8.00						42.50
01		W EX GNG LABORER	014	1.00						
02		W EX GNG LABORER	087	8.00						42.50
03		W EX GNG LABORER	087	8.00						42.50
04		B EX GNG LABORER	009	8.00						42.50
05		R EX GNG LABORER	999							42.50
06		W EX GNG LABORER	999							42.50
07		W EX GNG LABORER	001	7.30						42.50
07		W EX GNG LABORER	014	1.00		W EX GNG LABORER TRAVEL 0470		020	.30	
08		W RDWY PWR TL MO	001	7.30	TD					42.50
08		W RDWY PWR TL MO	012	4.30		W RDWY PWR TL MO		014	1.00	
08		W RDWY PWR TL MO	020	.30						
09		W RDWY PWR TL MO	001	7.30	TD					42.50
09		W RDWY PWR TL MO	012	1.00		W RDWY PWR TL MO		014	1.00	
09		W RDWY PWR TL MO	020	.30						
10		W EX GNG LABORER	001	7.30						42.50
10		W EX GNG LABORER	014	1.00		W EX GNG LABORER		020	.30	
11		R RLWY PWR TL MO	001	7.30	TD					42.50
11		R RDWY PWR TL MO	014	1.00		R RDWY PWR TL MO		020	.30	
12		R EX GNG LABORER	999							42.50
13		W EX GNG LABORER	999							42.50
14		W RDWY PWR TL MO	001	7.30	TD					42.50
14		W RDWY PWR TL MO	014	1.00		W RDWY PWR TL MO TRAVEL 0488		020	.30	
15		W RDWY PWR TL MO	001	7.30	TD					42.50
15		W RDWY PWR TL MO	012	1.30		W RDWY PWR TL MO		014	1.00	
15		W RDWY PWR TL MO	020	.30						

## GMS SUPERVISOR APPROVAL STATUS REPORT

035

SUPERVISOR=&gt; SGMF017 GANG NBR=&gt; 9061

AS OF 970902

SSA NBR=&gt; 505801034

NAME=&gt; DAY

E E

970902

Y MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; EX GNG LABORER

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W EX GNG LABORER	909		NS					
02		W EX GNG LABORER	909		NS					
03		W EX GNG LABORER	909		NS					
04		B EX GNG LABORER	909		NS					
05		R EX GNG LABORER	909							
06		W EX GNG LABORER	909							
07		W EX GNG LABORER	909		NS					
08		W EX GNG LABORER	001	7.30						42.50
08		W EX GNG LABORER	012	1.30		W EX GNG LABORER		014	1.00	
08		W EX GNG LABORER	020	.30						
09		W EX GNG LABORER	001	7.30						42.50
09		W EX GNG LABORER	014	1.00		W EX GNG LABORER		020	.30	
10		W EX GNG LABORER	001	7.30						42.50
10		W EX GNG LABORER	014	1.00		W EX GNG LABORER		020	.30	
10		R EX GNG LABORER	001	7.30						42.50
10		R EX GNG LABORER	014	1.00		R EX GNG LABORER		020	.30	
12		R EX GNG LABORER	999							42.50
13		W EX GNG LABORER	999							42.50
14		W EX GNG LABORER	001	7.30						42.50
14		W EX GNG LABORER	012	.30		W EX GNG LABORER		014	1.00	
14		W EX GNG LABORER	020	.30						
15		W EX GNG LABORER	001	7.30						42.50
15		W EX GNG LABORER	012	1.30		W EX GNG LABORER		014	1.00	
15		W EX GNG LABORER	020	.30						

## GMS SUPERVISOR APPROVAL STATUS REPORT

036

SUPERVISOR=> SGMF017 GANG NBR=> 9061 AS OF 970902  
SSA NBR=> 509880863 NAME=> MILLER B L 970902  
PAY MONTH=> 07 97 PAY PERIOD=> 1 ASGN POSITION=> EX GNG LABORER

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01	W									
02	W									
03	W									
04	B									
05	R									
06	W									
07	W									
08	W									
09	W									
10	W									
11	R									
12	R									
13	W									
14	W	EX GNG LABORER	001	7.30						42.50
14	W	EX GNG LABORER	012	.30		W EX GNG LABORER		014	1.00	
14	W	EX GNG LABORER	020	.30						
15	W	EX GNG LABORER	001	7.30						42.50
15	W	EX GNG LABORER	012	1.30		W EX GNG LABORER		014	1.00	
15	W	EX GNG LABORER	020	.30						



## GMS SUPERVISOR APPROVAL STATUS REPORT

037

SUPERVISOR=&gt; SGMF017 GANG NBR=&gt; 9061

AS OF 970902

SSA NBR=&gt; 520947668

NAME=&gt; MCNALLY

M D

970902

1Y MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; EX GNG LABORER

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W EX GNG LABORER	001	8.00						42.50
01		W EX GNG LABORER	014	1.00						
02		W EX GNG LABORER	087	8.00						42.50
03		W EX GNG LABORER	087	8.00						42.50
04		B EX GNG LABORER	009	8.00						42.50
05		R EX GNG LABORER	999							42.50
06		W EX GNG LABORER	999							42.50
07		W EX GNG LABORER	001	7.30						42.50
07		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020	.30
					TRAVEL	0391				
08		W EX GNG LABORER	001	7.30						42.50
08		W EX GNG LABORER	012	1.30		W EX GNG LABORER			014	1.00
08		W EX GNG LABORER	020	.30						
09		W EX GNG LABORER	001	7.30						42.50
09		W EX GNG LABORER	012	1.00		W EX GNG LABORER			014	1.00
09		W EX GNG LABORER	020	.30						
10		W EX GNG LABORER	001	7.30						42.50
		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020	.30
11		R EX GNG LABORER	001	7.30						42.50
11		R EX GNG LABORER	014	1.00		R EX GNG LABORER			020	.30
12		R EX GNG LABORER	999							42.50
13		W EX GNG LABORER	999							42.50
14		W EX GNG LABORER	001	7.30						42.50
14		W EX GNG LABORER	012	.30		W EX GNG LABORER			014	1.00
14		W EX GNG LABORER	020	.30		TRAVEL	0372			
15		W EX GNG LABORER	001	7.30						42.50
15		W EX GNG LABORER	012	1.30		W EX GNG LABORER			014	1.00
15		W EX GNG LABORER	020	.30						



## GMS SUPERVISOR APPROVAL STATUS REPORT

039

SUPERVISOR=&gt; SGMF017 GANG NBR=&gt; 9061

AS OF 970902

SSA NBR=&gt; 523319631

NAME=&gt; MARTINEZ

S

970902

AY MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; FX GNG LABORER

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W								
02		W								
03		W								
04		B								
05		R								
06		W								
07		W								
08		W								
09		W								
10		W								
11		R								
		R								
13		W								
14		W								
15		W EX GNG LABORER	001	7.30						42.50
15		W EX GNG LABORER	012	1.30		W EX GNG LABORER		014	1.00	
15		W EX GNG LABORER	020	.30						



## 040

[illegible]

## GMS SUPERVISOR APPROVAL STATUS REPORT

041

SUPERVISOR=> SGMF017 GANG NBR=> 9061 AS OF 970902  
 SSA NBR=> 543647756 NAME=> KARSCH E P 970902  
 PAY MONTH=> 07 97 PAY PERIOD=> 1 ASGN POSITION=> EX GNG LABORER

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W EX GNG LABORER	001	8.00						42.50
01		W EX GNG LABORER	014	1.00						
02		W EX GNG LABORER	087	8.00						42.50
03		W EX GNG LABORER	087	8.00						42.50
04		B EX GNG LABORER	009	8.00						42.50
05		R EX GNG LABORER	999							42.50
06		W EX GNG LABORER	999							42.50
07		W EX GNG LABORER	001	7.30						42.50
07		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020 .30	
					TRAVEL 2691					
08		W EX GNG LABORER	001	7.30						42.50
08		W EX GNG LABORER	012	1.30		W EX GNG LABORER			014 1.00	
08		W EX GNG LABORER	020	.30						
09		W EX GNG LABORER	001	7.30						42.50
09		W EX GNG LABORER	012	1.00		W EX GNG LABORER			014 1.00	
09		W EX GNG LABORER	020	.30						
10		W EX GNG LABORER	001	7.30						42.50
		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020 .30	
11		R EX GNG LABORER	001	7.30						42.50
11		R EX GNG LABORER	014	1.00		R EX GNG LABORER			020 .30	
12		R EX GNG LABORER	999							42.50
13		W EX GNG LABORER	999							42.50
14		W EX GNG LABORER	001	7.30						42.50
14		W EX GNG LABORER	012	.30		W EX GNG LABORER			014 1.00	
14		W EX GNG LABORER	020	.30		TRAVEL 2672				
15		W EX GNG LABORER	001	7.30						42.50
15		W EX GNG LABORER	012	1.30		W EX GNG LABORER			014 1.00	
15		W EX GNG LABORER	020	.30						

## GMS SUPERVISOR APPROVAL STATUS REPORT

042

SUPERVISOR=&gt; SGMF017 GANG NBR=&gt; 9061 AS OF 970902

SSA NBR=&gt; 544605203 NAME=&gt; BENINTENDI T G 970902

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; EX GNG LABORER

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W EX GNG LABORER	001	8.00						42.50
01		W EX GNG LABORER	014	1.00						
02		W EX GNG LABORER	087	8.00						42.50
03		W EX GNG LABORER	087	8.00						42.50
04		B EX GNG LABORER	009	8.00						42.50
05		R EX GNG LABORER	999							42.50
06		W EX GNG LABORER	999							42.50
07		W EX GNG LABORER	001	7.30						42.50
07		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020 .30	
						TRAVEL 2167				
08		W EX GNG LABORER	001	7.30						42.50
08		W EX GNG LABORER	012	1.30		W EX GNG LABORER			014 1.00	
08		W EX GNG LABORER	020	.30						
09		W RDWY PWR TL MO	001	7.30	TD					42.50
09		W RDWY PWR TL MO	012	2.00		W RDWY PWR TL MO			014 1.00	
09		W RDWY PWR TL MO	020	.30						
10		W EX GNG LABORER	001	7.30						42.50
10		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020 .30	
11		R RDWY PWR TL MO	001	7.30	TD					42.50
11		R RDWY PWR TL MO	014	1.00		R RDWY PWR TL MO			020 .30	
12		R EX GNG LABORER	999							42.50
13		W EX GNG LABORER	999							42.50
14		W EX GNG LABORER	001	7.30						42.50
14		W EX GNG LABORER	012	.30		W EX GNG LABORER			014 1.00	
14		W EX GNG LABORER	020	.30		TRAVEL 2148				
15		W RDWY PWR TL MO	001	7.30	TD					42.50
15		W RDWY PWR TL MO	012	1.30		W RDWY PWR TL MO			014 1.00	
15		W RDWY PWR TL MO	020	.30						



## GMS SUPERVISOR APPROVAL STATUS REPORT

043

SUPERVISOR=> SGMF017 GANG NBR=> 9061 AS OF 970902  
 SSA NBR=> 566379951 NAME=> BENDA T D 970902  
 PAY MONTH=> 07 97 PAY PERIOD=> 1 ASGN POSITION=> EX GNG LABORER

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W EX GNG LABORER	001	8.00						42.50
01		W EX GNG LABORER	014	1.00						42.50
02		W EX GNG LABORER	001	8.00						42.50
03		W EX GNG LABORER	001	8.00						42.50
04		B EX GNG LABORER	009	8.00						42.50
05		R EX GNG LABORER	999							42.50
06		W EX GNG LABORER	999							42.50
07		W EX GNG LABORER	001	7.30						42.50
07		W EX GNG LABORER	014	1.00		W EX GNG LABORER TRAVEL 1977			020 .30	42.50
08		W EX GNG LABORER	001	7.30						42.50
08		W EX GNG LABORER	012	1.30		W EX GNG LABORER			014 1.00	42.50
08		W EX GNG LABORER	020	.30						42.50
09		W EX GNG LABORER	001	7.30						42.50
09		W EX GNG LABORER	012	2.00		W EX GNG LABORER			014 1.00	42.50
09		W EX GNG LABORER	020	.30						42.50
10		W EX GNG LABORER	001	7.30						42.50
		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020 .30	42.50
11		R EX GNG LABORER	001	7.30						42.50
11		R EX GNG LABORER	014	1.00		R EX GNG LABORER			020 .30	42.50
12		R EX GNG LABORER	999							42.50
13		W EX GNG LABORER	999							42.50
14		W EX GNG LABORER	001	7.30						42.50
14		W EX GNG LABORER	012	.30		W EX GNG LABORER			014 1.00	42.50
14		W EX GNG LABORER	020	.30		TRAVEL 1958				42.50
15		W EX GNG LABORER	001	7.30						42.50
15		W EX GNG LABORER	012	1.30		W EX GNG LABORER			014 1.00	42.50
15		W EX GNG LABORER	020	.30						42.50

## GMS SUPERVISOR APPROVAL STATUS REPORT

044

SUPERVISOR=&gt; SGMF017 GANG NBR=&gt; 9061 AS OF 970902

SSA NBR=&gt; 585625973 NAME=&gt; YAZZIE A F 970902

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; EX GNG LABORER

CAL	DY	POSITION	NOT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W EX GNG LABORER	001	8.00						42.50
01		W EX GNG LABORER	014	1.00						
02		W EX GNG LABORER	087	8.00						42.50
03		W EX GNG LABORER	087	8.00						42.50
04		B EX GNG LABORER	009	8.00						42.50
05		R EX GNG LABORER	999							42.50
06		W EX GNG LABORER	999							42.50
07		W EX GNG LABORER	001	7.30						42.50
07		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020 .30	
					TRAVEL 1549					
08		W EX GNG LABORER	001	7.30						42.50
08		W EX GNG LABORER	012	1.30		W EX GNG LABORER			014 1.00	
08		W EX GNG LABORER	020	.30						
09		W EX GNG LABORER	001	7.30						42.50
09		W EX GNG LABORER	012	1.00		W EX GNG LABORER			014 1.00	
09		W EX GNG LABORER	020	.30						
10		W EX GNG LABORER	001	7.30						42.50
10		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020 .30	
11		R EX GNG LABORER	001	7.30						42.50
11		R EX GNG LABORER	014	1.00		R EX GNG LABORER			020 .30	
12		R EX GNG LABORER	999							42.50
13		W EX GNG LABORER	999							42.50
14		W EX GNG LABORER	001	7.30						42.50
14		W EX GNG LABORER	012	.30		W EX GNG LABORER			014 1.00	
14		W EX GNG LABORER	020	.30		TRAVEL 1530				
15		W SP RDW PWR TL MO	001	7.30	TD					42.50
15		W SP RDW PWR TL MO	012	1.30		W SP RDW PWR TL MO			014 1.00	
15		W SP RDW PWR TL MO	020	.30						

## GMS SUPERVISOR APPROVAL STATUS REPORT

045

SUPERVISOR=&gt; SGMP017 GANG NBR=&gt; 9061

AS OF 970902

SSA NBR=&gt; 585762206

NAME=&gt; NELSON

R

970902

Y MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; EX GNG LABORER

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W EX GNG LABORER	001	8.00						42.50
01		W EX GNG LABORER	014	1.00						
02		W EX GNG LABORER	001	8.00						42.50
03		W EX GNG LABORER	001	8.00						42.50
04		B EX GNG LABORER	009	8.00						42.50
05		R EX GNG LABORER	999							42.50
06		W EX GNG LABORER	999							42.50
07		W EX GNG LABORER	001	7.30						42.50
07		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020 .30	
					TRAVEL 1635					
08		W EX GNG LABORER	001	7.30						42.50
08		W EX GNG LABORER	012	1.30		W EX GNG LABORER			014 1.00	
08		W EX GNG LABORER	020	.30						
09		W EX GNG LABORER	001	7.30						42.50
09		W EX GNG LABORER	012	1.00		W EX GNG LABORER			014 1.00	
09		W EX GNG LABORER	020	.30						
10		W EX GNG LABORER	001	7.30						42.50
		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020 .30	
11		R EX GNG LABORER	001	7.30						42.50
11		R EX GNG LABORER	014	1.00		R EX GNG LABORER			020 .30	
12		R EX GNG LABORER	999							42.50
13		W EX GNG LABORER	999							42.50
14		W RDWY PWR TL MO	001	7.30	TD					42.50
14		W RDWY PWR TL MO	012	.30		W RDWY PWR TL MO			014 1.00	
14		W RDWY PWR TL MO	020	.30		TRAVEL 1616				
15		W EX GNG LABORER	001	7.30						42.50
15		W EX GNG LABORER	012	1.30		W EX GNG LABORER			014 1.00	
15		W EX GNG LABORER	020	.30						



## GMS SUPERVISOR APPROVAL STATUS REPORT

046

SUPERVISOR=&gt; SGMF017 GANG NBR=&gt; 9061 AS OF 970902

SSA NBR=&gt; 515740355 NAME=&gt; GRIFFEE M W 970902

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; SY TRK DR NS

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01	W	SY TRK DR NS	001	8.00						42.50
01	W	SY TRK DR NS	014	1.00						
02	W	SY TRK DR NS	087	8.00						42.50
03	W	SY TRK DR NS	087	8.00						42.50
04	B	SY TRK DR NS	009	8.00						42.50
05	R	SY TRK DR NS	999							42.50
06	W	SY TRK DR NS	999							42.50
07	W	SY TRK DR NS	001	7.30						42.50
07	W	SY TRK DR NS	014	1.00	W SY TRK DR NS TRAVEL 0636				020 .30	
08	W	SY TRK DR NS	001	7.30						42.50
08	W	SY TRK DR NS	012	9.00	W SY TRK DR NS				014 1.00	
08	W	SY TRK DR NS	020	.30						
09	W	SY TRK DR NS	001	7.30						42.50
09	W	SY TRK DR NS	012	7.30	W SY TRK DR NS				014 1.00	
09	W	SY TRK DR NS	020	.30						
10	W	SY TRK DR NS	001	7.30						42.50
10	W	SY TRK DR NS	014	1.00	W SY TRK DR NS				020 .30	
11	R	SY TRK DR NS	001	7.30						42.50
11	R	SY TRK DR NS	014	1.00	R SY TRK DR NS				020 .30	
12	R	SY TRK DR NS	999							42.50
13	W	SY TRK DR NS	999							42.50
14	W	SY TRK DR NS	001	7.30						42.50
14	W	SY TRK DR NS	012	2.00	W SY TRK DR NS				014 1.00	
14	W	SY TRK DR NS	020	.30	TRAVEL 0654					
15	W	SY TRK DR NS	001	7.30						42.50
15	W	SY TRK DR NS	012	7.00	W SY TRK DR NS				014 1.00	
15	W	SY TRK DR NS	020	.30						

## GMS SUPERVISOR APPROVAL STATUS REPORT

047

SUPERVISOR=&gt; SGMF017 GANG NBR=&gt; 9061

AS OF 970902

SSA NBR=&gt; 519863343

NAME=&gt; MITMA

C D

970902

AY MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; SYS BUS DRIVER

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W SYS BUS DRIVER	001	8.00						42.50
01		W SYS BUS DRIVER	014	1.00						
02		W SYS BUS DRIVER	087	8.00						42.50
03		W SYS BUS DRIVER	087	8.00						42.50
04		E SYS BUS DRIVER	009	8.00						42.50
05		R SYS BUS DRIVER	999							42.50
06		W SYS BUS DRIVER	999							42.50
07		W SYS BUS DRIVER	001	7.30						42.50
07		W SYS BUS DRIVER	014	1.00		W SYS BUS DRIVER			020	.30
08		W SYS BUS DRIVER	002	8.00						
09		W SYS BUS DRIVER	002	8.00						
10		W SYS BUS DRIVER	002	8.00						
11		R SYS BUS DRIVER	001	7.30						42.50
11		R SYS BUS DRIVER	014	1.00		R SYS BUS DRIVER			020	.30
		R SYS BUS DRIVER	999							42.50
13		W SYS BUS DRIVER	999							42.50
14		W SYS BUS DRIVER	001	7.30						42.50
14		W SYS BUS DRIVER	012	2.00		W SYS BUS DRIVER			014	1.00
14		W SYS BUS DRIVER	020	.30						
15		W SYS BUS DRIVER	001	7.30						42.50
15		W SYS BUS DRIVER	012	1.30		W SYS BUS DRIVER			014	1.00
15		W SYS BUS DRIVER	020	.30						

## GMS SUPERVISOR APPROVAL STATUS REPORT

001

SUPERVISOR=&gt; SGMF017 GANG NBR=&gt; 9061 APPROVED AS OF 970902

SSA NBR=&gt; 585748102 NAME=&gt; MONTOYA JR J APPROVED 970805

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 2 ASGN POSITION=&gt; REO-CL II MACH

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
16		W REO-CL II MACH	001	7.30						42.50
16		W REO-CL II MACH	014	1.00		W REO-CL II MACH			020	.30
17		W REO-CL II MACH	001	7.30						42.50
17		W REO-CL II MACH	014	1.00		W REO-CL II MACH			020	.30
18		R REO-CL II MACH	001	7.30						42.50
18		R REO-CL II MACH	014	1.00		R REO-CL II MACH			020	.30
19		R REO-CL II MACH	999							42.50
20		W REO-CL II MACH	999							42.50
21		W REO-CL II MACH	001	7.30						42.50
21		W REO-CL II MACH	014	1.00		W REO-CL II MACH			020	.30
					TRAVEL 1516					
22		W REO-CL II MACH	001	7.30						42.50
22		W REO-CL II MACH	014	1.00		W REO-CL II MACH			020	.30
23		W REO-CL II MACH	001	7.30						42.50
23		W REO-CL II MACH	012	1.00		W REO-CL II MACH			014	1.00
23		W REO-CL II MACH	020	.30						
24		W REO-CL II MACH	001	7.30						42.50
24		W REO-CL II MACH	012	1.00		W REO-CL II MACH			014	1.00
24		W REO-CL II MACH	020	.30						
25		R REO-CL II MACH	001	7.30						42.50
25		R REO-CL II MACH	014	1.00		R REO-CL II MACH			020	.30
26		R REO-CL II MACH	999							42.50
27		W REO-CL II MACH	999							42.50
28		W REO-CL II MACH	001	7.30						42.50
28		W REO-CL II MACH	012	.30		W REO-CL II MACH			014	1.00
28		W REO-CL II MACH	020	.30		TRAVEL 1724				
29		W REO-CL II MACH	001	7.30						42.50
29		W REO-CL II MACH	014	1.00		W REO-CL II MACH			020	.30
30		W REO-CL II MACH	001	7.30						42.50
30		W REO-CL II MACH	012	.30		W REO-CL II MACH			014	1.00
30		W REO-CL II MACH	020	.30						
31		W REO-CL II MACH	001	7.30						42.50
31		W REO-CL II MACH	012	2.00		W REO-CL II MACH			014	1.00
31		W REO-CL II MACH	020	.30						



