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NOT ADMITTED IN D.C



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,

Eugeni-Lary or

Eugenia Langan Attorney for Unicn Pacific Railroad Company

Encl. cc: Donald F. Griffin, Esq.





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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 Railrcad 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 Employes ("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 Petiticn, 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,

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m uceman Eugenia Langan

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

Attorney for Union Pacific Railroad Company

November 26, 1997

CERTIFICATE OF SERVICE

I hereby certify that I have this 26th day of November, 1997 served the

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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 Employes, as follows:

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

Enjer ugenia Langan



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BEFORE THE SURFACE TRANSPORTATION BOARD

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

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

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





Mac A. Fleming President



William E. LaRue Secretary-Treasurer



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 Employes: (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

ENTERED Office of the Secretary INV 1 3 1997 Part of Public Record

NOV 1 2 1997

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cc:



NOV 1 2 1997

HACE HATON BOARD



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

Attorney for Brotherhood of Maintenance of Way Employes

PETITION FOR REVIEW OF ARBITRAL AWARD

INTRODUCTION AND SUMMARY OF ARGUMENT

The Brotherhood of Maintenance of Way Employes ("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")^{1/} 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 <u>after</u> 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

^{1/}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 <u>compelled</u> 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 <u>New York Dock^{2/}</u> 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

-2-

^{2/}The protective conditions set forth in <u>New York Dock Ry.-Control-Brooklyn</u> <u>Eastern Dist. Term.</u>, 360 I.C.C. 60, <u>aff'd sub nom.</u>, <u>New York Dock Ry. v. U.S.</u>, 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 <u>New York Dock</u> 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.³⁷ 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.

-3-

³Chicago & N.W. Trans. Co.-Abandonment-Near Dubuque & Oelwein, IA, 3 1.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

-4-

I. The Evolution of System and Regional Gaugs 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 <u>vis-a-vis</u> 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.⁴

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 BMWE 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 BMWE and the carriers represented by the NCCC. On April

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

17, 1991, several unions, including BMWE, 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.⁵⁷ Id.

On August 22, 1991, BMWE 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. BMWE 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

-5-

^{5/} Pursuant to Public Law No. 102-29, BMWE 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^{6/} 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.)

-6-

^{6/}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 BMWE and NCCC BMWE served Section 6 notices on the nation's major rail carriers on November 1, 1994. While BMWE sought to bargain on a carrier by carrier basis, the carriers sued BMWE to compel "national handling" of BMWE'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 BMWE 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, BMWE 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 <u>verbatim</u> in Article XVI, Section 6, the PEB 229

-7-

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^{7/}

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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, BMWE 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.

-8-

^{7/}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, <u>i.e.</u>, 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^{8/}

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.

-9-

⁸/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 BMWE 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 <u>New York Dock</u>. 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 <u>New York Dock</u>. 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.⁹⁷ 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 BMWE: (1) did the UP's notice concern a "transaction" as defined in <u>New York Dock</u>?; (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 <u>New York Dock</u> 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." <u>Id.</u> at 19 This finding, according to the Arbitrator, conferred jurisdiction upon him to decide the other two questions on the merits.¹⁰⁷ <u>Id.</u>

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

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

^{10/}BMWE does not appeal Arbitrator Meyer's finding on this issue.

-11-

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, BMWE-NCCC agreement, aw 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

-12-

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), <u>MidSouth Corp.-Control</u> 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), <u>Bhd. of Maintenance of Way</u> <u>Employes v. Union Pacific R.R. (Arbitration Review</u>), 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), <u>Union Pacific Corp.-Control & Merger-Southern Pacific Trans. Co.</u>, slip op. at 4, served June 26, 1997 (not published) ("Yost <u>Award Review</u>"). BMWE 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.

-13-

That standard is reviewed on the basis of its consistency with the essence of the <u>New York</u> <u>Dock</u> 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), <u>Denver & R.G.W.R.R.-Trackage Rights-Missouri</u> <u>Pacific R.R.</u>, 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 <u>New York Dock</u>.

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." <u>Id.</u> 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 <u>Train Dispatchers</u> 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 <u>Train Dispatchers</u>, the Court noted the ICC's attempt to harmonize Sections 2 and 4 of Article I of <u>New York Dock</u> in <u>CSX Corp.-Control-Chessie System</u>, Inc., 6 I.C.C.2d 715 (1990)("<u>Carmen Remand</u>"). 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." <u>Id.</u> at 756. In other words, the exemptive authority under Section 11341(a) was a "mirror image" of that under Section 11347." <u>Id.</u> at 754.

-15-

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 <u>New York Dock</u> 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 <u>New York Dock</u> 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."^{11/} 6 I.C.C.2d at 749. Specifically, the ICC rejected "both labor's view that CBAs can 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 <u>New York Dock</u> arbitrators.

Following the <u>Carmen Remand</u> 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 <u>Ry. Labor Executives' Ass'n v.</u> <u>LC.C.</u>, 142 L.R.R.M. (BNA) 2715 (D.C. Cir. 1993)("<u>Executives</u>"), 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

-16-

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

could be overridden if necessary to carry out an approved transaction. Id 222. 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 show 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), <u>CSX Corp.-Control-Chessie System, Inc.</u>, served December 7, 1995 (not printed) ("<u>O'Brien Award Review</u>"), <u>aff'd sub nom.</u>, <u>United Trans. Union v. S.T.B.</u>, 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 <u>UP-SP Merger</u>, 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 <u>UP-SP Merger</u> raised the additional point that, in his view, necessary and required are synonymous. Additionally, the <u>Carmen Remand</u> 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 <u>New York Dock</u> 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 <u>New York Dock</u> 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 BMWE-NCCC Agreement in Order To Carry Out the UP-SP Merger

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

-18-

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 <u>voluntarily</u> <u>elected</u> 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 <u>any</u> CBA puts a territorial limitation on the territory in which an individual works, it limits <u>any</u> carrier's flexibility in the assignment

-19-

of employees.¹²⁷ Therefore, the existence of a contractual term that inhibits a carrier's operational flexibility cannot be considered a term that must be overridden <u>per se</u>. UP has admitted this by its own actions here under <u>New York Dock</u>, 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 <u>New York Dock</u> : oplementing 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 <u>New York</u> <u>Dock</u> notice regarding system gargs 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, <u>after</u> 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, <u>after</u> it served its <u>New York Dock</u> notice here,

-20-

^{12/}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 <u>New York</u> <u>Dock to end run an RLA process in which it made decisions that had long term consequences</u>. 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 gat 3 agreements.

Second, BMWE 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

-21-

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.^{13/} 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 4th notice and those agreements were signed <u>after</u> the Board approved the UP-SP merger. Instead, Arbitrator

-22-

¹³/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 BMWE'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, BMWE 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 <u>New York Dock</u>, for all major carriers are the products of mergers. UP admitted it could operate with something less than system wide production gangs when it

-23-

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. <u>Shore Line</u>, 396 U.S. at 148. The Act was drafted by rail labor and the carriers and presented to Congress for ratification. Charles M. Rehmus, <u>Evolution of Legislation Affecting Collective Bargaining in the Railroad and Airline</u> <u>Industries, in The Railway Labor Act at Fifty at 7-8, (National Mediation Board 1976). The</u> 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 BMWE-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, BMWE and UP negotiated their last agreement concerning the use of system gangs on a national basis

-25-

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 carrier 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." <u>McLean Trucking</u>, 321 U.S. at 80. The "precise adjustments" the Board

-26-
must make between overlapping or inconsistent legislative policies are to be determined by the Board on a case by case basis. <u>Id.</u> 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." <u>Burlington Truck Lines, Inc. v. U.S.</u>, 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 <u>New York Dock</u> 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." <u>New</u> <u>York Shipping Ass'n v. F.M.C.</u>, 854 F.2d 1338, 1365 (D.C. Cir. 1988), <u>cert. denied</u>, 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 <u>New York Dock</u> 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 <u>New York Dock</u>. That jurisdiction is granted as a matter of discretion by the Board which retains primary jurisdiction over disputes regarding the interpretation and application of <u>New York Dock</u>. Lace Curtain, 862 F.2d 336. Although the initial <u>New York</u> <u>Dock</u> decisions are made by an arbitrator, they are orders of the Board and must conform to

-27-

the same requirements applicable to such decision. <u>See, United Transportation Union v.</u> <u>Norfolk & W. Ry.</u>, 125 L.R.R.M.(BNA) 3080, 3085 (D.C. Cir. 1987), <u>cert. denied</u>, 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 <u>New York</u> <u>Dock</u> procedures and the prior, multi-carrier adjustments under the RLA of rules related to the establishment and operation of system maintenance of way gangs. <u>New York Shipping</u>, 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 BMWE-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 <u>New York Dock</u> 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

-28-

"cherry picking" of favorable terms prohibited by the Board in this proceeding. BMWE Brief at 39. Additionally, BMWE 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 BMWE'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 BMWE'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.