## GMS SUPERVISOR APPROVAL STATUS REPORT

002

SUPERVISOR=> SGMF017 GANG NBR=> 9061 APPROVED AS OF 970902  
 SSA NBR=> 511725649 NAME=> REMMERS J R APPROVED 970805  
 AY MONTH=> 07 97 PAY PERIOD=> 2 ASGN POSITION=> SY TIE GNG FRMN

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
16	W	SY TIE GNG FRMN	001	7.30						42.50
16	W	SY TIE GNG FRMN	014	1.00		W SY TIE GNG FRMN		020	.30	
17	W	SY TIE GNG FRMN	001	7.30						42.50
17	W	SY TIE GNG FRMN	014	1.00		W SY TIE GNG FRMN		020	.30	
18	R	SY TIE GNG FRMN	001	7.30						42.50
18	R	SY TIE GNG FRMN	014	1.00		R SY TIE GNG FRMN		020	.30	
19	R	SY TIE GNG FRMN	999							42.50
20	W	SY TIE GNG FRMN	999							42.50
21	W	SY TIE GNG FRMN	001	7.30						42.50
21	W	SY TIE GNG FRMN	012	5.00		W SY TIE GNG FRMN		014	1.00	
21	W	SY TIE GNG FRMN	020	.30	TRAVEL 0431					
22	W	SY TIE GNG FRMN	001	7.30						42.50
22	W	SY TIE GNG FRMN	012	1.00		W SY TIE GNG FRMN		014	1.00	
22	W	SY TIE GNG FRMN	020	.30						
23	W	SY TIE GNG FRMN	001	7.30						42.50
23	W	SY TIE GNG FRMN	012	5.00		W SY TIE GNG FRMN		014	1.00	
23	W	SY TIE GNG FRMN	020	.30						
24	W	SY TIE GNG FRMN	001	7.30						42.50
24	W	SY TIE GNG FRMN	012	5.00		W SY TIE GNG FRMN		014	1.00	
24	W	SY TIE GNG FRMN	020	.30						
24	R	SY TIE GNG FRMN	001	7.30						42.50
25	R	SY TIE GNG FRMN	012	1.00		R SY TIE GNG FRMN		014	1.00	
25	R	SY TIE GNG FRMN	020	.30						
26	R	SY TIE GNG FRMN	999							42.50
27	W	SY TIE GNG FRMN	999							42.50
28	W	SY TIE GNG FRMN	011	8.00						42.50
29	W	SY TIE GNG FRMN	002	8.00						
30	W	SY TIE GNG FRMN	002	8.00						
31	W	SY TIE GNG FRMN	002	8.00						

## GMS SUPERVISOR APPROVAL STATUS REPORT

003

SUPERVISOR=> SGMF017 GANG NBR=> 9061 APPROVED AS OF 970902  
 SSA NBR=> 585082866 NAME=> YAZZIE E APPROVED 970805  
 PAY MONTH=> 07 97 PAY PERIOD=> 2 ASGN POSITION=> SY TIE GNG FRMN

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
16		W SY TIE GNG FRMN	001	7.30						42.50
16		W SY TIE GNG FRMN	014	1.00		W SY TIE GNG FRMN			020	.30
17		W SY TIE GNG FRMN	902	8.00	UA					
18		R SY TIE GNG FRMN	001	7.30						42.50
18		R SY TIE GNG FRMN	014	1.00		R SY TIE GNG FRMN			020	.30
19		R SY TIE GNG FRMN	999							42.50
20		W SY TIE GNG FRMN	999							42.50
21		W SY TIE GNG FRMN	001	7.30						42.50
21		W SY TIE GNG FRMN	014	1.00		W SY TIE GNG FRMN			020	.30
					TRAVEL 1740					
22		W SY TIE GNG FRMN	001	7.30						42.50
22		W SY TIE GNG FRMN	014	1.00		W SY TIE GNG FRMN			020	.30
23		W SY TIE GNG FRMN	001	7.30						42.50
23		W SY TIE GNG FRMN	012	1.00		W SY TIE GNG FRMN			014	1.00
23		W SY TIE GNG FRMN	020	.30						
24		W SY TIE GNG FRMN	001	7.30						42.50
24		W SY TIE GNG FRMN	012	.30		W SY TIE GNG FRMN			014	1.00
24		W SY TIE GNG FRMN	020	.30						
25		R SY TIE GNG FRMN	001	7.30						42.50
25		R SY TIE GNG FRMN	014	1.00		R SY TIE GNG FRMN			020	.30
26		R SY TIE GNG FRMN	999							42.50
27		W SY TIE GNG FRMN	999							42.50
28		W SY TIE GNG FRMN	001	7.30						42.50
28		W SY TIE GNG FRMN	012	.30		W SY TIE GNG FRMN			014	1.00
28		W SY TIE GNG FRMN	020	.30		TRAVEL 1980				
29		W SY TIE GNG FRMN	001	7.30						42.50
29		W SY TIE GNG FRMN	014	1.00		W SY TIE GNG FRMN			020	.30
30		W SY TIE GNG FRMN	001	7.30						42.50
30		W SY TIE GNG FRMN	012	.30		W SY TIE GNG FRMN			014	1.00
30		W SY TIE GNG FRMN	020	.30						
31		W SY TIE GNG FRMN	001	7.30						42.50
31		W SY TIE GNG FRMN	014	1.00		W SY TIE GNG FRMN			020	.30

## GMS SUPERVISOR APPROVAL STATUS REPORT

004

SUPERVISOR=> SGMF017 GANG NBR-> 9061 APPROVED AS OF 970902  
 SSA NBR=> 505925082 NAME=> JAMES A L APPROVED 970805  
 PAY MONTH=> 07 97 PAY PERIOD=> 2 ASGN POSITION=> A XTRA GNG FRMN

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
16		W A XTRA GNG FRMN	002	8.00						
17		W A XTRA GNG FRMN	002	8.00						
18		R A XTRA GNG FRMN	002	8.00						
19		R A XTRA GNG FRMN	999							
20		W A XTRA GNG FRMN	999							
21		W A XTRA GNG FRMN	001	7.30						42.50
21		W A XTRA GNG FRMN	014	1.00		W A XTRA GNG FRMN		020	.30	
22		W A XTRA GNG FRMN	001	7.30						42.50
22		W A XTRA GNG FRMN	014	1.00		W A XTRA GNG FRMN		020	.30	
23		W A XTRA GNG FRMN	001	7.30						42.50
23		W A XTRA GNG FRMN	012	1.00		W A XTRA GNG FRMN		014	1.00	
23		W A XTRA GNG FRMN	020	.30						
24		W A XTRA GNG FRMN	001	7.30						42.50
24		W A XTRA GNG FRMN	012	.30		W A XTRA GNG FRMN		014	1.00	
24		W A XTRA GNG FRMN	020	.30						
25		R A XTRA GNG FRMN	001	7.30						42.50
25		R A XTRA GNG FRMN	014	1.00		R A XTRA GNG FRMN		020	.30	
		R A XTRA GNG FRMN	999							42.50
27		W A XTRA GNG FRMN	999							42.50
28		W SY TIE GNG FRMN	001	7.30	TD					42.50
28		W SY TIE GNG FRMN	012	.30		W SY TIE GNG FRMN		014	1.00	
28		W SY TIE GNG FRMN	020	.30		TRAVEL 0244				
29		W SY TIE GNG FRMN	001	7.30	TD					42.50
29		W SY TIE GNG FRMN	014	1.00		W SY TIE GNG FRMN		020	.30	
30		W SY TIE GNG FRMN	001	7.30	TD					42.50
30		W SY TIE GNG FRMN	012	.30		W SY TIE GNG FRMN		014	1.00	
30		W SY TIE GNG FRMN	020	.30						
31		W SY TIE GNG FRMN	001	7.30	TD					42.50
31		W SY TIE GNG FRMN	014	1.00		W SY TIE GNG FRMN		020	.30	



## GMS SUPERVISOR APPROVAL STATUS REPORT

005

SUPERVISOR=> SGMFO17 GANG NBR=> 9061 APPROVED AS OF 970902  
 SSA NBR=> 511863861 NAME=> RUSSELL J C APPROVED 970805  
 PAY MONTH=> 07 97 PAY PERIOD=> 2 ASGN POSITION=> A XTRA GNG FRMN

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
16		W A XTRA GNG FRMN	001	7.30						42.50
16		W A XTRA GNG FRMN	012	2.00		W A XTRA GNG FRMN			014 1.00	
16		W A XTRA GNG FRMN	020	.30						
17		W A XTRA GNG FRMN	001	7.30						42.50
17		W A XTRA GNG FRMN	014	1.00		W A XTRA GNG FRMN			020 .30	
18		R A XTRA GNG FRMN	001	7.30						42.50
18		R A XTRA GNG FRMN	014	1.00		R A XTRA GNG FRMN			020 .30	
19		R A XTRA GNG FRMN	999							42.50
20		W A XTRA GNG FRMN	999							42.50
21		W A XTRA GNG FRMN	001	7.30						42.50
21		W A XTRA GNG FRMN	014	1.00		W A XTRA GNG FRMN			020 .30	
					TRAVEL 0511					
22		W A XTRA GNG FRMN	001	7.30						42.50
22		W A XTRA GNG FRMN	014	1.00		W A XTRA GNG FRMN			020 .30	
23		W A XTRA GNG FRMN	001	7.30						42.50
23		W A XTRA GNG FRMN	012	2.00		W A XTRA GNG FRMN			014 1.00	
23		W A XTRA GNG FRMN	020	.30						
24		W A XTRA GNG FRMN	001	7.30						42.50
24		W A XTRA GNG FRMN	012	2.00		W A XTRA GNG FRMN			014 1.00	
24		W A XTRA GNG FRMN	020	.30						
25		R A XTRA GNG FRMN	001	7.30						42.50
25		R A XTRA GNG FRMN	014	1.00		R A XTRA GNG FRMN			020 .30	
26		R A XTRA GNG FRMN	999							42.50
27		W A XTRA GNG FRMN	999							42.50
28		W A XTRA GNG FRMN	001	7.30						42.50
28		W A XTRA GNG FRMN	012	.30		W A XTRA GNG FRMN			014 1.00	
28		W A XTRA GNG FRMN	020	.30		TRAVEL 0558				
29		W A XTRA GNG FRMN	001	7.30						42.50
29		W A XTRA GNG FRMN	012	1.00		W A XTRA GNG FRMN			014 1.00	
29		W A XTRA GNG FRMN	020	.30						
30		W A XTRA GNG FRMN	001	7.30						42.50
30		W A XTRA GNG FRMN	012	1.00		W A XTRA GNG FRMN			014 1.00	
30		W A XTRA GNG FRMN	020	.30						
31		W A XTRA GNG FRMN	001	7.30						42.50
31		W A XTRA GNG FRMN	014	1.00		W A XTRA GNG FRMN			020 .30	

## GMS SUPERVISOR APPROVAL STATUS REPORT

030

SUPERVISOR=> SGMF017 GANG NBR=> 9061 APPROVED AS OF 970902  
 SSA NBR=> 585704376 NAME=> YAZZIE S APPROVED 970805  
 4Y MONTH=> 07 97 PAY PERIOD=> 2 ASGN POSITION=> RDWY PWR TL MO

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
16		W RDWY PWR TL MO	001	7.30						42.50
16		W RDWY PWR TL MO	014	1.00		W RDWY PWR TL MO			020 .30	
17		W RDWY PWR TL MO	001	7.30						42.50
17		W RDWY PWR TL MO	014	1.00		W RDWY PWR TL MO			020 .30	
18		R RDWY PWR TL MO	001	7.30						42.50
18		R RDWY PWR TL MO	014	1.00		R RDWY PWR TL MO			020 .30	
19		R RDWY PWR TL MO	999							42.50
20		W RDWY PWR TL MO	999							42.50
21		W RDWY PWR TL MO	001	7.30						42.50
21		W RDWY PWR TL MO	014	1.00		W RDWY PWR TL MO			020 .30	
						TRAVEL 1564				
22		W RDWY PWR TL MO	001	7.30						42.50
22		W RDWY PWR TL MO	014	1.00		W RDWY PWR TL MO			020 .30	
23		W RDWY PWR TL MO	001	7.30						42.50
23		W RDWY PWR TL MO	012	1.00		W RDWY PWR TL MO			014 1.00	
23		W RDWY PWR TL MO	020	.30						
24		W RDWY PWR TL MO	001	7.30						42.50
24		W RDWY PWR TL MO	012	.30		W RDWY PWR TL MO			014 1.00	
24		W RDWY PWR TL MO	020	.30						
25		R RDWY PWR TL MO	001	7.30						42.50
		R RDWY PWR TL MO	014	1.00		R RDWY PWR TL MO			020 .30	
26		R RDWY PWR TL MO	999							42.50
27		W RDWY PWR TL MO	999							42.50
28		W RDWY PWR TL MO	001	7.30						42.50
28		W RDWY PWR TL MO	012	.30		W RDWY PWR TL MO			014 1.00	
28		W RDWY PWR TL MO	020	.30		TRAVEL 1798				
29		W RDWY PWR TL MO	001	7.30						42.50
29		W RDWY PWR TL MO	014	1.00		W RDWY PWR TL MO			020 .30	
30		W RDWY PWR TL MO	001	7.30						42.50
30		W RDWY PWR TL MO	012	.30		W RDWY PWR TL MO			014 1.00	
30		W RDWY PWR TL MO	020	.30						
31		W RDWY PWR TL MO	001	7.30						42.50
31		W RDWY PWR TL MO	014	1.00		W RDWY PWR TL MO			020 .30	

## 031

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
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16	W EX GNG LABORER	001	7.30			42.50
16	W EX GNG LABORER	014	1.00	W EX GNG LABORER	020	.30
17	W EX GNG LABORER	001	7.30			42.50
17	W EX GNG LABORER	014	1.00	W EX GNG LABORER	020	.30
18	R EX GNG LABORER	001	7.30			42.50
18	R EX GNG LABORER	014	1.00	R EX GNG LABORER	020	.30
19	R EX GNG LABORER	999				42.50
20	W EX GNG LABORER	999				42.50
21	W EX GNG LABORER	001	7.30			42.50
21	W EX GNG LABORER	014	1.00	W EX GNG LABORER	020	.30
				TRAVEL 0546		
22	W EX GNG LABORER	002	8.00			
23	W EX GNG LABORER	002	8.00			
24	W EX GNG LABORER	002	8.00			
25	R EX GNG LABORER	002	8.00			
26	R EX GNG LABORER	999				
27	W EX GNG LABORER	999				
28	W EX GNG LABORER	909	RL			
29	W					
30	W					
31	W					



## GMS SUPERVISOR APPROVAL STATUS REPORT

032

SUPERVISOR=> SGMF017 GANG NBR=> 9061 APPROVED AS OF 970902  
 SSA NBR=> 481748559 NAME=> MADSEN H E APPROVED 970805  
 PAY MONTH=> 07 97 PAY PERIOD=> 2 ASGN POSITION=> EX GNG LABORER

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
16		W EX GNG LABORER	001	7.30						42.50
16		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020	.30
17		W EX GNG LABORER	001	7.30						42.50
17		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020	.30
18		R EX GNG LABORER	001	7.30						42.50
18		R EX GNG LABORER	014	1.00		R EX GNG LABORER			020	.30
19		R EX GNG LABORER	999							42.50
20		W EX GNG LABORER	999							42.50
21		W EX GNG LABORER	001	7.30						42.50
21		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020	.30
					TRAVEL	0337				
22		W EX GNG LABORER	001	7.30						42.50
22		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020	.30
23		W EX GNG LABORER	902	8.00	PB					
24		W EX GNG LABORER	001	7.30						42.50
24		W EX GNG LABORER	012	.30		W EX GNG LABORER			014	1.00
24		W EX GNG LABORER	020	.30						
25		R EX GNG LABORER	001	7.30						42.50
25		R EX GNG LABORER	014	1.00		R EX GNG LABORER			020	.30
		R EX GNG LABORER	999							42.50
27		W EX GNG LABORER	999							42.50
28		W EX GNG LABORER	001	7.30						42.50
28		W EX GNG LABORER	012	.30		W EX GNG LABORER			014	1.00
28		W EX GNG LABORER	020	.30						
29		W EX GNG LABORER	001	7.30						42.50
29		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020	.30
30		W EX GNG LABORER	001	7.30						42.50
30		W EX GNG LABORER	012	.30		W EX GNG LABORER			014	1.00
30		W EX GNG LABORER	020	.30						
31		W EX GNG LABORER	001	7.30						42.50
31		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020	.30

## GMS SUPERVISOR APPROVAL STATUS REPORT

033

SUPERVISOR=&gt; SGMF017 GANG NBR=&gt; 9061 APPROVED AS OF 970902

SSA NBR=&gt; 505060102 NAME=&gt; MUMFORD G V APPROVED 970805

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 2 ASGN POSITION=&gt; EX GNG LABORER

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TFN	ALLOW
16		W EX GNG LABORER	001	7.30						42.50
16		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020	.30
17		W RDWY PWR TL MO	001	7.30	TD					42.50
17		W RDWY PWR TL MO	014	1.00		W RDWY PWR TL MO			020	.30
18		R EX GNG LABORER	001	7.30						42.50
18		R EX GNG LABORER	014	1.00		R EX GNG LABORER			020	.30
19		R EX GNG LABORER	999							42.50
20		W EX GNG LABORER	999							42.50
21		W EX GNG LABORER	001	7.30						42.50
21		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020	.30
						TRAVEL 0375				
22		W SP RDW PWR TL MO	001	7.30	TD					42.50
22		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020	.30
23		W SP RDW PWR TL MO	001	7.30	TD					42.50
23		W SP RDW PWR TL MO	012	1.00		W SP RDW PWR TL MO			014	1.00
23		W SP RDW PWR TL MO	020	.30						
24		W SP RDW PWR TL MO	001	7.30	TD					42.50
24		W SP RDW PWR TL MO	012	.30		W SP RDW PWR TL MO			014	1.00
24		W SP RDW PWR TL MO	020	.30						
25		R SP RDW PWR TL MO	001	7.30	TD					42.50
25		R SP RDW PWR TL MO	014	1.00		R SP RDW PWR TL MO			020	.30
26		R EX GNG LABORER	999							42.50
27		W EX GNG LABORER	999							42.50
28		W EX GNG LABORER	001	7.30						42.50
28		W EX GNG LABORER	012	.30		W EX GNG LABORER			014	1.00
28		W EX GNG LABORER	020	.30		TRAVEL 0284				
29		W EX GNG LABORER	001	7.30						42.50
29		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020	.30
30		W EX GNG LABORER	001	7.30						42.50
30		W EX GNG LABORER	012	.30		W EX GNG LABORER			014	1.00
30		W EX GNG LABORER	020	.30						
31		W EX GNG LABORER	001	7.30						42.50
31		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020	.30





## GMS SUPERVISOR APPROVAL STATUS REPORT

035

SUPERVISOR=> SGMF017 GANG NBR=> 9061 APPROVED AS OF 970902  
SSA NBR=> 508962135 NAME=> REINERS A J APPROVED 970805  
PAY MONTH=> 07 97 PAY PERIOD=> 2 ASGN POSITION=> EX GNG LABORER

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
16	W									
17	W									
18	R									
19	R									
20	W									
21	W									
22	W									
23	W									
24	W									
25	R									
26	R									
27	W									
28	W	EX GNG LABORER	026	8.00						42.50
29	W	EX GNG LABORER	016	8.00	GS					42.50
30	W	EX GNG LABORER	016	8.00	GS					42.50
31	W	EX GNG LABORER	016	8.00	GS					42.50

## GMS SUPERVISOR APPROVAL STATUS REPORT

036

SUPERVISOR=> SGMFO17 GANG NBR=> 9061 APPROVED AS OF 970902  
 SSA NBR=> 509880863 NAME=> MILLER B L APPROVED 970805  
 PAY MONTH=> 07 97 PAY PERIOD=> 2 ASGN POSITION=> EX GNG LABORER

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
16		W EX GNG LABORER	001	7.30						42.50
16		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020 .30	42.50
17		W EX GNG LABORER	001	7.30						42.50
17		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020 .30	42.50
18		R EX GNG LABORER	001	7.30						42.50
18		R EX GNG LABORER	014	1.00		R EX GNG LABORER			020 .30	42.50
19		R EX GNG LABORER	999							42.50
20		W EX GNG LABORER	999							42.50
21		W EX GNG LABORER	001	7.30						42.50
21		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020 .30	42.50
						TRAVEL 0361				
22		W EX GNG LABORER	001	7.30						42.50
22		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020 .30	42.50
23		W EX GNG LABORER	001	7.30						42.50
23		W EX GNG LABORER	012	1.00		W EX GNG LABORER			014 1.00	42.50
23		W EX GNG LABORER	020	.30						42.50
24		W EX GNG LABORER	001	7.30						42.50
24		W EX GNG LABORER	012	.30		W EX GNG LABORER			014 1.00	42.50
24		W EX GNG LABORER	020	.30						42.50
25		R EX GNG LABORER	001	7.30						42.50
		R EX GNG LABORER	014	1.00		R EX GNG LABORER			020 .30	42.50
26		R EX GNG LABORER	999							42.50
27		W EX GNG LABORER	999							42.50
28		W EX GNG LABORER	001	7.30						42.50
28		W EX GNG LABORER	012	.30		W EX GNG LABORER			014 1.00	42.50
28		W EX GNG LABORER	020	.30		TRAVEL 0186				42.50
29		W EX GNG LABORER	001	7.30						42.50
29		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020 .30	42.50
30		W RDWY PWR TL MO	001	7.30	TD					42.50
30		W RDWY PWR TL MO	012	.30		W RDWY PWR TL MO			014 1.00	42.50
30		W RDWY PWR TL MO	020	.30						42.50
31		W RDWY PWR TL MO	001	7.30	TD					42.50
31		W RDWY PWR TL MO	014	1.00		W RDWY PWR TL MO			020 .30	42.50

## GMS SUPERVISOR APPROVAL STATUS REPORT

037

SUPERVISOR=&gt; SGMF017 GANG NBR=&gt; 9061 APPROVED AS OF 970902

SSA NBR=&gt; 510808812

NAME=&gt; CLAYCAMP

D L

APPROVED

970805

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 2 ASGN POSITION=&gt; EX GNG LABORER

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
16	W									
17	W									
18	R									
19	R									
20	W									
21	W									
22	W									
23	W									
24	W									
25	R									
26	R									
27	W									
28	W	EX GNG LABORER	026	8.00						42.50
29	W	EX GNG LABORER	016	8.00	GS					42.50
30	W	EX GNG LABORER	016	8.00	GS					42.50
31	W	EX GNG LABORER	016	8.00	GS					42.50



## 038

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
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16	W EX GNG LABORER	902	8.00	PB			
17	W EX GNG LABORER	001	7.30				42.50
17	W EX GNG LABORER	014	1.00		W EX GNG LABORER	020	.30
18	R EX GNG LABORER	001	7.30				42.50
18	R EX GNG LABORER	014	1.00		R EX GNG LABORER	020	.30
19	R EX GNG LABORER	999					
20	W EX GNG LABORER	999					
21	W EX GNG LABORER	902	8.00	UA			
22	W EX GNG LABORER	001	7.30				42.50
22	W EX GNG LABORER	014	1.00		W EX GNG LABORER	020	.30
23	W EX GNG LABORER	001	7.30				42.50
23	W EX GNG LABORER	012	1.00		W EX GNG LABORER	014	1.00
23	W EX GNG LABORER	020	.30				
24	W EX GNG LABORER	001	7.30				42.50
24	W EX GNG LABORER	012	.30		W EX GNG LABORER	014	1.00
24	W EX GNG LABORER	020	.30				
25	R EX GNG LABORER	001	7.30				42.50
25	R EX GNG LABORER	014	1.00		R EX GNG LABORER	020	.30
	R EX GNG LABORER	999					42.50
27	W EX GNG LABORER	999					42.50
28	W EX GNG LABORER	909		RL			
29	W						
30	W						
31	W						

## GMS SUPERVISOR APPROVAL STATUS REPORT

039

SUPERVISOR=&gt; SGMF017 GANG NBR=&gt; 9061 APPROVED AS OF 970902

SSA NBR=&gt; 523319631 NAME=&gt; MARTINEZ S APPROVED 970805

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 2 ASGN POSITION=&gt; EX GNG LABORER

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
16	W	EX GNG LABORER	001	7.30						42.50
16	W	EX GNG LABORER	014	1.00		W EX GNG LABORER			020	.30
17	W	EX GNG LABORER	001	7.30						42.50
17	W	EX GNG LABORER	014	1.00		W EX GNG LABORER			020	.30
18	R	EX GNG LABORER	001	7.30						42.50
18	R	EX GNG LABORER	014	1.00		R EX GNG LABORER			020	.30
19	R	EX GNG LABORER	999							42.50
20	W	EX GNG LABORER	999							42.50
21	W	EX GNG LABORER	001	7.30						42.50
21	W	EX GNG LABORER	014	1.00		W EX GNG LABORER TRAVEL 0881			020	.30
22	W	EX GNG LABORER	001	7.30						42.50
22	W	EX GNG LABORER	014	1.00		W EX GNG LABORER			020	.30
23	W	EX GNG LABORER	001	7.30						42.50
23	W	EX GNG LABORER	012	1.00		W EX GNG LABORER			014	1.00
23	W	EX GNG LABORER	020	.30						
24	W	EX GNG LABORER	001	7.30						42.50
24	W	EX GNG LABORER	012	.30		W EX GNG LABORER			014	1.00
24	W	EX GNG LABORER	020	.30						
25	R	EX GNG LABORER	001	7.30						42.50
25	R	EX GNG LABORER	014	1.00		R EX GNG LABORER			020	.30
26	R	EX GNG LABORER	999							42.50
27	W	EX GNG LABORER	999							42.50
28	W	EX GNG LABORER	001	7.30						42.50
28	W	EX GNG LABORER	012	.30		W EX GNG LABORER			014	1.00
28	W	EX GNG LABORER	020	.30		TRAVEL 1080				
29	W	EX GNG LABORER	001	7.30						42.50
29	W	EX GNG LABORER	014	1.00		W EX GNG LABORER			020	.30
30	W	EX GNG LABORER	001	7.30						42.50
30	W	EX GNG LABORER	012	.30		W EX GNG LABORER			014	1.00
30	W	EX GNG LABORER	020	.30						
31	W	EX GNG LABORER	001	7.30						42.50
31	W	EX GNG LABORER	014	1.00		W EX GNG LABORER			020	.30

## 040

970805

[illegible]



## 041

[illegible]

STB FD 32760 (Sub 25) 11-12-97 D 183839 4/15





## GMS SUPERVISOR APPROVAL STATUS REPORT

043

SUPERVISOR=> SGMP017 GANG NBR=> 9061 APPROVED AS OF 970902  
 SSA NBR=> 585134336 NAME=> JIM JR H S APPROVED 970805  
 PAY MONTH=> 07 97 PAY PERIOD=> 2 ASGN POSITION=> EX GNG LABORER

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
16	W									
17	W									
18	R									
19	R									
20	W									
21	W	EX GNG LABORER	001	7.30						42.50
21	W	EX GNG LABORER	014	1.00		W EX GNG LABORER		020	.30	
22	W	EX GNG LABORER	001	7.30						42.50
22	W	EX GNG LABORER	014	1.00		W EX GNG LABORER		020	.30	
23	W	EX GNG LABORER	001	7.30						42.50
23	W	EX GNG LABORER	012	1.00		W EX GNG LABORER		014	1.00	
23	W	EX GNG LABORER	020	.30						
24	W	EX GNG LABORER	001	7.30						42.50
24	W	EX GNG LABORER	012	.30		W EX GNG LABORER		014	1.00	
24	W	EX GNG LABORER	020	.30						
25	R	EX GNG LABORER	001	7.30						42.50
25	R	EX GNG LABORER	014	1.00		R EX GNG LABORER		020	.30	
26	R	EX GNG LABORER	999							42.50
27	W	EX GNG LABORER	999							42.50
28	W	EX GNG LABORER	001	7.30						42.50
28	W	EX GNG LABORER	012	.30		W EX GNG LABORER		014	1.00	
28	W	EX GNG LABORER	020	.30		TRAVEL 1942				
29	W	EX GNG LABORER	001	7.30						42.50
29	W	EX GNG LABORER	014	1.00		W EX GNG LABORER		020	.30	
30	W	EX GNG LABORER	001	7.30						42.50
30	W	EX GNG LABORER	012	.30		W EX GNG LABORER		014	1.00	
30	W	EX GNG LABORER	020	.30						
31	W	EX GNG LABORER	001	7.30						42.50
31	W	EX GNG LABORER	014	1.00		W EX GNG LABORER		020	.30	



## GMS SUPERVISOR APPROVAL STATUS REPORT

045

SUPERVISOR=> SGMF017 GANG NBR=> 9061 APPROVED AS OF 970902  
 SSA NBR=> 585762206 NAME=> NELSON R APPROVED 970805  
 PAY MONTH=> 07 97 PAY PERIOD=> 2 ASGN POSITION=> EX GNG LABORER

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
16		W EX GNG LABORER	001	7.30						42.50
16		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020 .30	
17		W EX GNG LABORER	001	7.30						42.50
17		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020 .30	
18		R EX GNG LABORER	001	7.30						42.50
18		R EX GNG LABORER	014	1.00		R EX GNG LABORER			020 .30	
19		R EX GNG LABORER	999							42.50
20		W EX GNG LABORER	999							42.50
21		W EX GNG LABORER	001	7.30						42.50
21		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020 .30	
					TRAVEL 1910					
22		W EX GNG LABORER	001	7.30						42.50
22		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020 .30	
23		W EX GNG LABORER	001	7.30						42.50
23		W EX GNG LABORER	012	1.00		W EX GNG LABORER			014 1.00	
23		W EX GNG LABORER	020	.30						
24		W EX GNG LABORER	001	7.30						42.50
24		W EX GNG LABORER	012	.30		W EX GNG LABORER			014 1.00	
24		W EX GNG LABORER	020	.30						
25		R EX GNG LABORER	001	7.30						42.50
25		R EX GNG LABORER	014	1.00		R EX GNG LABORER			020 .30	
26		R EX GNG LABORER	999							42.50
27		W EX GNG LABORER	999							42.50
28		W EX GNG LABORER	001	7.30						42.50
28		W EX GNG LABORER	012	.30		W EX GNG LABORER			014 1.00	
28		W EX GNG LABORER	020	.30		TRAVEL 2144				
29		W EX GNG LABORER	001	7.30						42.50
29		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020 .30	
30		W EX GNG LABORER	001	7.30						42.50
30		W EX GNG LABORER	012	.30		W EX GNG LABORER			014 1.00	
30		W EX GNG LABORER	020	.30						
31		W EX GNG LABORER	001	7.30						42.50
31		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020 .30	



## GMS SUPERVISOR APPROVAL STATUS REPORT

046

SUPERVISOR=&gt; SGMF017 GANG NBR=&gt; 9C61 APPROVED AS OF 970902

SSA NBR=&gt; 515740355 NAME=&gt; GRIPFEE M W APPROVED 970805

4Y MONTH=&gt; 07 97 PAY PERIOD=&gt; 2 ASGN POSITION=&gt; SY TRK DR NS

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
16	W	SY TRK DR NS	001	7.30						42.50
16	W	SY TRK DR NS	014	1.00		W SY TRK DR NS			020 .30	42.50
17	W	SY TRK DR NS	001	7.30						42.50
17	W	SY TRK DR NS	014	1.00		W SY TRK DR NS			020 .30	42.50
18	R	SY TRK DR NS	001	7.30						42.50
18	R	SY TRK DR NS	014	1.00		R SY TRK DR NS			020 .30	42.50
19	R	SY TRK DR NS	999							42.50
20	W	SY TRK DR NS	999							42.50
21	W	SY TRK DR NS	001	7.30						42.50
21	W	SY TRK DR NS	014	1.00		W SY TRK DR NS			020 .30	42.50
						TRAVEL 0436				
22	W	SY TRK DR NS	001	7.30						42.50
22	W	SY TRK DR NS	012	5.00		W SY TRK DR NS			014 1.00	42.50
22	W	SY TRK DR NS	020	.30						42.50
23	W	SY TRK DR NS	001	7.30						42.50
23	W	SY TRK DR NS	012	5.00		W SY TRK DR NS			014 1.00	42.50
23	W	SY TRK DR NS	020	.30						42.50
24	W	SY TRK DR NS	001	7.30						42.50
24	W	SY TRK DR NS	012	5.00		W SY TRK DR NS			014 1.00	42.50
24	W	SY TRK DR NS	020	.30						42.50
25	R	SY TRK DR NS	001	7.30						42.50
25	R	SY TRK DR NS	014	1.00		R SY TRK DR NS			020 .30	42.50
26	R	SY TRK DR NS	999							42.50
27	W	SY TRK DR NS	999							42.50
28	W	SY TRK DR NS	001	7.30						42.50
28	W	SY TRK DR NS	012	.30		W SY TRK DR NS			014 1.00	42.50
28	W	SY TRK DR NS	020	.30		TRAVEL 0276				42.50
29	W	SY TRK DR NS	001	7.30						42.50
29	W	SY TRK DR NS	014	1.00		W SY TRK DR NS			020 .30	42.50
30	W	SY TRK DR NS	001	7.30						42.50
30	W	SY TRK DR NS	012	.30		W SY TRK DR NS			014 1.00	42.50
30	W	SY TRK DR NS	020	.30						42.50
31	W	SY TRK DR NS	001	7.30						42.50
31	W	SY TRK DR NS	014	1.00		W SY TRK DR NS			020 .30	42.50

## GMS SUPERVISOR APPROVAL STATUS REPORT

047

SUPERVISOR=> SGMF017 GANG NBR=> 9061 APPROVED AS OF 970902  
 SSA NBR=> 519863343 NAME=> MITMA C D APPROVED 970805  
 PAY MONTH=> 07 97 PAY PERIOD=> 2 ASGN POSITION=> SYS BUS DRIVER

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
16		W SYS BUS DRIVER	001	7.30						42.50
16		W SYS BUS DRIVER	012	2.00		W SYS BUS DRIVER			014 1.00	
16		W SYS BUS DRIVER	020	.30						
17		W SYS BUS DRIVER	001	7.30						42.50
17		W SYS BUS DRIVER	014	1.00		W SYS BUS DRIVER			020 .30	
18		R SYS BUS DRIVER	001	7.30						42.50
18		R SYS BUS DRIVER	014	1.00		R SYS BUS DRIVER			020 .30	
19		R SYS BUS DRIVER	999							42.50
20		W SYS BUS DRIVER	999							42.50
21		W SYS BUS DRIVER	001	7.30						42.50
21		W SYS BUS DRIVER	014	1.00		W SYS BUS DRIVER			020 .30	
					TRAVEL 0683					
22		W SYS BUS DRIVER	001	7.30						42.50
22		W SYS BUS DRIVER	012	.30		W SYS BUS DRIVER			014 1.00	
22		W SYS BUS DRIVER	020	.30						
23		W SYS BUS DRIVER	001	7.30						42.50
23		W SYS BUS DRIVER	012	1.00		W SYS BUS DRIVER			014 1.00	
23		W SYS BUS DRIVER	020	.30						
24		W SYS BUS DRIVER	001	7.30						42.50
24		W SYS BUS DRIVER	012	.30		W SYS BUS DRIVER			014 1.00	
24		W SYS BUS DRIVER	020	.30						
25		R SYS BUS DRIVER	001	7.30						42.50
25		R SYS BUS DRIVER	014	1.00		R SYS BUS DRIVER			020 .30	
26		R SYS BUS DRIVER	999							42.50
27		W SYS BUS DRIVER	999							42.50
28		W SYS BUS DRIVER	001	7.30						42.50
28		W SYS BUS DRIVER	012	.30		W SYS BUS DRIVER			014 1.00	
28		W SYS BUS DRIVER	020	.30		TRAVEL 0934				
29		W SYS BUS DRIVER	001	7.30						42.50
29		W SYS BUS DRIVER	014	1.00		W SYS BUS DRIVER			020 .30	
30		W SYS BUS DRIVER	001	7.30						42.50
30		W SYS BUS DRIVER	012	.30		W SYS BUS DRIVER			014 1.00	
30		W SYS BUS DRIVER	020	.30						
31		W SYS BUS DRIVER	001	7.30						42.50
31		W SYS BUS DRIVER	014	1.00		W SYS BUS DRIVER			020 .30	

GMS593

REPORT OF ALL EMPLOYEES ASSIGNED TO A GANG  
FOR GANG NBR: 9081  
AS OF 07/31/97

GANG NO : 9081  
COMPANY : 01  
REGION : SY  
CALENDAR: J

GANG TYPE: 01  
COST CNTR: E9081  
DIVISION :  
STRT DATE: 122496

DEPT : 42  
SUPRV: STS0053  
NAME : MELGOZA G R  
END DATE: 123199

ROSTER POS	POS NAME	SSA NBR	EMPLOYEE NAME	ST	START	PRVD	PC	WK
9026 061	A XTRA GNG F	505683255	ARELLANO	P I W	070497	3293	5	Y
9026 415	SY TRK DR NS	585524969	ARMSTRONG	J W	031297	3299	7	Y
9026 096	EX GNG LABOR	527551510	FENALLY	M A W	042297	3261	3	Y
9026 061	A XTRA GNG F	507907740	COX	R L W	032897	3299	5	Y
9026 064	TRK MACH OPR	509765707	DIXON JR	R L W	042597	3299	5	Y
9026 096	EX GNG LABOR	508230581	ERDEI	D R W	050297	3299	5	H
9026 096	EX GNG LABOR	507060126	GALAVEZ	T D W	041197	3299	5	H
9026 064	TRK MACH OPR	508062926	GRAHAM	J A W	040497	3299	5	Y
9026 096	EX GNG LABOR	466601785	GUARDIOLA JR	G W	022897	3299	7	Y
9026 046	SY TIBA GNG	506729217	HILL JR	R D W	022897	3299	1	Y
9026 064	TRK MACH OPR	585905607	IGNACIO	L W	022897	3299	7	Y
9026 064	TRK MACH OPR	467257633	JACKSON	V L W	041197	3299	1	G
9026 064	TRK MACH OPR	527173295	MARTINEZ	J J W	022897	3261	7	Y
9026 064	TRK MACH OPR	585045328	MARTINEZ	C L W	022897	3299	7	Y
9026 064	TRK MACH OPR	508560964	RIVERA	J C W	022897	3299	7	H
9026 096	EX GNG LABOR	506961004	RIVERA	M J W	041197	3299	4	H
9026 419	SYS BUS DRIV	507683529	RUDAT	D C W	031497	3299	7	Y
9026 096	EX GNG LABOR	585848975	SLIVERS	M J W	062097	3261	1	Y
9026 064	TRK MACH OPR	505046689	SOLANO	E E W	032197	3299	5	Y
9026 096	EX GNG LABOR	506023441	SOLANO	R E W	040497	0800	5	Y
9026 064	TRK MACH OPR	506847645	SZWANKE	K E W	042297	3299	7	Y
9026 096	EX GNG LABOR	512542564	THORMAN	R L W	032197	3299	5	Y
9026 064	TRK MACH OPR	525065571	TOLEDO	R W	040497	3261	1	Y
9026 374	SYS MATERIAL	520800104	WARREN	V L W	030797	3261	7	Y
9026 064	TRK MACH OPR	585867785	WOODY	D R W	022897	3299	7	Y
9026 096	EX GNG LABOR	526692766	YAZZIE	S B W	040797	3261	3	Y

\*\*\* END OF EMPLOYEE BY GANG REPORT \*\*\*



## GMS SUPERVISOR APPROVAL STATUS REPORT

001

SUPERVISOR=, STS0053 GANG NBR=&gt; 9081

AS OF 970902

SSA NBR=&gt; 506729217

NAME=&gt; HILL JR

R D

970902

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; SY TIBA GNG FRMN

CAL DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01	W SY TIBA GNG FRMN	001	8.00						42.50
01	W SY TIBA GNG FRMN	014	1.00						
02	W SY TIBA GNG FRMN	087	8.00						42.50
03	W SY TIBA GNG FRMN	087	8.00						42.50
04	B SY TIBA GNG FRMN	009	8.00						42.50
05	R SY TIBA GNG FRMN	999							42.50
06	W SY TIBA GNG FRMN	999							42.50
07	W SY TIBA GNG FRMN	001	7.30						42.50
07	W SY TIBA GNG FRMN	012	2.00						
07	W SY TIBA GNG FRMN	020	.30	W SY TIBA GNG FRMN			014	1.00	
08	W SY TIBA GNG FRMN	001	7.30	TRAVEL 0104					42.50
08	W SY TIBA GNG FRMN	012	2.00				014	1.00	
08	W SY TIBA GNG FRMN	020	.30						
09	W SY TIBA GNG FRMN	001	7.30						42.50
09	W SY TIBA GNG FRMN	012	2.30				014	1.00	
09	W SY TIBA GNG FRMN	020	.30						
10	W SY TIBA GNG FRMN	001	7.30						42.50
10	W SY TIBA GNG FRMN	012	2.30				014	1.00	
10	W SY TIBA GNG FRMN	020	.30						
11	R SY TIBA GNG FRMN	001	7.30						42.50
11	R SY TIBA GNG FRMN	012	1.30				014	1.00	
11	R SY TIBA GNG FRMN	020	.30						
12	R SY TIBA GNG FRMN	999							42.50
13	W SY TIBA GNG FRMN	999							42.50
14	W SY TIBA GNG FRMN	001	7.30						42.50
14	W SY TIBA GNG FRMN	012	4.00				014	1.00	
14	W SY TIBA GNG FRMN	020	.30						
15	W SY TIBA GNG FRMN	001	7.30						42.50
15	W SY TIBA GNG FRMN	012	2.00				014	1.00	
15	W SY TIBA GNG FRMN	020	.30						

## GMS SUPERVISOR APPROVAL STATUS REPORT

002

SUPERVISOR=&gt; STS0053 GANG NBR=&gt; 9081

AS OF 970902

SSA NBR=&gt; 505683255

NAME=&gt; ARELLANO

P J

970902

AY MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; A XTRA GNG FRMN

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01	W									
02	W									
03	W									
04	B	A XTRA GNG FRMN	009	8.00						42.50
05	R	A XTRA GNG FRMN	999							42.50
06	W	A XTRA GNG FRMN	999							42.50
07	W	A XTRA GNG FRMN	001	7.30						42.50
07	W	A XTRA GNG FRMN	014	1.00		W A XTRA GNG FRMN		020	.30	
						TRAVEL 0378				
08	W	A XTRA GNG FRMN	001	7.30						42.50
08	W	A XTRA GNG FRMN	012	1.30		W A XTRA GNG FRMN		014	1.00	
08	W	A XTRA GNG FRMN	020	.30						
09	W	A XTRA GNG FRMN	001	7.30						42.50
09	W	A XTRA GNG FRMN	014	1.00		W A XTRA GNG FRMN		020	.30	
10	W	A XTRA GNG FRMN	001	7.30						42.50
10	W	A XTRA GNG FRMN	014	1.00		W A XTRA GNG FRMN		020	.30	
	R	A XTRA GNG FRMN	001	7.30						42.50
11	R	A XTRA GNG FRMN	014	1.00		R A XTRA GNG FRMN		020	.30	
12	R	A XTRA GNG FRMN	999							42.50
13	W	A XTRA GNG FRMN	999							42.50
14	W	A XTRA GNG FRMN	001	7.30						42.50
14	W	A XTRA GNG FRMN	012	4.00		W A XTRA GNG FRMN		014	1.00	
14	W	A XTRA GNG FRMN	020	.30		TRAVEL 0364				
15	W	A XTRA GNG FRMN	001	7.30						42.50
15	W	A XTRA GNG FRMN	012	1.00		W A XTRA GNG FRMN		014	1.00	
15	W	A XTRA GNG FRMN	020	.30						

## GMS SUPERVISOR APPROVAL STATUS REPORT

003

SUPERVISOR=&gt; STS0053 GANG NBR=&gt; 9081 AS OF 970902

SSA NBR=&gt; 507907740 NAME=&gt; COX

R L

970902

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; A XTRA GNG FRMN

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W A XTRA GNG FRMN	001	8.00						42.50
01		W A XTRA GNG FRMN	014	1.00						
02		W A XTRA GNG FRMN	087	8.00						42.50
03		W A XTRA GNG FRMN	087	8.00						42.50
04		B A XTRA GNG FRMN	009	8.00						42.50
05		R A XTRA GNG FRMN	999							42.50
06		W A XTRA GNG FRMN	999							42.50
07		W A XTRA GNG FRMN	001	7.30						42.50
07		W A XTRA GNG FRMN	014	1.00		W A XTRA GNG FRMN			020	.30
					TRAVEL 0410					
08		W A XTRA GNG FRMN	001	7.30						42.50
08		W A XTRA GNG FRMN	012	1.30		W A XTRA GNG FRMN			014	1.00
08		W A XTRA GNG FRMN	020	.30						
09		W A XTRA GNG FRMN	001	7.30						42.50
09		W A XTRA GNG FRMN	014	1.00		W A XTRA GNG FRMN			020	.30
10		W A XTRA GNG FRMN	001	7.30						42.50
10		W A XTRA GNG FRMN	012	1.00		W A XTRA GNG FRMN			014	1.00
10		W A XTRA GNG FRMN	020	.30						
11		R A XTRA GNG FRMN	001	7.30						42.50
11		R A XTRA GNG FRMN	014	1.00		R A XTRA GNG FRMN			020	.30
12		R A XTRA GNG FRMN	999							42.50
13		W A XTRA GNG FRMN	999							42.50
14		W A XTRA GNG FRMN	001	7.30						42.50
14		W A XTRA GNG FRMN	012	4.00		W A XTRA GNG FRMN			014	1.00
14		W A XTRA GNG FRMN	020	.30		TRAVEL 0396				
15		W A XTRA GNG FRMN	001	7.30						42.50
15		W A XTRA GNG FRMN	012	2.00		W A XTRA GNG FRMN			014	1.00
15		W A XTRA GNG FRMN	020	.30						