-29-

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,

Danaed F. Graff-

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Attorney for BMWE

Dated: November 12, 1997

APPENDIX A

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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

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

PETER R. MEYERS, Arbitrator

360 East Randolph Street, Suite 3104 Chicago, Illinois 60601 312-616-1500

APPEARANCES

Donald F. Griffin, Employee Member Assistant General Counsel Brotherhood of Maintenance of Way Employees 10 G Street, N.E., Suite 460 Washington, D.C. 20002 W. E. Naro, Carrier Member Director, Labor Relations Maintenance of Way & Signal Union Pacific Railroad Company 1416 Dodge Street Omaha, Nebraska 68179

OPINION AND AWARD Issue: Assignment of Forces

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 BMWE-NCCC 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: BMWE'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. <u>Definitions</u>. - (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 Rai way 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 in ibility 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-behired 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 agreedupon 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 fulfil! 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 bindrances, the Carrier points out that due to workschedule 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 vacar t 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 STBapproved 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 on EC/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 fundament. I 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 Sentember 26, 1996, BMWE-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 roll 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 und 1 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. 1995).

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 BMWE 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, BMWE-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 shortterm 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 ignore. 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 subpitted by this Arbitrator.

MEYERS ERR Arbitrator

Dated this 15th day of October, 1997 in Chicago, Illinois.

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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:

Employee	Designation	
UPRR	Ū	
SPRR	S	
WPRR	W	
DRGW	D	

EXAMPLE

		SOCIAL	SENIORITY	Y HIRE
DESIGNATION	NAME	SECURITY	DATE	DATE
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 BMWE.

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.

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(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.



Section 10

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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 Employes

Dated: November 12, 1997

APPENDIX OF EXHIBITS

111

1

1

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Volume One

(Arbitration Briefs)

BMWE Brief1
UP Brief (with proposed implementing agreement)2
(Selected BMWE Exhibits to Arbitrator)
Union Pacific's February 4, 1997 New York Dock notice
Articles XIII, XIV and XVI of BMWE-NCCC agreement of September 26, 1996
Excerpts of PEB 219 report re: system gangs
Relevant CIC decisions
UP exercise of savings clause re: system gangs
DRGW exercise of savings clause re: system gangs
Excerpts of Imposed Agreement of February 6, 1992
SP "snap-back" letter of January 3, 1996 10
Excerpts of PEB 229 report re: system gangs
Carrier's Testimony before PEB 219 12
Excerpts of NCCC presentation to PEB 229 re: system gangs
BMWE-SP & DRGW agreement of July 5, 1997
BMWE proposed implementing arrangement

Volume Two

1

1

1

(Selected UP Exhibits to Arbitrator)

Current and Proposed Schedule Side-by-Side Comparison	15
Schedule of Wages	16
Tie Gang Costs 9061	17
Tie Gang Costs 9064	18
Curve Rail Gang 9011 Costs	19
Curve Rail Gang 9013 Costs	20
Gangs 9011 and 9061 Costs for August 1995 through July 1996	21
Mechanic Cost Sheets	22
Equipment Cost Sheets	23
Year-to-date train hours	24

EXHIBIT 16

	E/	VISTING O	PERATION				FROF	USED	UPERATION				
WE PROJECT		SUB	UNITS	START	END	DAYS	MEN PROJEC	т	SUB	UNITS	START	END	DAYS
GANG: 8563 -	TIES		· · · · · · · · · · · · · · · · · · ·				GANG: 8563 -	TIES					
78		RDSBRG	13230	1/6/97	1/28/97	16	78	23882	LORDSBRG	6600	1/6/97	1/15/97	8
78	23905 GI		17850	2/24/97	3/11/97	14	78	23887	LORDSBRG	7700	1/16/97	1/22/97	5
78	23906 GI		57560	3/12/97	6/5/97	53	78	23882	LORDSBRG	2687	1/23/97	1/27/97	3
78		ORDSBRG	13400	6/6/97	6/20/97	10	78	23883	LORDSBRG	27500	1/28/97	3/4/97	25
78		ORDSBRG	5374	7/8/97	7/15/97	6	78	13385	MARYSVIL	17718	3/10/97	4/2/97	18
		ORDSBRG	55000		9/24/97	50	78		SALINA	6500	4/3/97	4/8/97	4
78		ORDSBRG	3958	9/25/97	10/2/97	6 1	78	13386	SALINA	11500	4/9/97	4/22/97	10
78		ARRIZOZ	27009	10/3/97	11/4/97	23	78	20923	NO. PLAT	5162	4/24/97	4/30/97	5
78			8881	11/5/97	11/17/97	9	78	23715	BOND	4600	5/5/97	5/9/97	5
78	23892 CF	ARRIZOZ	0001	1113/3/			78		BOND	2300	5/12/97	5/14/97	3
							78		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
1							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
						T	78	23906	GILA	28780	10/24/97	12/1/97	27
ACTUAL MAN	HOUR	116688	202262	1		187	ACTUAL MAN	HOUR	137904	239896			221
		116688	202262			187			137904	239896			221
GANG: 8564 -	TIES			1/6/07	A/24 197		GANG: 8564 -	TIES			1/6/97	2/27/97	39
GANG: 8564 - 78	TIES 23859 C/	ALP	69998	1/6/97	4/24 '97	78	GANG: 8564 - 78	TIES 23859	CALP	34999	1/6/97 3/3/97	2/27/97 3/25/97	
GANG: 8564 - 78 78	TIES 23859 C/ 23795 BF	ALP	69998 69506	4/30/97	9/15/97	78 97	GANG: 8564 - 78 78	TIES 23859 23844	CALP VALLEY	34999 19111	3/3/97	3/25/97	39
GANG: 8564 - 78	TIES 23859 C/	ALP	69998 69506			78	GANG: 8564 - 78 78 78	TIES 23859 23844 23795	CALP VALLEY BROOKLYN	34999 19111 23200	3/3/97 3/27/97	3/25/97 5/7/97	39 17 30
GANG: 8564 - 78 78	TIES 23859 C/ 23795 BF	ALP	69998 69506	4/30/97	9/15/97	78 97	GANG: 8564 - 78 78 78 78 78	TIES 23859 23844 23795 23784	CALP VALLEY BROOKLYN CASCADE	34999 19111 23200 6802	3/3/97 3/27/97 5/9/97	3/25/97 5/7/97 5/30/97	39 17 30 16
GANG: 8564 - 78 78	TIES 23859 C/ 23795 BF	ALP	69998 69506	4/30/97	9/15/97	78 97	GANG: 8564 - 78 78 78 78 78 78 78	TIES 23859 23844 23795 23784 11797	CALP VALLEY BROOKLYN CASCADE NAMPA	34999 19111 23200 6802 25188	3/3/97 3/27/97 5/\$/97 6/4/97	3/25/97 5/7/97 5/30/97 8/18/97	39 17 30 16 53
GANG: 8564 - 78 78	TIES 23859 C/ 23795 BF	ALP	69998 69506	4/30/97	9/15/97	78 97	GANG: 8564 - 78 78 78 78 78 78 78 78	TIES 23859 23844 23795 23784 11797 23852	CALP VALLEY BROOKLYN CASCADE NAMPA ROSEVILL	34999 19111 23200 6802 25188 22125	3/3/97 3/27/97 5/5/97 6/4/97 8/21/97	3/25/97 5/7/97 5/30/97 8/18/97 10/15/97	39 17 30 16 53 38
GANG: 8564 - 78 78	TIES 23859 C/ 23795 BF	ALP	69998 69506	4/30/97	9/15/97	78 97	GANG: 8564 - 78 78 78 78 78 78 78 78 78 78 78	TIES 23859 23844 23795 23784 11797 23852 23851	CALP VALLEY BROOKLYN CASCADE NAMPA ROSEVILL ROSEVILL	34999 19111 23200 6802 25188 22125 2043	3/3/97 3/27/97 5/5/97 6/4/97 8/21/97 10/20/97	3/25/97 5/7/97 5/30/97 8/18/97 10/15/97 10/22/97	39 17 30 16 53 38 3