## 004

AS OF 970902

NAME=> WASHINGTON M

970902

PAY MONTH=> 07 97 PAY PERIOD=> 1 ASGN POSITION=> A XTRA GNG FRMN

[illegible]

## GMS SUPERVISOR APPROVAL STATUS REPORT

005

SUPERVISOR=&gt; STS0053 GANG NBR=&gt; 9081 AS OF 970902

SSA NBR=&gt; 467257633 NAME=&gt; JACKSON V L 970902

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; TRK MACH OPR

CAL DY	POSITION	COT	HRS CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01	W TRK MACH OPR	001	8.00					42.50
01	W TRK MACH OPR	014	1.00					
02	W TRK MACH OPR	087	8.00					42.50
03	W TRK MACH OPR	087	8.00					42.50
04	B TRK MACH OPR	009	8.00					42.50
05	R TRK MACH OPR	999						42.50
06	W TRK MACH OPR	999						42.50
07	W TRK MACH OPR	001	7.30					42.50
07	W TRK MACH OPR	014	1.00	W TRK MACH OPR			020 .30	
				TRAVEL 1780				
08	W TRK MACH OPR	001	7.30					42.50
08	W TRK MACH OPR	012	1.30	W TRK MACH OPR			014 1.00	
08	W TRK MACH OPR	020	.30					
09	W TRK MACH OPR	001	7.30					42.50
09	W TRK MACH OPR	012	1.30	W TRK MACH OPR			014 1.00	
09	W TRK MACH OPR	020	.30					
10	W TRK MACH OPR	001	7.30					42.50
10	W TRK MACH OPR	014	1.00	W TRK MACH OPR			020 .30	
11	R TRK MACH OPR	001	7.30					42.50
11	R TRK MACH OPR	014	1.00	R TRK MACH OPR			020 .30	
12	R TRK MACH OPR	999						42.50
13	W TRK MACH OPR	999						42.50
14	W TRK MACH OPR	001	7.30					42.50
14	W TRK MACH OPR	012	4.00	W TRK MACH OPR			014 1.00	
14	W TRK MACH OPR	020	.30	TRAVEL 1784				
15	W TRK MACH OPR	001	7.30					42.50
15	W TRK MACH OPR	012	1.30	W TRK MACH OPR			014 1.00	
15	W TRK MACH OPR	020	.30					

## GMS SUPERVISOR APPROVAL STATUS REPORT

006

SUPERVISOR=&gt; STS0053 GANG NBR=&gt; 9081 AS OF 970902

SSA NBR=&gt; 505046689 NAME=&gt; SOLANO E E 970902

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; TRK MACH OPR

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W TRK MACH OPR	001	8.00						42.50
01		W TRK MACH OPR	014	1.00						
02		W TRK MACH OPR	087	8.00						42.50
03		W TRK MACH OPR	087	8.00						42.50
04		B TRK MACH OPR	009	8.00						42.50
05		R TRK MACH OPR	999							42.50
06		W TRK MACH OPR	999							42.50
07		W TRK MACH OPR	001	7.30						42.50
07		W TRK MACH OPR	014	1.00		W TRK MACH OPR			020 .30	
					TRAVEL 0296					
08		W TRK MACH OPR	001	7.30						42.50
08		W TRK MACH OPR	012	1.30		W TRK MACH OPR			014 1.00	
08		W TRK MACH OPR	020	.30						
09		W TRK MACH OPR	001	7.30						42.50
09		W TRK MACH OPR	012	1.00		W TRK MACH OPR			014 1.00	
09		W TRK MACH OPR	020	.30						
10		W TRK MACH OPR	001	7.30						42.50
		W TRK MACH OPR	012	1.00		W TRK MACH OPR			014 1.00	
10		W TRK MACH OPR	020	.30						
11		R TRK MACH OPR	001	7.30						42.50
11		R TRK MACH OPR	014	1.00		R TRK MACH OPR			020 .30	
12		R TRK MACH OPR	999							42.50
13		W TRK MACH OPR	999							42.50
14		W TRK MACH OPR	001	7.30						42.50
14		W TRK MACH OPR	012	4.00		W TRK MACH OPR			014 1.00	
14		W TRK MACH OPR	020	.30		TRAVEL 0282				
15		W TRK MACH OPR	001	7.30						42.50
15		W TRK MACH OPR	012	1.30		W TRK MACH OPR			014 1.00	
15		W TRK MACH OPR	020	.30						



## GMS SUPERVISOR APPROVAL STATUS REPORT

007

SUPERVISOR=&gt; STS0053 GANG NBR=&gt; 9081 AS OF 970902

SSA NBR=&gt; 506847645 NAME=&gt; SZWANЕК K E 970902

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; TRK MACH OPR

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W TRK MACH OPR	001	8.00						42.50
01		W TRK MACH OPR	014	1.00						
02		W TRK MACH OPR	087	8.00						42.50
03		W TRK MACH OPR	087	8.00						42.50
04		B TRK MACH OPR	009	8.00						42.50
05		R TRK MACH OPR	999							42.50
06		W TRK MACH OPR	999							42.50
07		W TRK MACH OPR	001	7.30						42.50
07		W TRK MACH OPR	012	2.00		W TRK MACH OPR		014	1.00	
07		W TRK MACH OPR	020	.30	TRAVEL 0104					
08		W TRK MACH OPR	001	7.30						42.50
08		W TRK MACH OPR	012	2.00		W TRK MACH OPR		014	1.00	
08		W TRK MACH OPR	020	.30						
09		W TRK MACH OPR	001	7.30						42.50
09		W TRK MACH OPR	012	2.30		W TRK MACH OPR		014	1.00	
09		W TRK MACH OPR	020	.30						
10		W TRK MACH OPR	001	7.30						42.50
10		W TRK MACH OPR	012	2.30		W TRK MACH OPR		014	1.00	
10		W TRK MACH OPR	020	.30						
11		R TRK MACH OPR	001	7.30						42.50
11		R TRK MACH OPR	012	1.30		R TRK MACH OPR		014	1.00	
11		R TRK MACH OPR	020	.30						
12		R TRK MACH OPR	999							
13		W TRK MACH OPR	999							
14		W TRK MACH OPR	902	8.00	PB					
15		W TRK MACH OPR	001	7.30						42.50
15		W TRK MACH OPR	012	2.00		W TRK MACH OPR		014	1.00	
15		W TRK MACH OPR	020	.30						

## GMS SUPERVISOR APPROVAL STATUS REPORT

008

SUPERVISOR=&gt; STS0053 GANG NBR=&gt; 9081 AS OF 970902

SSA NBR=&gt; 508062926 NAME=&gt; GRAHAM J A 97090.

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; TRK MACH OPR

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W TRK MACH OPR	001	8.00						42.50
01		W TRK MACH OPR	014	1.00						
02		W TRK MACH OPR	087	3.00						42.50
03		W TRK MACH OPR	087	8.00						42.50
04		B TRK MACH OPR	009	3.00						42.50
05		R TRK MACH OPR	999							42.50
06		W TRK MACH OPR	999							42.50
07		W TRK MACH OPR	001	7.30						42.50
07		W TRK MACH OPR	014	1.00		W TRK MACH OPR			020 .30	
					TRAVEL 0692					
08		W TRK MACH OPR	001	7.30						42.50
08		W TRK MACH OPR	012	1.30		W TRK MACH OPR			014 1.00	
08		W TRK MACH OPR	020	.30						
09		W TRK MACH OPR	001	7.30						42.50
09		W TRK MACH OPR	012	1.30		W TRK MACH OPR			014 1.00	
09		W TRK MACH OPR	020	.30						
10		W TRK MACH OPR	001	7.30						42.50
		W TRK MACH OPR	012	1.00		W TRK MACH OPR			014 1.00	
10		W TRK MACH OPR	020	.30						
11		R TRK MACH OPR	001	7.30						42.50
11		R TRK MACH OPR	014	1.00		R TRK MACH OPR			020 .30	
12		R TRK MACH OPR	999							
13		W TRK MACH OPR	999							
14		W TRK MACH OPR	902	8.00	SK					
15		W TRK MACH OPR	001	7.30						42.50
15		W TRK MACH OPR	012	2.00		W TRK MACH OPR			014 1.00	
15		W TRK MACH OPR	020	.30						

## GMS SUPERVISOR APPROVAL STATUS REPORT

009

SUPERVISOR=&gt; STS0053 GANG NBR=&gt; 9081 AS OF 970902

SSA NBR=&gt; 508560964 NAME=&gt; RIVERA J C 970902

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; TRK MACH OPR

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W TRK MACH OPR	001	8.00						42.50
01		W TRK MACH OPR	014	1.00						
02		W TRK MACH OPR	087	8.00						42.50
03		W TRK MACH OPR	087	8.00						42.50
04		B TRK MACH OPR	009	8.00						42.50
05		R TRK MACH OPR	999							42.50
06		W TRK MACH OPR	999							42.50
07		W TRK MACH OPR	001	7.30						42.50
07		W TRK MACH OPR	014	1.00		W TRK MACH OPR			020 .30	
					TRAVEL 0322					
08		W TRK MACH OPR	001	7.30						42.50
08		W TRK MACH OPR	012	1.30		W TRK MACH OPR			014 1.00	
08		W TRK MACH OPR	020	.30						
09		W TRK MACH OPR	001	7.30						42.50
09		W TRK MACH OPR	012	1.30		W TRK MACH OPR			014 1.00	
09		W TRK MACH OPR	020	.30						
10		W TRK MACH OPR	001	7.30						42.50
10		W TRK MACH OPR	012	1.00		W TRK MACH OPR			014 1.00	
10		W TRK MACH OPR	020	.30						
11		R TRK MACH OPR	001	7.30						42.50
11		R TRK MACH OPR	014	1.00		R TRK MACH OPR			020 .30	
12		R TRK MACH OPR	999							42.50
13		W TRK MACH OPR	999							42.50
14		W TRK MACH OPR	001	7.30						42.50
14		W TRK MACH OPR	012	4.00		W TRK MACH OPR			014 1.00	
14		W TRK MACH OPR	020	.30		TRAVEL 0308				
15		W TRK MACH OPR	902	8.00	PB					



## GMS SUPERVISOR APPROVAL STATUS REPORT

010

SUPERVISOR=&gt; STS0053 GANG NBR=&gt; 9081 AS OF 970902

SSA NBR=&gt; 509765707 NAME=&gt; DIXON JR R L 970902

Y MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; TRK MACH OPR

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W TRK MACH OPR	001	8.00						42.50
01		W TRK MACH OPR	014	1.00						
02		W TRK MACH OPR	087	8.00						42.50
03		W TRK MACH OPR	087	8.00						42.50
04		B TRK MACH OPR	009	8.00						42.50
05		R TRK MACH OPR	999							42.50
06		W TRK MACH OPR	999							42.50
07		W TRK MACH OPR	001	7.30						42.50
07		W TRK MACH OPR	012	6.00		W TRK MACH OPR		014	1.00	
07		W TRK MACH OPR	020	.30		TRAVEL 0688				
08		W TRK MACH OPR	001	7.30						42.50
08		W TRK MACH OPR	012	6.00		W TRK MACH OPR		014	1.00	
08		W TRK MACH OPR	020	.30						
09		W TRK MACH OPR	001	7.30						42.50
09		W TRK MACH OPR	012	6.00		W TRK MACH OPR		014	1.00	
09		W TRK MACH OPR	020	.30						
10		W TRK MACH OPR	001	7.30						42.50
10		W TRK MACH OPR	012	4.00		W TRK MACH OPR		014	1.00	
10		W TRK MACH OPR	020	.30						
11		R TRK MACH OPR	001	7.30						42.50
11		R TRK MACH OPR	014	1.00		R TRK MACH OPR		020	.30	
12		R TRK MACH OPR	999							42.50
13		W TRK MACH OPR	999							42.50
14		W TRK MACH OPR	001	7.30						42.50
14		W TRK MACH OPR	012	4.00		W TRK MACH OPR		014	1.00	
14		W TRK MACH OPR	020	.30		TRAVEL 0674				
15		W TRK MACH OPR	001	7.30						42.50
15		W TRK MACH OPR	012	2.00		W TRK MACH OPR		014	1.00	
15		W TRK MACH OPR	020	.30						

## GMS SUPERVISOR APPROVAL STATUS REPORT

011

SUPERVISOR=&gt; STS0053 GANG NBR=&gt; 9081 AS OF 970902

SSA NBR=&gt; 525065571 NAME=&gt; TOLEDO R 970902

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; TRK MACH OPR

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LN	ARN	ALLOW
01		W TRK MACH OPR	001	8.00							42.50
01		W TRK MACH OPR	014	1.00							
02		W TRK MACH OPR	087	8.00							42.50
03		W TRK MACH OPR	087	8.00							42.50
-04		B TRK MACH OPR	009	8.00							42.50
05		R TRK MACH OPR	999								42.50
06		W TRK MACH OPR	999								42.50
07		W TRK MACH OPR	001	7.30							42.50
07		W TRK MACH OPR	014	1.00		W TRK MACH OPR			020	.30	
					TRAVEL 1210						
08		W TRK MACH OPR	001	7.30							42.50
08		W TRK MACH OPR	012	1.30		W TRK MACH OPR			014	1.00	
08		W TRK MACH OPR	020	.30							
09		W TRK MACH OPR	001	7.30							42.50
09		W TRK MACH OPR	012	1.30		W TRK MACH OPR			014	1.00	
09		W TRK MACH OPR	020	.30							
10		W TRK MACH OPR	001	7.30							42.50
10		W TRK MACH OPR	012	2.00		W TRK MACH OPR			014	1.00	
10		W TRK MACH OPR	020	.30							
11		R TRK MACH OPR	001	7.30							42.50
11		R TRK MACH OPR	014	1.00		R TRK MACH OPR			020	.30	
12		R TRK MACH OPR	999								42.50
13		W TRK MACH OPR	999								42.50
14		W TRK MACH OPR	001	7.30							42.50
14		W TRK MACH OPR	012	4.00		W TRK MACH OPR			014	1.00	
14		W TRK MACH OPR	020	.30		TRAVEL 1224					
15		W TRK MACH OPR	001	7.30							42.50
15		W TRK MACH OPR	012	2.00		W TRK MACH OPR			014	1.00	
15		W TRK MACH OPR	020	.30							

## GMS SUPERVISOR APPROVAL STATUS REPORT

012

SUPERVISOR=&gt; STS0053 GANG NBR=&gt; 9081 AS OF 970902

SSA NBR=&gt; 527173295 NAME=&gt; MARTINEZ J J

970902

4Y MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; TRK MACH OPR

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W TRK MACH OPR	001	8.00						42.50
01		W TRK MACH OPR	014	1.00						42.50
02		W TRK MACH OPR	087	8.00						42.50
03		W TRK MACH OPR	087	8.00						42.50
04		B TRK MACH OPR	009	8.00						42.50
05		R TRK MACH OPR	999							42.50
06		W TRK MACH OPR	999							42.50
07		W TRK MACH OPR	001	7.30						42.50
07		W TRK MACH OPR	014	1.00		W TRK MACH OPR			020 .30	42.50
					TRAVEL 1210					
08		W TRK MACH OPR	001	7.30						42.50
08		W TRK MACH OPR	012	1.30		W TRK MACH OPR			014 1.00	42.50
08		W TRK MACH OPR	020	.30						42.50
09		W TRK MACH OPR	001	7.30						42.50
09		W TRK MACH OPR	012	1.30		W TRK MACH OPR			014 1.00	42.50
09		W TRK MACH OPR	020	.30						42.50
10		W TRK MACH OPR	001	7.30						42.50
10		W TRK MACH OPR	012	2.00		W TRK MACH OPR			014 1.00	42.50
10		W TRK MACH OPR	020	.30						42.50
11		R TRK MACH OPR	001	7.30						42.50
11		R TRK MACH OPR	014	1.00		R TRK MACH OPR			020 .30	42.50
12		R TRK MACH OPR	999							42.50
13		W TRK MACH OPR	999							42.50
14		W TRK MACH OPR	001	7.30						42.50
14		W TRK MACH OPR	012	4.00		W TRK MACH OPR			014 1.00	42.50
14		W TRK MACH OPR	020	.30		TRAVEL 1224				42.50
15		W TRK MACH OPR	001	7.30						42.50
15		W TRK MACH OPR	012	2.00		W TRK MACH OPR			014 1.00	42.50
15		W TRK MACH OPR	020	.30						42.50



## GMS SUPERVISOR APPROVAL STATUS REPORT

013

SUPERVISOR=&gt; STS0053 GANG NBR=&gt; 9081 AS OF 970902

SSA NBR=&gt; 585045328

NAME=&gt; MARTINEZ

C L

970902

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; TRK MACH OPR

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01	W	TRK MACH OPR	001	8.00						42.50
01	W	TRK MACH OPR	014	1.00						
02	W	TRK MACH OPR	087	8.00						42.50
03	W	TRK MACH OPR	087	8.00						42.50
04	S	TRK MACH OPR	009	8.00						42.50
05	R	TRK MACH OPR	999							42.50
06	W	TRK MACH OPR	999							42.50
07	W	TRK MACH OPR	001	7.30						42.50
07	W	TRK MACH OPR	014	1.00	W TRK MACH OPR TRAVEL 1160				020 .30	
08	W	TRK MACH OPR	001	7.30						42.50
08	W	TRK MACH OPR	012	1.30	W TRK MACH OPR				014 1.00	
08	W	TRK MACH OPR	020	.30						
09	W	TRK MACH OPR	001	7.30						42.50
09	W	TRK MACH OPR	012	1.30	W TRK MACH OPR				014 1.00	
09	W	TRK MACH OPR	020	.30						
10	W	TRK MACH OPR	001	7.30						42.50
10	W	TRK MACH OPR	012	2.00	W TRK MACH OPR				014 1.00	
10	W	TRK MACH OPR	020	.30						
11	R	TRK MACH OPR	001	7.30						42.50
11	R	TRK MACH OPR	014	1.00	R TRK MACH OPR				020 .30	
12	R	TRK MACH OPR	999							42.50
13	W	TRK MACH OPR	999							42.50
14	W	TRK MACH OPR	001	7.30						42.50
14	W	TRK MACH OPR	012	4.00	W TRK MACH OPR				014 1.00	
14	W	TRK MACH OPR	020	.30	TRAVEL 1174					
15	W	TRK MACH OPR	001	7.30						42.50
15	W	TRK MACH OPR	012	2.00	W TRK MACH OPR				014 1.00	
15	W	TRK MACH OPR	020	.30						

## GMS SUPERVISOR APPROVAL STATUS REPORT

014

SUPERVISOR=&gt; STS0053 GANG NBR=&gt; 9081

AS OF 970902

SSA NBR=&gt; 585867785

NAME=&gt; WOODY

D R

970902

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; TRK MACH OPR

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W TRK MACH OPR	001	8.00						42.50
01		W TRK MACH OPR	014	1.00						
02		W TRK MACH OPR	087	8.00						42.50
03		W TRK MACH OPR	087	8.00						42.50
04		B TRK MACH OPR	009	8.00						42.50
05		R TRK MACH OPR	999							42.50
06		W TRK MACH OPR	999							42.50
07		W TRK MACH OPR	001	7.30						42.50
07		W TRK MACH OPR	014	1.00		W TRK MACH OPR			020 .30	
					TRAVEL 1210					
08		W TRK MACH OPR	001	7.30						42.50
08		W TRK MACH OPR	012	1.30		W TRK MACH OPR			014 1.00	
08		W TRK MACH OPR	020	.30						
09		W TRK MACH OPR	001	7.30						42.50
09		W TRK MACH OPR	012	1.30		W TRK MACH OPR			014 1.00	
09		W TRK MACH OPR	020	.30						
10		W TRK MACH OPR	001	7.30						42.50
		W TRK MACH OPR	012	2.00		W TRK MACH OPR			014 1.00	
10		W TRK MACH OPR	020	.30						
11		R TRK MACH OPR	001	7.30						42.50
11		R TRK MACH OPR	014	1.00		R TRK MACH OPR			020 .30	
12		R TRK MACH OPR	999							42.50
13		W TRK MACH OPR	999							42.50
14		W TRK MACH OPR	001	7.30						42.50
14		W TRK MACH OPR	012	4.00		W TRK MACH OPR			014 1.00	
14		W TRK MACH OPR	020	.30		TRAVEL 1224				
15		W TRK MACH OPR	001	7.30						42.50
15		W TRK MACH OPR	012	2.00		W TRK MACH OPR			014 1.00	
15		W TRK MACH OPR	020	.30						

## GMS SUPERVISOR APPROVAL STATUS REPORT

015

--SUPERVISOR=&gt; STS0053 GANG NBR=&gt; 9081 AS OF 970902

SSA NBR=&gt; 585905607

NAME=&gt; IGNACIO

L

970902

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; TRK MACH OPR

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W TRK MACH OPR	001	8.00						42.50
01		W TRK MACH OPR	014	1.00						
02		W TRK MACH OPR	087	8.00						42.50
03		W TRK MACH OPR	087	8.00						42.50
04		B TRK MACH OPR	009	8.00						42.50
05		R TRK MACH OPR	999							42.50
05		W TRK MACH OPR	999							42.50
07		W TRK MACH OPR	001	7.30						42.50
07		W TRK MACH OPR	014	1.00		W TRK MACH OPR			020 .30	
					TRAVEL 1210					
08		W TRK MACH OPR	001	7.30						42.50
08		W TRK MACH OPR	012	1.30		W TRK MACH OPR			014 1.00	
08		W TRK MACH OPR	020	.30						
09		W TRK MACH OPR	001	7.30						42.50
09		W TRK MACH OPR	012	1.30		W TRK MACH OPR			014 1.00	
09		W TRK MACH OPR	020	.30						
10		W TRK MACH OPR	001	7.30						42.50
10		W TRK MACH OPR	012	2.00		W TRK MACH OPR			014 1.00	
10		W TRK MACH OPR	020	.30						
11		R TRK MACH OPR	001	7.30						42.50
11		R TRK MACH OPR	014	1.00		R TRK MACH OPR			020 .30	
12		R TRK MACH OPR	999							42.50
13		W TRK MACH OPR	999							42.50
14		W TRK MACH OPR	001	7.30						42.50
14		W TRK MACH OPR	012	4.00		W TRK MACH OPR			014 1.00	
14		W TRK MACH OPR	020	.30		TRAVEL 1224				
15		W TRK MACH OPR	001	7.30						42.50
15		W TRK MACH OPR	012	2.00		W TRK MACH OPR			014 1.00	
15		W TRK MACH OPR	020	.30						