GANG: 8564 - 78 78 78	TIES 23859 C/ 23795 Bf 23787 C/	ALP ROOKLYN ASJADE	69998 69506 14847	4/30/97	9/15/97	78 97 28	GANG: 8564 - 78 78 78 78 78 78 78 78 78 78 78 78	TIES 23859 23844 23795 23784 11797 23852 23851 23834	CALP VALLEY BROOKLYN CASCADE NAMPA ROSEVILL ROSEVILL WEST	34999 19111 23200 6802 25188 22125 2043 25000	3/3/97 3/27/97 5/5/97 6/4/97 8/21/97	3/25/97 5/7/97 5/30/97 8/18/97 10/15/97	39 17 30 16 53 38 3 25
GANG: 8564 - 78 78	TIES 23859 C/ 23795 Bf 23787 C/	ALP	69998 69506	4/30/97	9/15/97	78 97	GANG: 8564 - 78 78 78 78 78 78 78 78 78 78 78	TIES 23859 23844 23795 23784 11797 23852 23851 23834	CALP VALLEY BROOKLYN CASCADE NAMPA ROSEVILL ROSEVILL	34999 19111 23200 6802 25188 22125 2043	3/3/97 3/27/97 5/5/97 6/4/97 8/21/97 10/20/97	3/25/97 5/7/97 5/30/97 8/18/97 10/15/97 10/22/97	39 17 30 16 53 38 3
GANG: 8564 - 78 78 78	TIES 23859 C/ 23795 Bf 23787 C/ HOUR TIES	ALP ROOKLYN ASJADE 126672	69998 69506 14847 154351	4/30/97 11/3/97	9/15/97 12/12/97	78 97 28 203	GANG: 8564 - 78 78 78 78 78 78 78 78 78 78 78 78	TIES 23859 23844 23795 23784 11797 23852 23851 23834 HOUR	CALP VALLEY BROOKLYN CASCADE NAMPA ROSEVILL ROSEVILL WEST	34999 19111 23200 6802 25188 22125 2043 25000	3/3/97 3/27/97 5/5/97 6/4/97 8/21/97 10/20/97	3/25/97 5/7/97 5/30/97 8/18/97 10/15/97 10/22/97	39 17 30 16 53 38 3 25
GANG: 8564 - 78 78 78 ACTUAL MAN	TIES 23859 C/ 23795 BF 23787 C/ HOUR	ALP ROOKLYN ASJADE 126672	69998 69506 14847 154351 4405	4/30/97 11/3/97 5/14/ /	9/15/97 12/12/97 6/13/97	78 97 28 203	GANG: 8564 - 78 78 78 78 78 78 78 78 78 78 ACTUAL MAN	TIES 23859 23844 23795 23784 11797 23852 23851 23834 HOUR	CALP VALLEY BROOKLYN CASCADE NAMPA ROSEVILL ROSEVILL WEST 137904	34999 19111 23200 6802 25188 22125 2043 25000	3/3/97 3/27/97 5/5/97 6/4/97 8/21/97 10/20/97	3/25/97 5/7/97 5/30/97 8/18/97 10/15/97 10/22/97	39 17 30 16 53 38 3 25
GANG: 8564 - 78 78 78 ACTUAL MAN GANG: 8565 -	TIES 23859 C/ 23795 Bf 23787 C/ HOUR TIES	ALP ROOKLYN ASJADE 126672 OND	69998 69506 14847 154351 4405 24443	4/30/97 11/3/97 5/14/ / 6/2 ⁻ /97	9/15/97 12/12/97 6/13/97 11/25/97	78 97 28 203 16 98	GANG: 8564 - 78 78 78 78 78 78 78 78 78 78 ACTUAL MAN	TIES 23859 23844 23795 23784 11797 23852 23851 23834 HOUR	CALP VALLEY BROOKLYN CASCADE NAMPA ROSEVILL ROSEVILL WEST	34999 19111 23200 6802 25188 22125 2043 25000	3/3/97 3/27/97 5/5/97 6/4/97 8/21/97 10/20/97	3/25/97 5/7/97 5/30/97 8/18/97 10/15/97 10/22/97	39 17 30 16 53 38 3 25
GANG: 8564 - 78 78 78 ACTUAL MAN GANG: 8565 - 56	TIES 23859 C/ 23795 BF 23787 C/ HOUR TIES 23715 BC	ALP ROOKLYN ASJADE 126672 DND REENRIV	69998 69506 14847 154351 4405 24443	4/30/97 11/3/97 5/14/ /	9/15/97 12/12/97 6/13/97	78 97 28 203	GANG: 8564 - 78 78 78 78 78 78 78 78 78 78 ACTUAL MAN	TIES 23859 23844 23795 23784 11797 23852 23851 23834 HOUR	CALP VALLEY BROOKLYN CASCADE NAMPA ROSEVILL ROSEVILL WEST 137904	34999 19111 23200 6802 25188 22125 2043 25000	3/3/97 3/27/97 5/5/97 6/4/97 8/21/97 10/20/97	3/25/97 5/7/97 5/30/97 8/18/97 10/15/97 10/22/97	39 17 30 16 53 38 3 25