## GMS SUPERVISOR APPROVAL STATUS REPORT

016

SUPERVISOR=&gt; STS0053 GANG NBR=&gt; 9081

AS OF 970902

SSA NBR=&gt; 585947138

NAME=&gt; THOMAS

D

970902

WY MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; TRK MACH OPR

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W TRK MACH OPR	001	8.00						42.50
01		W TRK MACH OPR	014	1.00						
02		W TRK MACH OPR	087	8.00						42.50
03		W TRK MACH OPR	087	8.00						42.50
04		B TRK MACH OPR	009	8.00						42.50
05		R TRK MACH OPR	999							42.50
06		W TRK MACH OPR	999							42.50
07		W TRK MACH OPR	001	7.30						42.50
07		W TRK MACH OPR	014	1.00		W TRK MACH OPR			020 .30	
						TRAVEL 1210				
08		W TRK MACH OPR	001	7.30						42.50
08		W TRK MACH OPR	012	1.30		W TRK MACH OPR			014 1.00	
06		W TRK MACH OPR	020	.30						
09		W TRK MACH OPR	001	7.30						42.50
09		W TRK MACH OPR	012	1.30		W TRK MACH OPR			014 1.00	
09		W TRK MACH OPR	020	.30						
10		W TRK MACH OPR	001	7.30						42.50
10		W TRK MACH OPR	012	2.00		W TRK MACH OPR			014 1.00	
10		W TRK MACH OPR	020	.30						
11		R TRK MACH OPR	001	7.30						42.50
11		R TRK MACH OPR	014	1.00		R TRK MACH OPR			020 .30	
12		R TRK MACH OPR	999							42.50
13		W TRK MACH OPR	999							42.50
14		W TRK MACH OPR	002	8.00						
15		W TRK MACH OPR	002	8.00						

## GMS SUPERVISOR APPROVAL STATUS REPORT

017

SUPERVISOR=&gt; STS0053 GANG NBR=&gt; 9081

AS OF 970902

SSA NBR=&gt; 466601785

NAME=&gt; GUARDIOLA JR G

970902

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; EX GNG LABORER

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W A XTRA GNG FRMN	001	8.00	TD					42.50
01		W A XTRA GNG FRMN	014	1.00						42.50
02		W EX GNG LABORER	087	8.00						42.50
03		W EX GNG LABORER	087	8.00						42.50
04		B EX GNG LABORER	009	8.00						42.50
05		R EX GNG LABORER	999							42.50
06		W EX GNG LABORER	999							42.50
07		W A XTRA GNG FRMN	001	7.30	TD					42.50
07		W A XTRA GNG FRMN	014	1.00		W A XTRA GNG FRMN			020 .30	
						TRAVEL 0378				
08		W A XTRA GNG FRMN	001	7.30	TD					42.50
08		W A XTRA GNG FRMN	012	1.30		W A XTRA GNG FRMN			014 1.00	
08		W A XTRA GNG FRMN	020	.30						
09		W A XTRA GNG FRMN	001	7.30	TD					42.50
09		W A XTRA GNG FRMN	012	1.30		W A XTRA GNG FRMN			014 1.00	
09		W A XTRA GNG FRMN	020	.30						
10		W A XTRA GNG FRMN	001	7.30	TD					42.50
10		W A XTRA GNG FRMN	012	2.00		W A XTRA GNG FRMN			014 1.00	
10		W A XTRA GNG FRMN	020	.30						
11		R A XTRA GNG FRMN	001	7.30	TD					42.50
11		R A XTRA GNG FRMN	014	1.00		R A XTRA GNG FRMN			020 .30	
12		R EX GNG LABORER	999							42.50
13		W EX GNG LABORER	999							42.50
14		W A XTRA GNG FRMN	001	7.30	TD					42.50
14		W A XTRA GNG FRMN	012	4.00		W A XTRA GNG FRMN			014 1.00	
14		W A XTRA GNG FRMN	020	.30		TRAVEL 0364				
15		W A XTRA GNG FRMN	001	7.30	TD					42.50
15		W A XTRA GNG FRMN	012	4.00		W A XTRA GNG FRMN			014 1.00	
15		W A XTRA GNG FRMN	020	.30						

## 018

970902

[illegible]



## 019

AS OF 970902

SSA NBR=> 505683255

NAME=> ARELLANO

P J

970902

PAY MONTH=> 07 97 PAY PERIOD=> 1 ASGN POSITION=> EX GNG LABORER

[illegible]

## GMS SUPERVISOR APPROVAL STATUS REPORT

020

SUPERVISOR=&gt; STS0053 GANG NBR=&gt; 9081

AS OF 970902

SSA NBR=&gt; 506023441

NAME=&gt; SOLANO

R E

970902

1Y MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; EX GNG LABORER

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W EX GNG LABORER	001	8.00						42.50
01		W EX GNG LABORER	014	1.00						
02		W EX GNG LABORER	087	8.00						42.50
03		W EX GNG LABORER	087	8.00						42.50
04		B EX GNG LABORER	009	8.00						42.50
05		R EX GNG LABORER	999							42.50
06		W EX GNG LABORER	999							42.50
07		W EX GNG LABORER	001	7.30						42.50
07		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020	.30
					TRAVEL	0296				
08		W EX GNG LABORER	001	7.30						42.50
08		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020	.30
09		W EX GNG LABORER	001	7.30						42.50
09		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020	.30
10		W EX GNG LABORER	001	7.30						42.50
10		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020	.30
		R EX GNG LABORER	001	7.30						42.50
		R EX GNG LABORER	014	1.00		R EX GNG LABORER			020	.30
12		R EX GNG LABORER	999							42.50
13		W EX GNG LABORER	999							42.50
14		W EX GNG LABORER	001	7.30						42.50
14		W EX GNG LABORER	012	.30		W EX GNG LABORER			014	1.00
14		W EX GNG LABORER	020	.30		TRAVEL	0382			
15		W EX GNG LABORER	001	7.30						42.50
15		W EX GNG LABORER	012	1.00		W EX GNG LABORER			014	1.00
15		W EX GNG LABORER	020	.30						

## GMS SUPERVISOR APPROVAL STATUS REPORT

021

SUPERVISOR=&gt; STS0053 GANG NBR=&gt; 9081 AS OF 970902

SSA NBR=&gt; 506961004

NAME=&gt; RIVERA

M J

970902

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; EX GNG LABORER

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W EX GNG LABORER	001	8.00						42.50
01		W EX GNG LABORER	014	1.00						
02		W EX GNG LABORER	087	8.00						42.50
03		W EX GNG LABORER	087	8.00						42.50
04		B EX GNG LABORER	009	8.00						42.50
05		R EX GNG LABORER	999							42.50
06		W EX GNG LABORER	999							42.50
07		W EX GNG LABORER	001	7.30						42.50
07		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020	.30
					TRAVEL	0322				
08		W EX GNG LABORER	001	7.30						42.50
08		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020	.30
09		W EX GNG LABORER	001	7.30						42.50
09		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020	.30
10		W EX GNG LABORER	001	7.30						42.50
10		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020	.30
11		R EX GNG LABORER	001	7.30						42.50
11		R EX GNG LABORER	014	1.00		R EX GNG LABORER			020	.30
12		R EX GNG LABORER	999							42.50
13		W EX GNG LABORER	999							42.50
14		W EX GNG LABORER	001	7.30						42.50
14		W EX GNG LABORER	012	.30		W EX GNG LABORER			014	1.00
14		W EX GNG LABORER	020	.30		TRAVEL	0308			
15		W EX GNG LABORER	001	7.30						42.50
15		W EX GNG LABORER	012	1.00		W EX GNG LABORER			014	1.00
15		W EX GNG LABORER	020	.30						



## GMS SUPERVISOR APPROVAL STATUS REPORT

022

SUPERVISOR=&gt; STS0053 GANG NBR=&gt; 9081

AS OF 970902

SSA NBR=&gt; 507060126

NAME=&gt; GALAVEZ

T D

970902

4Y MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; EX GNG LABORER

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W EX GNG LABORER	001	8.00						42.50
01		W EX GNG LABORER	014	1.00						42.50
02		W EX GNG LABORER	087	8.00						42.50
03		W EX GNG LABORER	087	8.00						42.50
04		B EX GNG LABORER	009	8.00						42.50
05		R EX GNG LABORER	999							42.50
06		W EX GNG LABORER	999							42.50
07		W EX GNG LABORER	001	7.30						42.50
07		W EX GNG LABORER	014	1.00		W EX GNG LABORER TRAVEL 0296			020 .30	42.50
08		W EX GNG LABORER	001	7.30						42.50
08		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020 .30	42.50
09		W EX GNG LABORER	001	7.30						42.50
09		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020 .30	42.50
10		W EX GNG LABORER	001	7.30						42.50
10		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020 .30	42.50
11		R EX GNG LABORER	001	7.30						42.50
11		R EX GNG LABORER	014	1.00		R EX GNG LABORER			020 .30	42.50
12		R EX GNG LABORER	999							42.50
13		W EX GNG LABORER	999							42.50
14		W EX GNG LABORER	001	7.30						42.50
14		W EX GNG LABORER	012	.30		W EX GNG LABORER			014 1.00	42.50
14		W EX GNG LABORER	020	.30		TRAVEL 0382				42.50
15		W EX GNG LABORER	001	7.30						42.50
15		W EX GNG LABORER	012	1.00		W EX GNG LABORER			014 1.00	42.50
15		W EX GNG LABORER	020	.30						42.50

## GMS SUPERVISOR APPROVAL STATUS REPORT

023

SUPERVISOR=&gt; STS0053 GANG NBR=&gt; 9081 AS OF 970902

SSA NBR=&gt; 508230581

NAME=&gt; ERDEI

D R

970902

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; EX GNG LABORER

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W EX GNG LABORER	001	8.00						42.50
01		W EX GNG LABORER	014	1.00						
02		W EX GNG LABORER	087	8.00						42.50
03		W EX GNG LABORER	087	8.00						42.50
04		B EX GNG LABORER	009	8.00						42.50
05		R EX GNG LABORER	999							42.50
06		W EX GNG LABORER	999							42.50
07		W EX GNG LABORER	001	7.30						42.50
07		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020 .30	
					TRAVEL 0666					
08		W EX GNG LABORER	001	7.30						42.50
08		W EX GNG LABORER	012	1.30		W EX GNG LABORER			014 1.00	
08		W EX GNG LABORER	020	.30						
09		W EX GNG LABORER	001	7.30						42.50
09		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020 .30	
10		W EX GNG LABORER	001	7.30						42.50
10		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020 .30	
11		R EX GNG LABORER	001	7.30						42.50
11		R EX GNG LABORER	014	1.00		R EX GNG LABORER			020 .30	
12		R EX GNG LABORER	999							42.50
13		W EX GNG LABORER	999							42.50
14		W EX GNG LABORER	001	7.30						42.50
14		W EX GNG LABORER	012	.30		W EX GNG LABORER			014 1.00	
14		W EX GNG LABORER	020	.30		TRAVEL 0652				
15		W EX GNG LABORER	001	7.30						42.50
15		W EX GNG LABORER	012	1.00		W EX GNG LABORER			014 1.00	
15		W EX GNG LABORER	020	.30						

## 024

AS OF 970902

970902

SSA NBR=> 509880863 NAME=> MILLER B L  
4Y MONTH=> 07 97 PAY PERIOD=> 1 ASGN POSITION=> EX GNG LABORER

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
-----	----	----------	-----	-----	------	-------	------	------	---------	-------

01	W						
02	W						
03	W						
04	B						
05	R						
06	W						
07	W EX GNG LABORER	001	7.30				42.50
07	W EX GNG LABORER	014	1.00	W EX GNG LABORER	020	.30	
08	W EX GNG LABORER	001	7.30				42.50
08	W EX GNG LABORER	014	1.00	W EX GNG LABORER	020	.30	
09	W EX GNG LABORER	001	7.30				42.50
09	W EX GNG LABORER	014	1.00	W EX GNG LABORER	020	.30	
10	W EX GNG LABORER	001	7.30				42.50
10	W EX GNG LABORER	014	1.00	W EX GNG LABORER	020	.30	
11	R EX GNG LABORER	001	7.30				42.50
11	R EX GNG LABORER	014	1.00	R EX GNG LABORER	020	.30	
	R EX GNG LABORER	999					42.50
13	W EX GNG LABORER	999					42.50
14	W EX GNG LABORER	909		RL			
15	W						



## GMS SUPERVISOR APPROVAL STATUS REPORT

025

SUPERVISOR=&gt; STS0053 GANG NBR=&gt; 9081 AS OF 970902

SSA NBR=&gt; 512542564 NAME=&gt; THORMAN R L 970902

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; EX GNG LABORER

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01	W	EX GNG LABORER	001	8.00						42.50
01	W	EX GNG LABORER	014	1.00						
02	W	EX GNG LABORER	087	8.00						42.50
03	W	EX GNG LABORER	087	8.00						42.50
04	B	EX GNG LABORER	009	8.00						42.50
05	R	EX GNG LABORER	999							42.50
06	W	EX GNG LABORER	999							42.50
07	W	EX GNG LABORER	001	7.30						42.50
07	W	EX GNG LABORER	014	1.00		W EX GNG LABORER			020	.30
					TRAVEL	0660				
08	W	EX GNG LABORER	001	7.30						42.50
08	W	EX GNG LABORER	014	1.00		W EX GNG LABORER			020	.30
09	W	EX GNG LABORER	001	7.30						42.50
09	W	EX GNG LABORER	014	1.00		W EX GNG LABORER			020	.30
10	W	EX GNG LABORER	001	7.30						42.50
10	W	EX GNG LABORER	014	1.00		W EX GNG LABORER			020	.30
11	R	EX GNG LABORER	001	7.30						42.50
11	R	EX GNG LABORER	014	1.00		R EX GNG LABORER			020	.30
12	R	EX GNG LABORER	999							42.50
13	W	EX GNG LABORER	999							42.50
14	W	EX GNG LABORER	001	7.30						42.50
14	W	EX GNG LABORER	012	.30		W EX GNG LABORER			014	1.00
14	W	EX GNG LABORER	020	.30		TRAVEL	0646			
15	W	EX GNG LABORER	001	7.30						42.50
15	W	EX GNG LABORER	012	1.00		W EX GNG LABORER			014	1.00
15	W	EX GNG LABORER	020	.30						

## GMS SUPERVISOR APPROVAL STATUS REPORT

026

SUPERVISOR=&gt; STS0053 GANG NBR=&gt; 9081

AS OF 970902

SSA NBR=&gt; 526692766

NAME=&gt; YAZZIE

S B

970902

4Y MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; EX GNG LABORER

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W EX GNG LABORER	001	8.00						42.50
01		W EX GNG LABORER	014	1.00						
02		W EX GNG LABORER	087	8.00						42.50
03		W EX GNG LABORER	087	8.00						42.50
04		B EX GNG LABORER	009	8.00						42.50
05		R EX GNG LABORER	999							42.50
06		W EX GNG LABORER	999							42.50
07		W EX GNG LABORER	001	7.30						42.50
07		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020 .30	
						TRAVEL 1432				
08		W EX GNG LABORER	001	7.30						42.50
08		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020 .30	
09		W EX GNG LABORER	001	7.30						42.50
09		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020 .30	
10		W EX GNG LABORER	001	7.30						42.50
10		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020 .30	
11		R EX GNG LABORER	001	7.30						42.50
		R EX GNG LABORER	014	1.00		R EX GNG LABORER			020 .30	
12		R EX GNG LABORER	999							42.50
13		W EX GNG LABORER	999							42.50
14		W EX GNG LABORER	001	7.30						42.50
14		W EX GNG LABORER	012	.30		W EX GNG LABORER			014 1.00	
14		W EX GNG LABORER	020	.30		TRAVEL 1446				
15		W EX GNG LABORER	001	7.30						42.50
15		W EX GNG LABORER	012	1.00		W EX GNG LABORER			014 1.00	
15		W EX GNG LABORER	020	.30						

## GMS SUPERVISOR APPROVAL STATUS REPORT

027

SUPERVISOR=&gt; STS0053 GANG NBR=&gt; 9081 AS OF 970902

SSA NBR=&gt; 526872991

NAME=&gt; YAZZIE

M B

970902

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; EX GNG LABORER

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W EX GNG LABORER	001	8.00						42.50
01		W EX GNG LABORER	014	1.00						
02		W EX GNG LABORER	087	8.00						42.50
03		W EX GNG LABORER	087	8.00						42.50
04		B EX GNG LABORER	009	8.00						42.50
05		R EX GNG LABORER	999							42.50
06		W EX GNG LABORER	999							42.50
07		W EX GNG LABORER	001	7.30						42.50
07		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020	.30
					TRAVEL 1332					
08		W EX GNG LABORER	001	7.30						42.50
08		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020	.30
09		W EX GNG LABORER	001	7.30						42.50
09		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020	.30
10		W EX GNG LABORER	001	7.30						42.50
10		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020	.30
11		R EX GNG LABORER	001	7.30						42.50
11		R EX GNG LABORER	014	1.00		R EX GNG LABORER			020	.30
12		R EX GNG LABORER	999							42.50
13		W EX GNG LABORER	999							42.50
14		W EX GNG LABORER	001	7.30						42.50
14		W EX GNG LABORER	012	.30		W EX GNG LABORER			014	1.00
14		W EX GNG LABORER	020	.30		TRAVEL 1446				
15		W EX GNG LABORER	001	7.30						42.50
15		W EX GNG LABORER	012	1.00		W EX GNG LABORER			014	1.00
15		W EX GNG LABORER	020	.30						



## GMS SUPERVISOR APPROVAL STATUS REPORT

028

SUPERVISOR=&gt; STS0053 GANG NBR=&gt; 9081

AS OF 970902

SSA NBR=&gt; 527551510

NAME=&gt; BENALLY

M A

970902

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; EX GNG LABOKER

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W EX GNG LABORER	001	8.00						42.50
01		W EX GNG LABORER	014	1.00						
02		W EX GNG LABORER	087	8.00						42.50
03		W EX GNG LABORER	087	8.00						42.50
04		B EX GNG LABORER	009	8.00						42.50
05		R EX GNG LABORER	999							42.50
06		W EX GNG LABORER	999							42.50
07		W EX GNG LABORER	001	7.30						42.50
07		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020	.30
					TRAVEL 1464					
08		W EX GNG LABORER	001	7.30						42.50
08		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020	.30
09		W EX GNG LABORER	001	7.30						42.50
09		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020	.30
10		W EX GNG LABORER	001	7.30						42.50
10		W EX GNG LABORER	014	1.00		W EX GNG LABORER			020	.30
11		R EX GNG LABORER	001	7.30						42.50
		R EX GNG LABORER	014	1.00		R EX GNG LABORER			020	.30
12		R EX GNG LABORER	999							42.50
13		W EX GNG LABORER	999							42.50
14		W EX GNG LABORER	001	7.30						42.50
14		W EX GNG LABORER	012	.30		W EX GNG LABORER			014	1.00
14		W EX GNG LABORER	020	.30		TRAVEL 1478				
15		W EX GNG LABORER	001	7.30						42.50
15		W EX GNG LABORER	012	1.00		W EX GNG LABORER			014	1.00
15		W EX GNG LABORER	020	.30						

## GMS SUPERVISOR APPROVAL STATUS REPORT

029

SUPERVISOR=&gt; STS0053 GANG NBR=&gt; 9081

AS OF 970902

SSA NBR=&gt; 585848975

NAME=&gt; SLIVERS

M J

970902

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; EX GNG LABORER

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01	W	EX GNG LABORER	001	8.00						42.50
01	W	EX GNG LABORER	014	1.00						
02	W	EX GNG LABORER	087	8.00						42.50
03	W	EX GNG LABORER	087	8.00						42.50
04	B	EX GNG LABORER	009	8.00						42.50
05	R	EX GNG LABORER	999							42.50
06	W	EX GNG LABORER	999							42.50
07	W	EX GNG LABORER	001	7.30						42.50
07	W	EX GNG LABORER	014	1.00		W EX GNG LABORER			020	.30
					TRAVEL 1492					
08	W	EX GNG LABORER	001	7.30						42.50
08	W	EX GNG LABORER	014	1.00		W EX GNG LABORER			020	.30
09	W	EX GNG LABORER	001	7.30						42.50
09	W	EX GNG LABORER	014	1.00		W EX GNG LABORER			020	.30
10	W	EX GNG LABORER	001	7.30						42.50
10	W	EX GNG LABORER	014	1.00		W EX GNG LABORER			020	.30
11	R	EX GNG LABORER	001	7.30						42.50
11	R	EX GNG LABORER	014	1.00		R EX GNG LABORER			020	.30
12	R	EX GNG LABORER	999							42.50
13	W	EX GNG LABORER	999							42.50
14	W	EX GNG LABORER	001	7.30						42.50
14	W	EX GNG LABORER	012	.30		W EX GNG LABORER			014	1.00
14	W	EX GNG LABORER	020	.30		TRAVEL 1506				
15	W	EX GNG LABORER	001	7.30						42.50
15	W	EX GNG LABORER	012	1.00		W EX GNG LABORER			014	1.00
15	W	EX GNG LABORER	020	.30						

## GMS SUPERVISOR APPROVAL STATUS REPORT

030

SUPERVISOR=> STS0053 GANG NBR=> 9081 AS OF 970902  
 SSA NBR=> 520800104 NAME=> WARREN V L 970902  
 4Y MONTH=> 07 97 PAY PERIOD=> 1 ASGN POSITION=> SYS MATERIAL FRM

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01		W SYS MATERIAL FRM	001	8.00						42.50
01		W SYS MATERIAL FRM	014	1.00						
02		W SYS MATERIAL FRM	087	8.00						42.50
03		W SYS MATERIAL FRM	087	8.00						42.50
04		B SYS MATERIAL FRM	009	8.00						42.50
05		R SYS MATERIAL FRM	999							42.50
06		W SYS MATERIAL FRM	999							42.50
07		W SYS MATERIAL FRM	001	7.30						42.50
07		W SYS MATERIAL FRM	014	1.00		W SYS MATERIAL FRM		020	.30	
					TRAVEL 1042					
08		W SYS MATERIAL FRM	001	7.30						42.50
08		W SYS MATERIAL FRM	012	1.30		W SYS MATERIAL FRM		014	1.00	
08		W SYS MATERIAL FRM	020	.30						
09		W SYS MATERIAL FRM	001	7.30						42.50
09		W SYS MATERIAL FRM	012	1.30		W SYS MATERIAL FRM		014	1.00	
09		W SYS MATERIAL FRM	020	.30						
10		W SY TIBA GNG FRMN	001	7.30						42.50
		W SY TIBA GNG FRMN	014	1.00		W SY TIBA GNG FRMN		020	.30	
11		R SY TIBA GNG FRMN	001	7.30						42.50
11		R SY TIBA GNG FRMN	014	1.00		R SY TIBA GNG FRMN		020	.30	
12		R SYS MATERIAL FRM	999							42.50
13		W SYS MATERIAL FRM	999							42.50
14		W SYS MATERIAL FRM	001	7.30						42.50
14		W SYS MATERIAL FRM	012	.30		W SYS MATERIAL FRM		014	1.00	
14		W SYS MATERIAL FRM	020	.30		TRAVEL 1056				
15		W SYS MATERIAL FRM	001	7.30						42.50
15		W SYS MATERIAL FRM	012	1.00		W SYS MATERIAL FRM		014	1.00	
15		W SYS MATERIAL FRM	020	.30						



## GMS SUPERVISOR APPROVAL STATUS REPORT

031

SUPERVISOR=&gt; STS0053 GANG NBR=&gt; 9081 AS OF 970902

SSA NBR=&gt; 585524969

NAME=&gt; ARMSTRONG

J

970902

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; SY TRK DR NS

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01	W	SY TRK DR NS	001	8.00						42.50
01	W	SY TRK DR NS	014	1.00						
02	W	SY TRK DR NS	087	8.00						42.50
03	W	SY TRK DR NS	087	8.00						42.50
04	B	SY TRK DR NS	009	8.00						42.50
05	R	SY TRK DR NS	999							42.50
06	W	SY TRK DR NS	999							42.50
07	W	SY TRK DR NS	001	7.30						42.50
07	W	SY TRK DR NS	012	3.00		W SY TRK DR NS			014 1.00	
07	W	SY TRK DR NS	020	.30	TRAVEL	1160				
08	W	SY TRK DR NS	001	7.30						42.50
08	W	SY TRK DR NS	012	1.30		W SY TRK DR NS			014 1.00	
08	W	SY TRK DR NS	020	.30						
09	W	SY TRK DR NS	001	7.30						42.50
09	W	SY TRK DR NS	012	1.30		W SY TRK DR NS			014 1.00	
09	W	SY TRK DR NS	020	.30						
10	W	SY TRK DR NS	001	7.30						42.50
10	W	SY TRK DR NS	012	2.00		W SY TRK DR NS			014 1.00	
10	W	SY TRK DR NS	020	.30						
11	R	SY TRK DR NS	001	7.30						42.50
11	R	SY TRK DR NS	014	1.00		R SY TRK DR NS			020 .30	
12	R	SY TRK DR NS	999							42.50
13	W	SY TRK DR NS	999							42.50
14	W	SY TRK DR NS	001	7.30						42.50
14	W	SY TRK DR NS	012	4.00		W SY TRK DR NS			014 1.00	
14	W	SY TRK DR NS	020	.30	TRAVEL	1174				
15	W	SY TRK DR NS	001	7.30						42.50
15	W	SY TRK DR NS	012	2.00		W SY TRK DR NS			014 1.00	
15	W	SY TRK DR NS	020	.30						

## GMS SUPERVISOR APPROVAL STATUS REPORT

032

SUPERVISOR=&gt; STS0053 GANG NBR=&gt; 9081

AS OF 970902

SSA NBR=&gt; 507683529

NAME=&gt; RUDAT

D C

970902

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 1 ASGN POSITION=&gt; SYS BUS DRIVER

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01	W	SYS BUS DRIVER	001	8.00						42.50
01	W	SYS BUS DRIVER	014	1.00						
02	W	SYS BUS DRIVER	087	8.00						42.50
03	W	SYS BUS DRIVER	087	8.00						42.50
04	B	SYS BUS DRIVER	009	8.00						42.50
05	R	SYS BUS DRIVER	999							42.50
06	W	SYS BUS DRIVER	999							42.50
07	W	SYS BUS DRIVER	001	7.30						42.50
07	W	SYS BUS DRIVER	014	1.00		W SYS BUS DRIVER			020 .30	
					TRAVEL 0504					
08	W	SYS BUS DRIVER	001	7.30						42.50
08	W	SYS BUS DRIVER	012	1.30		W SYS BUS DRIVER			014 1.00	
08	W	SYS BUS DRIVER	020	.30						
09	W	SYS BUS DRIVER	001	7.30						42.50
09	W	SYS BUS DRIVER	012	1.30		W SYS BUS DRIVER			014 1.00	
09	W	SYS BUS DRIVER	020	.30						
10	W	SYS BUS DRIVER	001	7.30						42.50
	W	SYS BUS DRIVER	012	2.00		W SYS BUS DRIVER			014 1.00	
10	W	SYS BUS DRIVER	020	.30						
11	R	SYS BUS DRIVER	001	7.30						42.50
11	R	SYS BUS DRIVER	014	1.00		R SYS BUS DRIVER			020 .30	
12	R	SYS BUS DRIVER	999							42.50
13	W	SYS BUS DRIVER	999							42.50
14	W	SYS BUS DRIVER	001	7.30						42.50
14	W	SYS BUS DRIVER	012	4.00		W SYS BUS DRIVER			014 1.00	
14	W	SYS BUS DRIVER	020	.30		TRAVEL 0490				
15	W	SYS BUS DRIVER	001	7.30						42.50
15	W	SYS BUS DRIVER	012	2.00		W SYS BUS DRIVER			014 1.00	
15	W	SYS BUS DRIVER	020	.30						

## GMS SUPERVISOR APPROVAL STATUS REPORT

001

SUPERVISOR=> STS0053 GANG NBR=> 9081 APPROVED AS OF 970902  
 SSA NBR=> 506729217 NAME=> HILL JR R D APPROVED 970805  
 PAY MONTH=> 07 97 PAY PERIOD=> 2 ASGN POSITION=> SY TIBA GNG FRMN

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
16	W	SY TIBA GNG FRMN	001	7.30						42.50
16	W	SY TIBA GNG FRMN	012	1.30		W SY TIBA GNG FRMN			014 1.00	
16	W	SY TIBA GNG FRMN	020	.30						
17	W	SY TIBA GNG FRMN	001	7.30						42.50
17	W	SY TIBA GNG FRMN	014	1.00		W SY TIBA GNG FRMN			020 .30	
18	R	SY TIBA GNG FRMN	001	7.30						42.50
18	R	SY TIBA GNG FRMN	014	1.00		R SY TIBA GNG FRMN			020 .30	
19	R	SY TIBA GNG FRMN	999							42.50
20	W	SY TIBA GNG FRMN	999							42.50
21	W	SY TIBA GNG FRMN	001	7.30						42.50
21	W	SY TIBA GNG FRMN	014	1.00		W SY TIBA GNG FRMN			020 .30	
					TRAVEL 0281					
22	W	SY TIBA GNG FRMN	001	7.30						42.50
22	W	SY TIBA GNG FRMN	014	1.00		W SY TIBA GNG FRMN			020 .30	
23	W	SY TIBA GNG FRMN	001	7.30						42.50
23	W	SY TIBA GNG FRMN	012	1.00		W SY TIBA GNG FRMN			014 1.00	
23	W	SY TIBA GNG FRMN	020	.30						
24	W	SY TIBA GNG FRMN	001	7.30						42.50
24	W	SY TIBA GNG FRMN	012	1.30		W SY TIBA GNG FRMN			014 1.00	
24	W	SY TIBA GNG FRMN	020	.30						
25	R	SY TIBA GNG FRMN	001	7.30						42.50
25	R	SY TIBA GNG FRMN	014	1.00		R SY TIBA GNG FRMN			020 .30	
26	R	SY TIBA GNG FRMN	999							42.50
27	W	SY TIBA GNG FRMN	999							42.50
28	W	SY TIBA GNG FRMN	001	7.30						42.50
28	W	SY TIBA GNG FRMN	014	1.00		W SY TIBA GNG FRMN			020 .30	
					TRAVEL 0496					
29	W	SY TIBA GNG FRMN	001	7.30						42.50
29	W	SY TIBA GNG FRMN	014	1.00		W SY TIBA GNG FRMN			020 .30	
30	W	SY TIBA GNG FRMN	001	7.30						42.50
30	W	SY TIBA GNG FRMN	012	1.30		W SY TIBA GNG FRMN			014 1.00	
30	W	SY TIBA GNG FRMN	020	.30						
31	W	SY TIBA GNG FRMN	001	7.30						42.50
31	W	SY TIBA GNG FRMN	012	.30		W SY TIBA GNG FRMN			014 1.00	
31	W	SY TIBA GNG FRMN	020	.30						



## GMS SUPERVISOR APPROVAL STATUS REPORT

002

SUPERVISOR=> STS0053 GANG NBR=> 9081 APPROVED AS OF 970902  
 SSA NBR=> 505683255 NAME=> ARELLANO P J APPROVED 970805  
 4Y MONTH=> 07 97 PAY PERIOD=> 2 ASGN POSITION=> A XTRA GNG FRMN

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
16		W A XTRA GNG FRMN	001	7.30						42.50
16		W A XTRA GNG FRMN	014	1.00		W A XTRA GNG FRMN		020	.30	
17		W A XTRA GNG FRMN	001	7.30						42.50
17		W A XTRA GNG FRMN	014	1.00		W A XTRA GNG FRMN		020	.30	
18		R A XTRA GNG FRMN	001	7.30						42.50
18		R A XTRA GNG FRMN	014	1.00		R A XTRA GNG FRMN		020	.30	
19		R A XTRA GNG FRMN	999							42.50
20		W A XTRA GNG FRMN	999							42.50
21		W A XTRA GNG FRMN	001	7.30						42.50
21		W A XTRA GNG FRMN	014	1.00		W A XTRA GNG FRMN		020	.30	
					TRAVEL 0281					
22		W A XTRA GNG FRMN	001	7.30						42.50
22		W A XTRA GNG FRMN	014	1.00		W A XTRA GNG FRMN		020	.30	
23		W A XTRA GNG FRMN	001	7.30						42.50
23		W A XTRA GNG FRMN	012	1.00		W A XTRA GNG FRMN		014	1.00	
23		W A XTRA GNG FRMN	020	.30						
24		W A XTRA GNG FRMN	001	7.30						42.50
24		W A XTRA GNG FRMN	014	1.00		W A XTRA GNG FRMN		020	.30	
25		R A XTRA GNG FRMN	001	7.30						42.50
25		R A XTRA GNG FRMN	014	1.00		R A XTRA GNG FRMN		020	.30	
		R A XTRA GNG FRMN	999							42.50
27		W A XTRA GNG FRMN	999							42.50
28		W A XTRA GNG FRMN	001	7.30						42.50
28		W A XTRA GNG FRMN	014	1.00		W A XTPA GNG FRMN		020	.30	
					TRAVEL 0222					
29		W A XTRA GNG FRMN	001	7.30						42.50
29		W A XTRA GNG FRMN	014	1.00		W A XTRA GNG FRMN		020	.30	
30		W A XTRA GNG FRMN	001	7.30						42.50
30		W A XTRA GNG FRMN	014	1.00		W A XTRA GNG FRMN		020	.30	
31		W A XTRA GNG FRMN	001	7.30						42.50
31		W A XTRA GNG FRMN	012	.30		W A XTRA GNG FRMN		014	1.00	
31		W A XTRA GNG FRMN	020	.30						

## GMS SUPERVISOR APPROVAL STATUS REPORT

003

SUPERVISOR=> STS0053 GANG NBR=> 9081 APPROVED AS OF 970902  
 SSA NBR=> 507907740 NAME=> COX R L APPROVED 970805  
 PAY MONTH=> 07 97 PAY PERIOD=> 2 ASGN POSITION=> A XTRA GNG FRMN

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
16		W A XTRA GNG FRMN	001	7.30						42.50
16		W A XTRA GNG FRMN	012	2.00		W A XTRA GNG FRMN			014 1.00	
16		W A XTRA GNG FRMN	020	.30						
17		W A XTRA GNG FRMN	001	7.30						42.50
17		W A XTRA GNG FRMN	014	1.00		W A XTRA GNG FRMN			020 .30	
18		R A XTRA GNG FRMN	001	7.30						42.50
18		R A XTRA GNG FRMN	014	1.00		R A XTRA GNG FRMN			020 .30	
19		R A XTRA GNG FRMN	999							42.50
20		W A XTRA GNG FRMN	999							42.50
21		W A XTRA GNG FRMN	001	7.30						42.50
21		W A XTRA GNG FRMN	014	1.00		W A XTRA GNG FRMN			020 .30	
					TRAVEL 0323					
22		W A XTRA GNG FRMN	001	7.30						42.50
22		W A XTRA GNG FRMN	012	5.30		W A XTRA GNG FRMN			014 1.00	
22		W A XTRA GNG FRMN	020	.30						
23		W A XTRA GNG FRMN	001	7.30						42.50
23		W A XTRA GNG FRMN	012	1.00		W A XTRA GNG FRMN			014 1.00	
23		W A XTRA GNG FRMN	020	.30						
24		W A XTRA GNG FRMN	001	7.30						42.50
24		W A XTRA GNG FRMN	012	1.30		W A XTRA GNG FRMN			014 1.00	
24		W A XTRA GNG FRMN	020	.30						
25		R A XTRA GNG FRMN	001	7.30						42.50
25		R A XTRA GNG FRMN	012	5.00		R A XTRA GNG FRMN			014 1.00	
25		R A XTRA GNG FRMN	020	.30						
26		R A XTRA GNG FRMN	999							42.50
27		W A XTRA GNG FRMN	999							42.50
28		W A XTRA GNG FRMN	001	7.30						42.50
28		W A XTRA GNG FRMN	014	1.00		W A XTRA GNG FRMN			020 .30	
					TRAVEL 0272					
29		W A XTRA GNG FRMN	001	7.30						42.50
29		W A XTRA GNG FRMN	014	1.00		W A XTRA GNG FRMN			020 .30	
30		W A XTRA GNG FRMN	001	7.30						42.50
30		W A XTRA GNG FRMN	012	1.30		W A XTRA GNG FRMN			014 1.00	
30		W A XTRA GNG FRMN	020	.30						
31		W A XTRA GNG FRMN	001	7.30						42.50
31		W A XTRA GNG FRMN	012	.30		W A XTRA GNG FRMN			014 1.00	
31		W A XTRA GNG FRMN	020	.30						

## GMS SUPERVISOR APPROVAL STATUS REPORT

004

SUPERVISOR=&gt; STS0053 GANG NBR=&gt; 9081 APPROVED AS OF 970902

SSA NBR=&gt; 467257633 NAME=&gt; JACKSON V L APPROVED 970805

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 2 ASGN POSITION=&gt; TRK MACH OPR

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
16		W TRK MACH OPR	001	7.30						42.50
16		W TRK MACH OPR	014	1.00		W TRK MACH OPR			020	.30
17		W TRK MACH OPR	001	7.30						42.50
17		W TRK MACH OPR	014	1.00		W TRK MACH OPR			020	.30
18		R TRK MACH OPR	001	7.30						42.50
18		R TRK MACH OPR	014	1.00		R TRK MACH OPR			020	.30
19		R TRK MACH OPR	999							42.50
20		W TRK MACH OPR	999							42.50
21		W TRK MACH OPR	001	7.30						42.50
21		W TRK MACH OPR	014	1.00		W TRK MACH OPR			020	.30
						TRAVEL 1593				
22		W TRK MACH OPR	902	8.00	PB					
23		W TRK MACH OPR	902	8.00	PB					
24		W TRK MACH OPR	902	8.00	PB					
25		R TRK MACH OPR	001	7.30						42.50
25		R TRK MACH OPR	014	1.00		R TRK MACH OPR			020	.30
26		R TRK MACH OPR	999							42.50
27		W TRK MACH OPR	999							42.50
28		W TRK MACH OPR	001	7.30						42.50
28		W TRK MACH OPR	014	1.00		W TRK MACH OPR			020	.30
						TRAVEL 1482				
29		W TRK MACH OPR	001	7.30						42.50
29		W TRK MACH OPR	014	1.00		W TRK MACH OPR			020	.30
30		W TRK MACH OPR	001	7.30						42.50
30		W TRK MACH OPR	014	1.00		W TRK MACH OPR			020	.30
31		W TRK MACH OPR	001	7.30						42.50
31		W TRK MACH OPR	012	.30		W TRK MACH OPR			014	1.00
31		W TRK MACH OPR	020	.30						



## GMS SUPERVISOR APPROVAL STATUS REPORT

005

SUPERVISOR=&gt; STS0053 GANG NBR=&gt; 9081 APPROVED AS OF 970902

SSA NBR=&gt; 505046689 NAME=&gt; SOLANO E E APPROVED 970805

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 2 ASGN POSITION=&gt; TRK MACH OPR

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
16	W	TRK MACH OPR	001	7.30						42.50
16	W	TRK MACH OPR	014	1.00		W TRK MACH OPR			020 .30	
17	W	TRK MACH OPR	001	7.30						42.50
17	W	TRK MACH OPR	012	5.00		W TRK MACH OPR			014 1.00	
17	W	TRK MACH OPR	020	.30						
18	R	TRK MACH OPR	001	7.30						42.50
18	R	TRK MACH OPR	014	1.00		R TRK MACH OPR			020 .30	
19	R	TRK MACH OPR	999							42.50
20	W	TRK MACH OPR	999							42.50
21	W	TRK MACH OPR	001	7.30						42.50
21	W	TRK MACH OPR	014	1.00		W TRK MACH OPR TRAVEL 0281			020 .30	
22	W	TRK MACH OPR	001	7.30						42.50
22	W	TRK MACH OPR	014	1.00		W TRK MACH OPR			020 .30	
23	W	TRK MACH OPR	001	7.30						42.50
23	W	TRK MACH OPR	012	1.00		W TRK MACH OPR			014 1.00	
23	W	TRK MACH OPR	020	.30						
24	W	TRK MACH OPR	001	7.30						42.50
24	W	TRK MACH OPR	012	1.30		W TRK MACH OPR			014 1.00	
24	W	TRK MACH OPR	020	.30						
25	R	TRK MACH OPR	001	7.30						42.50
25	R	TRK MACH OPR	014	1.00		R TRK MACH OPR			020 .30	
26	R	TRK MACH OPR	999							42.50
27	W	TRK MACH OPR	999							42.50
28	W	TRK MACH OPR	001	7.30						42.50
28	W	TRK MACH OPR	014	1.00		W TRK MACH OPR TRAVEL 0304			020 .30	
29	W	TRK MACH OPR	001	7.30						42.50
29	W	TRK MACH OPR	014	1.00		W TRK MACH OPR			020 .30	
30	W	TRK MACH OPR	001	7.30						42.50
30	W	TRK MACH OPR	012	1.30		W TRK MACH OPR			014 1.00	
30	W	TRK MACH OPR	020	.30						
31	W	TRK MACH OPR	001	7.30						42.50
31	W	TRK MACH OPR	012	.30		W TRK MACH OPR			014 1.00	
31	W	TRK MACH OPR	020	.30						

## GMS SUPERVISOR APPROVAL STATUS REPORT

028

SUPERVISOR=> SGMF017 GANG NBR=> 9061 APPROVED AS OF 970902  
 SSA NBR=> 525217825 NAME=> CASTILLO D APPROVED 970805  
 Y MONTH=> 07 97 PAY PERIOD=> 2 ASGN POSITION=> RDWY PWR TL MO

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
16		W RDWY PWR TL MO	001	7.30						42.50
16		W RDWY PWR TL MO	014	1.00		W RDWY PWR TL MO		020	.30	42.50
17		W RDWY PWR TL MO	001	7.30						42.50
17		W RDWY PWR TL MO	014	1.00		W RDWY PWR TL MO		020	.30	42.50
18		R RDWY PWR TL MO	001	7.30						42.50
18		R RDWY PWR TL MO	014	1.00		R RDWY PWR TL MO		020	.30	42.50
19		R RDWY PWR TL MO	999							42.50
20		W RDWY PWR TL MO	999							42.50
21		W RDWY PWR TL MO	001	7.30						42.50
21		W RDWY PWR TL MO	014	1.00		W RDWY PWR TL MO		020	.30	42.50
					TRAVEL 1516					42.50
22		W RDWY PWR TL MO	001	7.30						42.50
22		W RDWY PWR TL MO	014	1.00		W RDWY PWR TL MO		020	.30	42.50
23		W RDWY PWR TL MO	001	7.30						42.50
23		W RDWY PWR TL MO	012	1.00		W RDWY PWR TL MO		014	1.00	42.50
23		W RDWY PWR TL MO	020	.30						42.50
24		W RDWY PWR TL MO	001	7.30						42.50
24		W RDWY PWR TL MO	012	.30		W RDWY PWR TL MO		014	1.00	42.50
24		W RDWY PWR TL MO	020	.30						42.50
25		R RDWY PWR TL MO	001	7.30						42.50
25		R RDWY PWR TL MO	014	1.00		R RDWY PWR TL MO		020	.30	42.50
26		R RDWY PWR TL MO	999							42.50
27		W RDWY PWR TL MO	999							42.50
28		W RDWY PWR TL MO	001	7.30						42.50
28		W RDWY PWR TL MO	012	.30		W RDWY PWR TL MO		014	1.00	42.50
28		W RDWY PWR TL MO	020	.30		TRAVEL 1724				42.50
29		W RDWY PWR TL MO	001	7.30						42.50
29		W RDWY PWR TL MO	014	1.00		W RDWY PWR TL MO		020	.30	42.50
30		W RDWY PWR TL MO	001	7.30						42.50
30		W RDWY PWR TL MO	012	.30		W RDWY PWR TL MO		014	1.00	42.50
30		W RDWY PWR TL MO	020	.30						42.50
31		W RDWY PWR TL MO	001	7.30						42.50
31		W RDWY PWR TL MO	014	1.00		W RDWY PWR TL MO		020	.30	42.50

## GMS SUPERVISOR APPROVAL STATUS REPORT

029

SUPERVISOR=&gt; SGMF017 GANG NBR=&gt; 9061 APPROVED AS OF 970902

SSA NBR=&gt; 585314163 NAME=&gt; PINTO M V APPROVED 970805

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 2 ASGN POSITION=&gt; RDWY PWR TL MO

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
16		W RDWY PWR TL MO	001	7.30						42.50
16		W RDWY PWR TL MO	014	1.00		W RDWY PWR TL MO			020	.30
17		W RDWY PWR TL MO	001	7.30						42.50
17		W RDWY PWR TL MO	014	1.00		W RDWY PWR TL MO			020	.30
18		R RDWY PWR TL MO	001	7.30						42.50
18		R RDWY PWR TL MO	014	1.00		R RDWY PWR TL MO			020	.30
19		R RDWY PWR TL MO	999							42.50
20		W RDWY PWR TL MO	999							42.50
21		W RDWY PWR TL MO	001	7.30						42.50
21		W RDWY PWR TL MO	014	1.00		W RDWY PWR TL MO			020	.30
					TRAVEL 1516					
22		W RDWY PWR TL MO	001	7.30						42.50
22		W RDWY PWR TL MO	014	1.00		W RDWY PWR TL MO			020	.30
23		W RDWY PWR TL MO	001	7.30						42.50
23		W RDWY PWR TL MO	012	1.00		W RDWY PWR TL MO			014	1.00
23		W RDWY PWR TL MO	020	.30						
24		W RDWY PWR TL MO	001	7.30						42.50
24		W RDWY PWR TL MO	012	.30		W RDWY PWR TL MO			014	1.00
24		W RDWY PWR TL MO	020	.30						
25		R RDWY PWR TL MO	001	7.30						42.50
25		R RDWY PWR TL MO	014	1.00		R RDWY PWR TL MO			020	.30
26		R RDWY PWR TL MO	999							42.50
27		W RDWY PWR TL MO	999							42.50
28		W RDWY PWR TL MO	001	7.30						42.50
28		W RDWY PWR TL MO	012	.30		W RDWY PWR TL MO			014	1.00
28		W RDWY PWR TL MO	020	.30		TRAVEL 1724				
29		W RDWY PWR TL MO	001	7.30						42.50
29		W RDWY PWR TL MO	014	1.00		W RDWY PWR TL MO			020	.30
30		W RDWY PWR TL MO	001	7.30						42.50
30		W RDWY PWR TL MO	012	.30		W RDWY PWR TL MO			014	1.00
30		W RDWY PWR TL MO	020	.30						
31		W RDWY PWR TL MO	001	7.30						42.50
31		W RDWY PWR TL MO	014	1.00		W RDWY PWR TL MO			020	.30



## GMS SUPERVISOR APPROVAL STATUS REPORT

026

SUPERVISOR=&gt; SGMF017 GANG NBR=&gt; 9061 APPROVED AS OF 970902

SSA NBR=&gt; 512866908 NAME=&gt; MERRILL B L APPROVED 970805

4Y MONTH=&gt; 07 97 PAY PERIOD=&gt; 2 ASGN POSITION=&gt; RDWY PWR TL MO

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
16		W RDWY PWR TL MO	001	7.30						42.50
16		W RDWY PWR TL MO	014	1.00		W RDWY PWR TL MO			020	.30
17		W RDWY PWR TL MO	001	7.30						42.50
17		W RDWY PWR TL MO	012	2.00		W RDWY PWR TL MO			014	1.00
17		W RDWY PWR TL MO	020	.30						
18		R RDWY PWR TL MO	001	7.30						42.50
18		R RDWY PWR TL MO	014	1.00		R RDWY PWR TL MO			020	.30
19		R RDWY PWR TL MO	999							42.50
20		W RDWY PWR TL MO	999							42.50
21		W RDWY PWR TL MO	001	7.30						42.50
21		W RDWY PWR TL MO	014	1.00		W RDWY PWR TL MO			020	.30
					TRAVEL 0457					
22		W RDWY PWR TL MO	001	7.30						42.50
22		W RDWY PWR TL MO	014	1.00		W RDWY PWR TL MO			020	.30
23		W RDWY PWR TL MO	001	7.30						42.50
23		W RDWY PWR TL MO	012	1.00		W RDWY PWR TL MO			014	1.00
23		W RDWY PWR TL MO	020	.30						
24		W RDWY PWR TL MO	001	7.30						42.50
24		W RDWY PWR TL MO	012	.30		W RDWY PWR TL MO			014	1.00
24		W RDWY PWR TL MO	020	.30						
		R RDWY PWR TL MO	001	7.30						42.50
		R RDWY PWR TL MO	014	1.00		R RDWY PWR TL MO			020	.30
26		R RDWY PWR TL MO	999							42.50
27		W RDWY PWR TL MO	999							42.50
28		W RDWY PWR TL MO	001	7.30						42.50
28		W RDWY PWR TL MO	012	.30		W RDWY PWR TL MO			014	1.00
28		W RDWY PWR TL MO	020	.30		TRAVEL 0290				
29		W RDWY PWR TL MO	001	7.30						42.50
29		W RDWY PWR TL MO	014	1.00		W RDWY PWR TL MO			020	.30
30		W RDWY PWR TL MO	902	8.00	PB					
31		W RDWY PWR TL MO	902	8.00	PB					

## GMS SUPERVISOR APPROVAL STATUS REPORT

027

SUPERVISOR=&gt; SGMF017 GANG NBR=&gt; 9061 APPROVED AS OF 970902

SSA NBR=&gt; 525069385 NAME=&gt; BALDWIN J APPROVED 970805

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 2 ASGN POSITION=&gt; RDWY PWR TL MO

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
16		W RDWY PWR TL MO	002	8.00						
17		W RDWY PWR TL MO	002	8.00						
18		R RDWY PWR TL MO	002	8.00						
19		R RDWY PWR TL MO	999							
20		W RDWY PWR TL MO	999							
21		W RDWY PWR TL MO	001	7.30						42.50
21		W RDWY PWR TL MO	014	1.00		W RDWY PWR TL MO		020	.30	
22		W RDWY PWR TL MO	001	7.30						42.50
22		W RDWY PWR TL MO	014	1.00		W RDWY PWR TL MO		020	.30	
23		W RDWY PWR TL MO	001	7.30						42.50
23		W RDWY PWR TL MO	012	1.00		W RDWY PWR TL MO		014	1.00	
23		W RDWY PWR TL MO	020	.30						
24		W RDWY PWR TL MO	001	7.30						42.50
24		W RDWY PWR TL MO	012	.30		W RDWY PWR TL MO		014	1.00	
24		W RDWY PWR TL MO	020	.30						
25		R RDWY PWR TL MO	001	7.30						42.50
25		R RDWY PWR TL MO	014	1.00		R RDWY PWR TL MO		020	.30	
26		R RDWY PWR TL MO	999							42.50
27		W RDWY PWR TL MO	999							42.50
28		W RDWY PWR TL MO	001	7.30						42.50
28		W RDWY PWR TL MO	012	.30		W RDWY PWR TL MO		014	1.00	
28		W RDWY PWR TL MO	020	.30		TRAVEL 1756				
29		W RDWY PWR TL MO	001	7.30						42.50
29		W RDWY PWR TL MO	014	1.00		W RDWY PWR TL MO		020	.30	
30		W RDWY PWR TL MO	001	7.30						42.50
30		W RDWY PWR TL MO	012	.30		W RDWY PWR TL MO		014	1.00	
30		W RDWY PWR TL MO	020	.30						
31		W RDWY PWR TL MO	001	7.30						42.50
31		W RDWY PWR TL MO	014	1.00		W RDWY PWR TL MO		020	.30	

## GMS SUPERVISOR APPROVAL STATUS REPORT

024

SUPERVISOR=> SGMFO17 GANG NBR=> 9061 APPROVED AS OF 970902  
 SSA NBR=> 585484756 NAME=> CAYADITTO E APPROVED 970805  
 PAY MONTH=> 07 97 PAY PERIOD=> 2 ASGN POSITION=> SP RDW PWR TL MO

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
16	W	SP RDW PWR TL MO	002	8.00						
17	W	SP RDW PWR TL MO	002	8.00						
18	R	SP RDW PWR TL MO	002	8.00						
19	R	SP RDW PWR TL MO	999							
20	W	SP RDW PWR TL MO	999							
21	W	SP RDW PWR TL MO	001	7.30						42.50
21	W	SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO		020	.30	
22	W	SP RDW PWR TL MO	001	7.30						42.50
22	W	SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO		020	.30	
23	W	SP RDW PWR TL MO	001	7.30						42.50
23	W	SP RDW PWR TL MO	012	1.00		W SP RDW PWR TL MO		014	1.00	
23	W	SP RDW PWR TL MO	020	.30						
24	W	SP RDW PWR TL MO	001	7.30						42.50
24	W	SP RDW PWR TL MO	012	.30		W SP RDW PWR TL MO		014	1.00	
24	W	SP RDW PWR TL MO	020	.30						
25	R	SP RDW PWR TL MO	001	7.30						42.50
25	R	SP RDW PWR TL MO	014	1.00		R SP RDW PWR TL MO		020	.30	
	R	SP RDW PWR TL MO	999							42.50
27	W	SP RDW PWR TL MO	999							42.50
28	W	SP RDW PWR TL MO	001	7.30						42.50
28	W	SP RDW PWR TL MO	012	.30		W SP RDW PWR TL MO		014	1.00	
28	W	SP RDW PWR TL MO	020	.30		TRAVEL 1724				
29	W	SP RDW PWR TL MO	001	7.30						42.50
29	W	SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO		020	.30	
30	W	SP RDW PWR TL MO	001	7.30						42.50
30	W	SP RDW PWR TL MO	012	.30		W SP RDW PWR TL MO		014	1.00	
30	W	SP RDW PWR TL MO	020	.30						
31	W	SP RDW PWR TL MO	001	7.30						42.50
31	W	SP RDW PWR TL MO	014	1.00		W SP RLW PWR TL MO		020	.30	



## GMS SUPERVISOR APPROVAL STATUS REPORT

025

SUPERVISOR=&gt; SGMF017 GANG NBR=&gt; 9061 APPROVED AS OF 970902

SSA NBR=&gt; 585486493 NAME=&gt; WOODY J R APPROVED 970805

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 2 ASGN POSITION=&gt; SP RDW PWR TL MO

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
16		W SP RDW PWR TL MO	001	7.30						42.50
16		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020	.30
17		W SP RDW PWR TL MO	001	7.30						42.50
17		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020	.30
18		R SP RDW PWR TL MO	001	7.30						42.50
18		R SP RDW PWR TL MO	014	1.00		R SP RDW PWR TL MO			020	.30
19		R SP RDW PWR TL MO	999							42.50
20		W SP RDW PWR TL MO	999							42.50
21		W SP RDW PWR TL MO	001	7.30						42.50
21		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020	.30
					TRAVEL	1502				
22		W TRK MACH OPR	001	7.30	TD					42.50
22		W TRK MACH OPR	014	1.00		W TRK MACH OPR			020	.30
23		W TRK MACH OPR	001	7.30	TD					42.50
23		W TRK MACH OPR	012	1.00		W TRK MACH OPR			014	1.00
23		W TRK MACH OPR	020	.30						
24		W TRK MACH OPR	001	7.30	TD					42.50
24		W TRK MACH OPR	012	.30		W TRK MACH OPR			014	1.00
24		W TRK MACH OPR	020	.30						
25		R TRK MACH OPR	001	7.30	TD					42.50
25		R TRK MACH OPR	014	1.00		R TRK MACH OPR			020	.30
26		R SP RDW PWR TL MO	999							42.50
27		W SP RDW PWR TL MO	999							42.50
28		W SP RDW PWR TL MO	001	7.30						42.50
28		W SP RDW PWR TL MO	012	.30		W SP RDW PWR TL MO			014	1.00
28		W SP RDW PWR TL MO	020	.30		TRAVEL	1736			
29		W SP RDW PWR TL MO	001	7.30						42.50
29		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020	.30
30		W SP RDW PWR TL MO	001	7.30						42.50
30		W SP RDW PWR TL MO	012	.30		W SP RDW PWR TL MO			014	1.00
30		W SP RDW PWR TL MO	020	.30						
31		W SP RDW PWR TL MO	001	7.30						42.50
31		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020	.30

## GMS SUPERVISOR APPROVAL STATUS REPORT

022

SUPERVISOR=> SGMF017 GANG NBR=> 9061 APPROVED AS OF 970902  
 SSA NBR=> 585196239 NAME=> SMITH JR A APPROVED 970805  
 4Y MONTH=> 07 97 PAY PERIOD=> 2 ASGN POSITION=> SP RDW PWR TL MO

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
16		W SP RDW PWR TL MO	001	7.30						42.50
16		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020	.30
17		W SP RDW PWR TL MO	001	7.30						42.50
17		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020	.30
18		R SP RDW PWR TL MO	001	7.30						42.50
18		R SP RDW PWR TL MO	014	1.00		R SP RDW PWR TL MO			020	.30
19		R SP RDW PWR TL MO	999							42.50
20		W SP RDW PWR TL MO	999							42.50
21		W SP RDW PWR TL MO	001	7.30						42.50
21		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020	.30
						TRAVEL 1492				
22		W SP RDW PWR TL MO	001	7.30						42.50
22		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020	.30
23		W SP RDW PWR TL MO	001	7.30						42.50
23		W SP RDW PWR TL MO	012	1.00		W SP RDW PWR TL MO			014	1.00
23		W SP RDW PWR TL MO	020	.30						
24		W SP RDW PWR TL MO	001	7.30						42.50
24		W SP RDW PWR TL MO	012	.30		W SP RDW PWR TL MO			014	1.00
24		W SP RDW PWR TL MO	020	.30						
25		R SP RDW PWR TL MO	001	7.30						42.50
		R SP RDW PWR TL MO	014	1.00		R SP RDW PWR TL MO			020	.30
26		R SP RDW PWR TL MO	999							42.50
27		W SP RDW PWR TL MO	999							42.50
28		W SP RDW PWR TL MO	001	7.30						42.50
28		W SP RDW PWR TL MO	012	.30		W SP RDW PWR TL MO			014	1.00
28		W SP RDW PWR TL MO	020	.30		TRAVEL 1726				
29		W SP RDW PWR TL MO	001	7.30						42.50
29		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020	.30
30		W SP RDW PWR TL MO	001	7.30						42.50
30		W SP RDW PWR TL MO	012	.30		W SP RDW PWR TL MO			014	1.00
30		W SP RDW PWR TL MO	020	.30						
31		W SP RDW PWR TL MO	001	7.30						42.50
31		W SP RDW PWR TL MO	012	2.30		W SP RDW PWR TL MO			014	1.00
31		W SP RDW PWR TL MO	020	.30						

## GMS SUPERVISOR APPROVAL STATUS REPORT

023

SUPERVISOR=&gt; SGMF017 GANG NBR=&gt; 9061 APPROVED AS OF 970902

SSA NBR=&gt; 585360093 NAME=&gt; WOODY L R APPROVED 970805

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 2 ASGN POSITION=&gt; SP RDW PWR TL MO

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
16		W SP RDW PWR TL MO	001	7.30						42.50
16		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020	.30
17		W SP RDW PWR TL MO	001	7.30						42.50
17		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020	.30
18		R SP RDW PWR TL MO	001	7.30						42.50
18		R SP RDW PWR TL MO	014	1.00		R SP RDW PWR TL MO			020	.30
19		R SP RDW PWR TL MO	999							42.50
20		W SP RDW PWR TL MO	999							42.50
21		W SP RDW PWR TL MO	001	7.30						42.50
21		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020	.30
					TRAVEL 1516					
22		W SP RDW PWR TL MO	001	7.30						42.50
22		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020	.30
23		W SP RDW PWR TL MO	001	7.30						42.50
23		W SP RDW PWR TL MO	012	1.00		W SP RDW PWR TL MO			014	1.00
23		W SP RDW PWR TL MO	020	.30						
24		W SP RDW PWR TL MO	001	7.30						42.50
24		W SP RDW PWR TL MO	012	.30		W SP RDW PWR TL MO			014	1.00
24		W SP RDW PWR TL MO	020	.30						
25		R SP RDW PWR TL MO	001	7.30						42.50
25		R SP RDW PWR TL MO	014	1.00		R SP RDW PWR TL MO			020	.30
26		R SP RDW PWR TL MO	999							42.50
27		W SP RDW PWR TL MO	999							42.50
28		W SP RDW PWR TL MO	001	7.30						42.50
28		W SP RDW PWR TL MO	012	.30		W SP RDW PWR TL MO			014	1.00
28		W SP RDW PWR TL MO	020	.30		TRAVEL 1724				
29		W SP RDW PWR TL MO	001	7.30						42.50
29		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020	.30
30		W SP RDW PWR TL MO	001	7.30						42.50
30		W SP RDW PWR TL MO	012	.30		W SP RDW PWR TL MO			014	1.00
30		W SP RDW PWR TL MO	020	.30						
31		W SP RDW PWR TL MO	001	7.30						42.50
31		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020	.30



## GMS SUPERVISOR APPROVAL STATUS REPORT

020

SUPERVISOR=&gt; SGMF017 GANG NBR=&gt; 9061 APPROVED AS OF 970902

SSA NBR=&gt; 585041945 NAME=&gt; GORDO B APPROVED 970805

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 2 ASGN POSITION=&gt; SP RDW PWR TL MO

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
16		W SP RDW PWR TL MO	001	7.30						42.50
16		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO		020	.30	
17		W SP RDW PWR TL MO	001	7.30						42.50
17		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO		020	.30	
18		R SP RDW PWR TL MO	001	7.30						42.50
18		R SP RDW PWR TL MO	014	1.00		R SP RDW PWR TL MO		020	.30	
19		R SP RDW PWR TL MO	999							42.50
20		W SP RDW PWR TL MO	999							42.50
21		W SP RDW PWR TL MO	001	7.30						42.50
21		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO		020	.30	
					TRAVEL	1516				
22		W SP RDW PWR TL MO	001	7.30						42.50
22		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO		020	.30	
23		W SP RDW PWR TL MO	001	7.30						42.50
23		W SP RDW PWR TL MO	012	1.00		W SP RDW PWR TL MO		014	1.00	
23		W SP RDW PWR TL MO	020	.30						
24		W SP RDW PWR TL MO	001	7.30						42.50
24		W SP RDW PWR TL MO	012	.30		W SP RDW PWR TL MO		014	1.00	
24		W SP RDW PWR TL MO	020	.30						
25		R SP RDW PWR TL MO	001	7.30						42.50
		R SP RDW PWR TL MO	014	1.00		R SP RDW PWR TL MO		020	.30	
26		R SP RDW PWR TL MO	999							42.50
27		W SP RDW PWR TL MO	999							42.50
28		W SP RDW PWR TL MO	001	7.30						42.50
28		W SP RDW PWR TL MO	012	.30		W SP RDW PWR TL MO		014	1.00	
28		W SP RDW PWR TL MO	020	.30		TRAVEL	1724			
29		W SP RDW PWR TL MO	001	7.30						42.50
29		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO		020	.30	
30		W SP RDW PWR TL MO	001	7.30						42.50
30		W SP RDW PWR TL MO	012	.30		W SP RDW PWR TL MO		014	1.00	
30		W SP RDW PWR TL MO	020	.30						
31		W SP RDW PWR TL MO	001	7.30						42.50
31		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO		020	.30	

## GMS SUPERVISOR APPROVAL STATUS REPORT

021

SUPERVISOR=> SGMF017 GANG NBR=> 9061 APPROVED AS OF 970902  
 SSA NBR=> 585082700 NAME=> CHARLEI D L APPROVED 970805  
 PAY MONTH=> 07 97 PAY PERIOD=> 2 ASGN POSITION=> SP RDW PWR TL MO

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
16		W SP RDW PWR TL MO	001	7.30						42.50
16		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020	.30
17		W SP RDW PWR TL MO	001	7.30						42.50
17		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020	.30
18		R SP RDW PWR TL MO	001	7.30						42.50
18		R SP RDW PWR TL MO	014	1.00		R SP RDW PWR TL MO			020	.30
19		R SP RDW PWR TL MO	999							42.50
20		W SP RDW PWR TL MO	999							42.50
21		W SP RDW PWR TL MO	001	7.30						42.50
21		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020	.30
					TRAVEL 1502					
22		W SP RDW PWR TL MO	001	7.30						42.50
22		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020	.30
23		W SP RDW PWR TL MO	001	7.30						42.50
23		W SP RDW PWR TL MO	012	1.00		W SP RDW PWR TL MO			014	1.00
23		W SP RDW PWR TL MO	020	.30						
24		W SP RDW PWR TL MO	001	7.30						42.50
24		W SP RDW PWR TL MO	012	.30		W SP RDW PWR TL MO			014	1.00
24		W SP RDW PWR TL MO	020	.30						
25		R SP RDW PWR TL MO	001	7.30						42.50
25		R SP RDW PWR TL MO	014	1.00		R SP RDW PWR TL MO			020	.30
26		R SP RDW PWR TL MO	999							42.50
27		W SP RDW PWR TL MO	999							42.50
28		W SP RDW PWR TL MO	001	7.30						42.50
28		W SP RDW PWR TL MO	012	.30		W SP RDW PWR TL MO			014	1.00
28		W SP RDW PWR TL MO	020	.30		TRAVEL 1736				
29		W SP RDW PWR TL MO	001	7.30						42.50
29		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020	.30
30		W SP RDW PWR TL MO	001	7.30						42.50
30		W SP RDW PWR TL MO	012	.30		W SP RDW PWR TL MO			014	1.00
30		W SP RDW PWR TL MO	020	.30						
31		W SP RDW PWR TL MO	001	7.30						42.50
31		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020	.30

## GMS SUPERVISOR APPROVAL STATUS REPORT

018

SUPERVISOR=> SGMF017 GANG NBR=> 9061 APPROVED AS OF 970902  
 SSA NBR=> 526194094 NAME=> TOLEDO JR A L APPROVED 970805  
 AY MONTH=> 07 97 PAY PERIOD=> 2 ASGN POSITION=> SP RDW PWR TL MO

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
16		W SP RDW PWR TL MO	001	7.30						42.50
16		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO		020	.30	
17		W SP RDW PWR TL MO	001	7.30						42.50
17		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO		020	.30	
18		R SP RDW PWR TL MO	001	7.30						42.50
18		R SP RDW PWR TL MO	014	1.00		R SP RDW PWR TL MO		020	.30	
19		R SP RDW PWR TL MO	999							
20		W SP RDW PWR TL MO	999							
21		W SP RDW PWR TL MO	902	8.00	CT					
22		W SP RDW PWR TL MO	001	7.30						42.50
22		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO		020	.30	
23		W SP RDW PWR TL MO	001	7.30						42.50
23		W SP RDW PWR TL MO	012	1.00		W SP RDW PWR TL MO		014	1.00	
23		W SP RDW PWR TL MO	020	.30						
24		W SP RDW PWR TL MO	001	7.30						42.50
24		W SP RDW PWR TL MO	012	.30		W SP RDW PWR TL MO		014	1.00	
24		W SP RDW PWR TL MO	020	.30						
25		R SP RDW PWR TL MO	001	7.30						42.50
25		R SP RDW PWR TL MO	014	1.00		R SP RDW PWR TL MO		020	.30	
		R SP RDW PWR TL MO	999							42.50
27		W SP RDW PWR TL MO	999							42.50
28		W SP RDW PWR TL MO	001	7.30						42.50
28		W SP RDW PWR TL MO	012	.30		W SP RDW PWR TL MO		014	1.00	
28		W SP RDW PWR TL MO	020	.30		TRAVEL 1724				
29		W SP RDW PWR TL MO	001	7.30						42.50
29		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO		020	.30	
30		W SP RDW PWR TL MO	001	7.30						42.50
30		W SP RDW PWR TL MO	012	.30		W SP RDW PWR TL MO		014	1.00	
30		W SP RDW PWR TL MO	020	.30						
31		W SP RDW PWR TL MO	001	7.30						42.50
31		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO		020	.30	



## GMS SUPERVISOR APPROVAL STATUS REPORT

019

SUPERVISOR=> SGMF017 GANG NBR=> 9061 APPROVED AS OF 970902  
 SSA NBR=> 528256351 NAME=> CALVILLO R APPROVED 970805  
 PAY MONTH=> 07 97 PAY PERIOD=> 2 ASGN POSITION=> SP RDW PWR TL MO

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
16		W SP RDW PWR TL MO	001	7.30						42.50
16		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020	.30
17		W SP RDW PWR TL MO	001	7.30						42.50
17		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020	.30
18		R SP RDW PWR TL MO	001	7.30						42.50
18		R SP RDW PWR TL MO	014	1.00		R SP RDW PWR TL MO			020	.30
19		R SP RDW PWR TL MO	999							42.50
20		W SP RDW PWR TL MO	999							42.50
21		W SP RDW PWR TL MO	001	7.30						42.50
21		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020	.30
					TRAVEL 0747					
22		W SP RDW PWR TL MO	001	7.30						42.50
22		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020	.30
23		W SP RDW PWR TL MO	001	7.30						42.50
23		W SP RDW PWR TL MO	C12	1.00		W SP RDW PWR TL MO			014	1.00
23		W SP RDW PWR TL MO	020	.30						
24		W SP RDW PWR TL MO	001	7.30						42.50
24		W SP RDW PWR TL MO	012	.30		W SP RDW PWR TL MO			014	1.00
24		W SP RDW FWR TL MO	020	.30						
25		R SP RDW FWR TL MO	001	7.30						42.50
25		R SP RDW PWR TL MO	014	1.00		R SP RDW PWR TL MO			020	.30
26		R SP RDW PWR TL MO	999							42.50
27		W SP RDW PWR TL MO	999							42.50
28		W SP RDW PWR TL MO	001	7.30						42.50
28		W SP RDW PWR TL MO	012	.30		W SP RDW PWR TL MO			014	1.00
28		W SP RDW PWR TL MO	020	.30		TRAVEL 0996				
29		W SP RDW PWR TL MO	001	7.30						42.50
29		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020	.30
30		W SP RDW PWR TL MO	001	7.30						42.50
30		W SP RDW PWR TL MO	012	.30		W SP RDW PWR TL MO			014	1.00
30		W SP RDW PWR TL MO	020	.30						
31		W SP RDW PWR TL MO	001	7.30						42.50
31		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020	.30

## GMS SUPERVISOR APPROVAL STATUS REPORT

016

SUPERVISOR=> SGMF017 GANG NBR=> 9061 APPROVED AS OF 970902  
 SSA NBR=> 525794525 NAME=> VILLA G APPROVED 970805  
 PAY MONTH=> 07 97 PAY PERIOD=> 2 ASGN POSITION=> SP RDW PWR TL MO

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
16	W	SP RDW PWR TL MO	001	7.30						42.50
16	W	SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020	.30
17	W	SP RDW PWR TL MO	001	7.30						42.50
17	W	SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020	.30
18	R	SP RDW PWR TL MO	001	7.30						42.50
18	R	SP RDW PWR TL MO	014	1.00		R SP RDW PWR TL MO			020	.30
19	R	SP RDW PWR TL MO	999							42.50
20	W	SP RDW PWR TL MO	999							42.50
21	W	SP RDW PWR TL MO	001	7.30						42.50
21	W	SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020	.30
					TRAVEL 1516					
22	W	SP RDW PWR TL MO	001	7.30						42.50
22	W	SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020	.30
23	W	SP RDW PWR TL MO	001	7.30						42.50
23	W	SP RDW PWR TL MO	012	1.00		W SP RDW PWR TL MO			014	1.00
23	W	SP RDW PWR TL MO	020	.30						
24	W	SP RDW PWR TL MO	001	7.30						42.50
24	W	SP RDW PWR TL MO	012	.30		W SP RDW PWR TL MO			014	1.00
24	W	SP RDW PWR TL MO	020	.30						
25	R	SP RDW PWR TL MO	001	7.30						42.50
	R	SP RDW PWR TL MO	014	1.00		R SP RDW PWR TL MO			020	.30
26	R	SP RDW PWR TL MO	999							42.50
27	W	SP RDW PWR TL MO	999							42.50
28	W	SP RDW PWR TL MO	001	7.30						42.50
28	W	SP RDW PWR TL MO	012	.30		W SP RDW PWR TL MO			014	1.00
28	W	SP RDW PWR TL MO	020	.30		TRAVEL 1724				
29	W	SP RDW PWR TL MO	001	7.30						42.50
29	W	SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020	.30
30	W	SP RDW PWR TL MO	001	7.30						42.50
30	W	SP RDW PWR TL MO	012	.30		W SP RDW PWR TL MO			014	1.00
30	W	SP RDW PWR TL MO	020	.30						
31	W	SP RDW PWR TL MO	001	7.30						42.50
31	W	SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020	.30

## GMS SUPERVISOR APPROVAL STATUS REPORT

017

SUPERVISOR=> SGMF017 GANG NBR=> 9061 APPROVED AS OF 970902  
 SSA NBR=> 525920069 NAME=> CHOSA C J APPROVED 970805  
 PAY MONTH=> 07 97 PAY PERIOD=> 2 ASGN POSITION=> SP RDW PWR TL MO

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
16		W SP RDW PWR TL MO	001	7.30						42.50
16		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO		020		.30
17		W SP RDW PWR TL MO	001	7.30						42.50
17		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO		020		.30
18		R SP RDW PWR TL MO	001	7.30						42.50
18		R SP RDW PWR TL MO	014	1.00		R SP RDW PWR TL MO		020		.30
19		R SP RDW PWR TL MO	999							42.50
20		W SP RDW PWR TL MO	999							42.50
21		W SP RDW PWR TL MO	011	8.00						42.50
22		W SP RDW PWR TL MO	002	8.00						
23		W SP RDW PWR TL MO	002	8.00						
24		W SP RDW PWR TL MO	002	8.00						
25		R SP RDW PWR TL MO	002	8.00						
26		R SP RDW PWR TL MO	999							
27		W SP RDW PWR TL MO	999							
28		W SP RDW PWR TL MO	001	7.30						42.50
28		W SP RDW PWR TL MO	012	.30		W SP RDW PWR TL MO		014	1.00	
28		W SP RDW PWR TL MO	020	.30						
29		W SP RDW PWR TL MO	001	7.30						42.50
29		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO		020	.30	
30		W SP RDW PWR TL MO	001	7.30						42.50
30		W SP RDW PWR TL MO	012	.30		W SP RDW PWR TL MO		014	1.00	
30		W SP RDW PWR TL MO	020	.30						
31		W SP RDW PWR TL MO	001	7.30						42.50
31		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO		020	.30	



## GMS SUPERVISOR APPROVAL STATUS REPORT

014

SUPERVISOR=> SGMF017 GANG NBR=> 9061 APPROVED AS OF 970902  
 SSA NBR=> 514828017 NAME=> MURK D E APPROVED 970805  
 Y MONTH=> 07 97 PAY PERIOD=> 2 ASGN POSITION=> SP RDW PWR TL MO

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
16		W SP RDW PWR TL MO	001	7.30						42.50
16		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO		020		.30
17		W SP RDW PWR TL MO	001	7.30						42.50
17		W SP RDW PWR TL MO	012	2.00		W SP RDW PWR TL MO		014		1.00
17		W SP RDW PWR TL MO	020	.30						
18		R SP RDW PWR TL MO	001	7.30						42.50
18		R SP RDW PWR TL MO	014	1.00		R SP RDW PWR TL MO		020		.30
19		R SP RDW PWR TL MO	999							42.50
20		W SP RDW PWR TL MO	999							42.50
21		W SP RDW PWR TL MO	001	7.30						42.50
21		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO		020		.30
					TRAVEL 0457					
22		W SP RDW PWR TL MO	001	7.30						42.50
22		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO		020		.30
23		W SP RDW PWR TL MO	001	7.30						42.50
23		W SP RDW PWR TL MO	012	1.00		W SP RDW PWR TL MO		014		1.00
23		W SP RDW PWR TL MO	020	.30						
24		W SP RDW PWR TL MO	001	7.30						42.50
24		W SP RDW PWR TL MO	012	.30		W SP RDW PWR TL MO		014		1.00
24		W SP RDW PWR TL MO	020	.30						
		R SP RDW PWR TL MO	001	7.30						42.50
		R SP RDW PWR TL MO	014	1.00		R SP RDW PWR TL MO		020		.30
26		R SP RDW PWR TL MO	999							42.50
27		W SP RDW PWR TL MO	999							42.50
28		W SP RDW PWR TL MO	001	7.30						42.50
28		W SP RDW PWR TL MO	012	.30		W SP RDW PWR TL MO		014		1.00
28		W SP RDW PWR TL MO	020	.30		TRAVEL 0290				
29		W SP RDW PWR TL MO	001	7.30						42.50
29		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO		020		.30
30		W SP RDW PWR TL MO	001	7.30						42.50
30		W SP RDW PWR TL MO	012	.30		W SP RDW PWR TL MO		014		1.00
30		W SP RDW PWR TL MO	020	.30						
31		W SP RDW PWR TL MO	001	7.30						42.50
31		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO		020		.30

## GMS SUPERVISOR APPROVAL STATUS REPORT

015

SUPERVISOR=> SGMF017 GANG NBR=> 9061 APPROVED AS OF 970902  
 SSA NBR=> 525116999 NAME=> SANDOVAL S APPROVED 970805  
 PAY MONTH=> 07 97 PAY PERIOD=> 2 ASGN POSITION=> SP RDW PWR TL MO

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
16		W SP RDW PWR TL MO	001	7.30						42.50
16		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020	.30
17		W SP RDW PWR TL MO	001	7.30						42.50
17		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020	.30
18		R SP RDW PWR TL MO	001	7.30						42.50
18		R SP RDW PWR TL MO	014	1.00		R SP RDW PWR TL MO			020	.30
19		R SP RDW PWR TL MO	999							42.50
20		W SP RDW PWR TL MO	999							42.50
21		W SP RDW PWR TL MO	001	7.30						42.50
21		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020	.30
					TRAVEL 1502					
22		W SP RDW PWR TL MO	001	7.30						42.50
22		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020	.30
23		W SP RDW PWR TL MO	001	7.30						42.50
23		W SP RDW PWR TL MO	012	1.00		W SP RDW PWR TL MO			014	1.00
23		W SP RDW PWR TL MO	020	.30						
24		W SP RDW PWR TL MO	001	7.30						42.50
24		W SP RDW PWR TL MO	012	.30		W SP RDW PWR TL MO			014	1.00
24		W SP RDW PWR TL MO	020	.30						
25		R SP RDW PWR TL MO	001	7.30						42.50
25		R SP RDW PWR TL MO	014	1.00		R SP RDW PWR TL MO			020	.30
26		R SP RDW PWR TL MO	999							42.50
27		W SP RDW PWR TL MO	999							42.50
28		W SP RDW PWR TL MO	002	8.00						
29		W SP RDW PWR TL MO	002	8.00						
30		W SP RDW PWR TL MO	002	8.00						
31		W SP RDW PWR TL MO	002	8.00						

## GMS SUPERVISOR APPROVAL STATUS REPORT

012

SUPERVISOR=> SGMF017 GANG NBR=> 9061 APPROVED AS OF 970902  
 SSA NBR=> 507628587 NAME=> PRINE L D APPROVED 970805  
 PAY MONTH=> 07 97 PAY PERIOD=> 2 ASGN POSITION=> SP RDW PWR TL MO

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
16		W SP RDW PWR TL MO	001	7.30						42.50
16		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO		020	.30	42.50
17		W SP RDW PWR TL MO	001	7.30						42.50
17		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO		020	.30	42.50
18		R SP RDW PWR TL MO	001	7.30						42.50
18		R SP RDW PWR TL MO	014	1.00		R SP RDW PWR TL MO		020	.30	42.50
19		R SP RDW PWR TL MO	999							42.50
20		W SP RDW PWR TL MO	999							42.50
21		W SP RDW PWR TL MO	001	7.30						42.50
21		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO		020	.30	42.50
					TRAVEL 0431					
22		W SP RDW PWR TL MO	001	7.30						42.50
22		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO		020	.30	42.50
23		W SP RDW PWR TL MO	001	7.30						42.50
23		W SP RDW PWR TL MO	012	1.00		W SP RDW PWR TL MO		014	1.00	42.50
23		W SP RDW PWR TL MO	020	.30						42.50
24		W SP RDW PWR TL MO	001	7.30						42.50
24		W SP RDW PWR TL MO	012	.30		W SP RDW PWR TL MO		014	1.00	42.50
24		W SP RDW PWR TL MO	020	.30						42.50
25		R SP RDW PWR TL MO	001	7.30						42.50
		R SP RDW PWR TL MO	014	1.00		R SP RDW PWR TL MO		020	.30	42.50
26		R SP RDW PWR TL MO	999							42.50
27		W SP RDW PWR TL MO	999							42.50
28		W SP RDW PWR TL MO	001	7.30						42.50
28		W SP RDW PWR TL MO	012	.30		W SP RDW PWR TL MO		014	1.00	42.50
28		W SP RDW PWR TL MO	020	.30		TRAVEL 0256				42.50
29		W SP RDW PWR TL MO	001	7.30						42.50
29		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO		020	.30	42.50
30		W SP RDW PWR TL MO	001	7.30						42.50
30		W SP RDW PWR TL MO	012	.30		W SP RDW PWR TL MO		014	1.00	42.50
30		W SP RDW PWR TL MO	020	.30						42.50
31		W SP RDW PWR TL MO	001	7.30						42.50
31		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO		020	.30	42.50



## GMS SUPERVISOR APPROVAL STATUS REPORT

013

SUPERVISOR=&gt; SGMF017 GANG NBR=&gt; 9061 APPROVED AS OF 970902

SSA NBR=&gt; 508603387 NAME=&gt; ZABOKRTSKY D G APPROVED 970805

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 2 ASGN POSITION=&gt; SP RDW PWR TL MO

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
16	W	SP RDW PWR TL MO	002	8.00						
17	W	SP RDW PWR TL MO	001	7.30						42.50
17	W	SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO		020		.30
18	R	SP RDW PWR TL MO	001	7.30						42.50
18	R	SP RDW PWR TL MO	014	1.00		R SP RDW PWR TL MO		020		.30
19	R	SP RDW PWR TL MO	999							42.50
20	W	SP RDW PWR TL MO	999							42.50
21	W	SP RDW PWR TL MO	001	7.30						42.50
21	W	SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO		020		.30
					TRAVEL 0415					
22	W	SP RDW PWR TL MO	001	7.30						42.50
22	W	SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO		020		.30
23	W	SP RDW PWR TL MO	001	7.30						42.50
23	W	SP RDW PWR TL MO	012	1.00		W SP RDW PWR TL MO		014	1.00	
23	W	SP RDW PWR TL MO	020	.30						
24	W	SP RDW PWR TL MO	001	7.30						42.50
24	W	SP RDW PWR TL MO	012	.30		W SP RDW PWR TL MO		014	1.00	
24	W	SP RDW PWR TL MO	020	.30						
25	R	SP RDW PWR TL MO	001	7.30						42.50
25	R	SP RDW PWR TL MO	014	1.00		R SP RDW PWR TL MO		020		.30
26	R	SP RDW PWR TL MO	999							42.50
27	W	SP RDW PWR TL MO	999							42.50
28	W	SP RDW PWR TL MO	001	7.30						42.50
28	W	SP RDW PWR TL MO	012	.30		W SP RDW PWR TL MO		014	1.00	
28	W	SP RDW PWR TL MO	020	.30		TRAVEL 0240				
29	W	SP RDW PWR TL MO	001	7.30						42.50
29	W	SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO		020		.30
30	W	SP RDW PWR TL MO	001	7.30						42.50
30	W	SP RDW PWR TL MO	012	.30		W SP RDW PWR TL MO		014	1.00	
30	W	SP RDW PWR TL MO	020	.30						
31	W	SP RDW PWR TL MO	001	7.30						42.50
31	W	SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO		020		.30

## GMS SUPERVISOR APPROVAL STATUS REPORT

010

SUPERVISOR=&gt; SGMF017 GANG NBR=&gt; 9061 APPROVED AS OF 970902

SSA NBR=&gt; 585600913 NAME=&gt; LOPEZ B P APPROVED 970805

Y MONTH=&gt; 07 97 PAY PERIOD=&gt; 2 ASGN POSITION=&gt; TRK MACH OPR

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
16		W TRK MACH OPR	001	7.30						42.50
16		W TRK MACH OPR	014	1.00		W TRK MACH OPR			020 .30	
17		W TRK MACH OPR	001	7.30						42.50
17		W TRK MACH OPR	014	1.00		W TRK MACH OPR			020 .30	
18		R TRK MACH OPR	001	7.30						42.50
18		R TRK MACH OPR	014	1.00		R TRK MACH OPR			020 .30	
19		R TRK MACH OPR	999							42.50
20		W TRK MACH OPR	999							42.50
21		W TRK MACH OPR	001	7.30						42.50
21		W TRK MACH OPR	014	1.00		W TRK MACH OPR			020 .30	
					TRAVEL 1516					
22		W TRK MACH OPR	001	7.30						42.50
22		W TRK MACH OPR	014	1.00		W TRK MACH OPR			020 .30	
23		W TRK MACH OPR	001	7.30						42.50
23		W TRK MACH OPR	012	1.00		W TRK MACH OPR			014 1.00	
23		W TRK MACH OPR	020	.30						
24		W TRK MACH OPR	001	7.30						42.50
24		W TRK MACH OPR	012	.30		W TRK MACH OPR			014 1.00	
24		W TRK MACH OPR	020	.30						
25		R TRK MACH OPR	001	7.30						42.50
		R TRK MACH OPR	014	1.00		R TRK MACH OPR			020 .30	
26		R TRK MACH OPR	999							42.50
27		W TRK MACH OPR	999							42.50
28		W TRK MACH OPR	001	7.30						42.50
28		W TRK MACH OPR	012	.30		W TRK MACH OPR			014 1.00	
28		W TRK MACH OPR	020	.30		TRAVEL 1724				
29		W TRK MACH OPR	001	7.30						42.50
29		W TRK MACH OPR	014	1.00		W TRK MACH OPR			020 .30	
30		W TRK MACH OPR	001	7.30						42.50
30		W TRK MACH OPR	012	.30		W TRK MACH OPR			014 1.00	
30		W TRK MACH OPR	020	.30						
31		W TRK MACH OPR	001	7.30						42.50
31		W TRK MACH OPR	014	1.00		W TRK MACH OPR			020 .30	

## GMS SUPERVISOR APPROVAL STATUS REPORT

011

SUPERVISOR=&gt; SGMF017 GANG NBR=&gt; 9061 APPROVED AS OF 970902

SSA NBR=&gt; 505989313 NAME=&gt; MAZUR E J APPROVED 970805

PAY MONTH=&gt; 07 97 PAY PERIOD=&gt; 2 ASGN POSITION=&gt; SP RDW PWR TL MO

CAL	DY	POSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
16		W SP RDW PWR TL MO	001	7.30						42.50
16		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020	.30
17		W SP RDW PWR TL MO	001	7.30						42.50
17		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020	.30
18		R SP RDW PWR TL MO	001	7.30						42.50
18		R SP RDW PWR TL MO	014	1.00		R SP RDW PWR TL MO			020	.30
19		R SP RDW PWR TL MO	999							42.50
20		W SP RDW PWR TL MO	999							42.50
21		W SP RDW PWR TL MO	001	7.30						42.50
21		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020	.30
					TRAVEL 0388					
22		W SP RDW PWR TL MO	001	7.30						42.50
22		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020	.30
23		W SP RDW PWR TL MO	001	7.30						42.50
23		W SP RDW PWR TL MO	012	1.00		W SP RDW PWR TL MO			014	1.00
23		W SP RDW PWR TL MO	020	.30						
24		W SP RDW PWR TL MO	001	7.30						42.50
24		W SP RDW PWR TL MO	012	.30		W SP RDW PWR TL MO			014	1.00
24		W SP RDW PWR TL MO	020	.30						
25		R SP RDW PWR TL MO	001	7.30						42.50
25		R SP RDW PWR TL MO	014	1.00		R SP RDW PWR TL MO			020	.30
26		R SP RDW PWR TL MO	999							42.50
27		W SP RDW PWR TL MO	999							42.50
28		W SP RDW PWR TL MO	001	7.30						42.50
28		W SP RDW PWR TL MO	012	.30		W SP RDW PWR TL MO			014	1.00
28		W SP RDW PWR TL MO	020	.30		TRAVEL 0110				
29		W SP RDW PWR TL MO	001	7.30						42.50
29		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020	.30
30		W SP RDW PWR TL MO	001	7.30						42.50
30		W SP RDW PWR TL MO	012	.30		W SP RDW PWR TL MO			014	1.00
30		W SP RDW PWR TL MO	020	.30						
31		W SP RDW PWR TL MO	001	7.30						42.50
31		W SP RDW PWR TL MO	014	1.00		W SP RDW PWR TL MO			020	.30



## GMS SUPERVISOR APPROVAL STATUS REPORT

008

SUPERVISOR=&gt; SGMP017 GANG NBR=&gt; 9061 APPROVED AS OF 970902

SSA NBR=&gt; 585224869 NAME=&gt; BETSELIE E L APPROVED 970805

1Y MONTH=&gt; 07 97 PAY PERIOD=&gt; 2 ASGN POSITION=&gt; TRK MACH OPR

CAL	DY	POSITION	COT	FRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
16		W TRK MACH OPR	001	7.30						42.50
16		W TRK MACH OPR	014	1.00		W TRK MACH OPR			020 .30	
17		W TRK MACH OPR	001	7.30						42.50
17		W TRK MACH OPR	014	1.00		W TRK MACH OPR			020 .30	
18		R TRK MACH OPR	001	7.30						42.50
18		R TRK MACH OPR	014	1.00		R TRK MACH OPR			020 .30	
19		R TRK MACH OPR	999							42.50
20		W TRK MACH OPR	999							42.50
21		W TRK MACH OPR	001	7.30						42.50
21		W TRK MACH OPR	014	1.00		W TRK MACH OPR			020 .30	
					TRAVEL 1564					
22		W TRK MACH OPR	001	7.30						42.50
22		W TRK MACH OPR	014	1.00		W TRK MACH OPR			020 .30	
23		W TRK MACH OPR	001	7.30						42.50
23		W TRK MACH OPR	012	1.00		W TRK MACH OPR			014 1.00	
23		W TRK MACH OPR	020	.30						
24		W TRK MACH OPR	001	7.30						42.50
24		W TRK MACH OPR	012	.30		W TRK MACH OPR			014 1.00	
24		W TRK MACH OPR	020	.30						
25		R TRK MACH OPR	001	7.30						42.50
		R TRK MACH OPR	014	1.00		R TRK MACH OPR			020 .30	
26		R TRK MACH OPR	999							42.50
27		W TRK MACH OPR	999							42.50
28		W TRK MACH OPR	001	7.30						42.50
28		W TRK MACH OPR	012	.30		W TRK MACH OPR			014 1.00	
28		W TRK MACH OPR	020	.30		TRAVEL 1798				
29		W TRK MACH OPR	001	7.30						42.50
29		W TRK MACH OPR	014	1.00		W TRK MACH OPR			020 .30	
30		W TRK MACH OPR	001	7.30						42.50
30		W TRK MACH OPR	012	.30		W TRK MACH OPR			014 1.00	
30		W TRK MACH OPR	020	.30						
31		W TRK MACH OPR	001	7.30						42.50
31		W TRK MACH OPR	014	1.00		W TRK MACH OPR			020 .30	