EXISTING OPERATION

PROPOSED OPERATION

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GANG: 856						GANG: 856	6 - TIES					
		21183	1/2/97	2/13/97	25	78		AKERSFL	15996	1/6/97	1/27/97	16
78	280 SANJOAQUIN	26400	2/14/97	4/3/97	28	78		SANJOWES	21183	1/29/97	3/3/97	25
78	23840 SANJOWES	,				78		SANJOWES	26400	3/4/97	4/7/97	28
78	23863 EAST	11978	4/16/97	6/19/97	45			CASCADE	14787	4/10/97	4/30/97	15
78	23848 EAST	758	6/20/97	6/20/97	1	78			23200	5/5/97	6/13/97	30
78	23854 EAST	20747	6/23/97	9/8/97	53	78		BROOKLYN				
78	23837 MOJAVE	15996	9/9/97	9/30/97	16	78	23844		19111	6/16/97	7/9/97	17
78	23862 EAST	4122	10/1/97	10/14/97	10	78		SALT LAK	6895	7/14/97	7/24/97	9
78	23831 WEST	11548	10/15/97	12/9/97	41	78	2180 \$	SALTLAK	6478	7/25/97	8/6/97	9
78	23944 WEST	1000	12/10/97	12/10/97	1	78	4239 5	SALT LAK	11901	8/7/97	8/26/97	14
						78	4237 5	SALT LAK	4466	8/27/97	9/3/97	5
						78	23831 \	NEST	11548	9/8/97	11/3/97	41
						78	23944 \	NEST	1000	11/4/97	11/4/97	1
						78	23834 \	WEST	19204	11/5/97	11/26/97	16
						78	23862		4122	12/1/97	12/12/97	10
ACTUAL M	IAN HOUR 137280	113732			220	ACTUAL N	IAN HOUR	147264	186291			230
GANG: 906	31 - TIES					GANG: 906						
75	13586 SALINA	28271	3/18/97	4/22/97	26	75	23882 1	ORDSBRG	6600	1/6/97	1/15/97	8
75	13385 MARYSVIL	22342	4/28/97	5/12/97	21	75	23887 1	URDSBRG	7700	1/16/97	1/22/97	5
75	19020 SIDNEY	5881	5/19/97	5/29/97	9	75	23862 1	ORDSBRG	2687	1/23/97	1/27/97	3
75	5493 SIDNEY	2461	6/2/97	6/12/97	10	75	23883	ORDSBRG	27500	1/28/97	3/4/97	25
	20927 SIDNEY	8101	6/16/97	6/19/97	15	75		MARYSVIL	22342	3/6/97	4/3/97	21
75		5622	7/8/97	7/15/97		75	13386		15500	4/7/97	4/24/97	14
75	5493 SIDNEY			9/26/97		75	19020 1		5881	4/28/97	5/6/97	7
75	16711 COUBLUFF	24489	7/23/97		45				8101	5/7/97	5/13/97	5
75	2219 LARAMIE	20341	9/29/97	10/23/97	19	75	20927 5		7883	5/14/97	6/3/97	15
75	11785 LARAMIE	13959	10/24/97	11/12/97	14	75		SIDNEY				
						75		COUBLUFF	24489	6/5/97	8/1/97	40
						75		ARAMIE	10100	8/4/97	8/18/97	11
						75		ARAMIE	6798	8/19/97	8/27/97	, 7
						75	11807 1	ARAMIE	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	ORDSBRG	2000	10/8/97	10/10/97	3
ACTUAL M	IAN HOUR 99600	131467	1		166	ACTUAL N	IAN HOUR	114600	194217			19
GANG: 906	12 - TIES					GANG: 900	2 - 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		5/20/97	6/2/97	4			NOT NEEDED				
75	20923 NO. PLAT		6/16/97	6/20/97	5							
	6531 SALT LAK	6895		7/23/97	11							
75			7/24/97	8/13/97	15							
75	2180 SALT LAK											
75	21062 SALT LAK	149/3	10/20/97	12/16/97	20							
	AN HOUR 49800	54433			83							

SANG: 30	63 - TIES						GANG: 906						
75	12009	ELKO	15089	2/19/97	3/6/97	26	75	23855 V	ALLEY	22800	1/6/97	2/7/97	25
75	16688	ELKO	19521	3/14/97	4/29/97	31	75	12009 E	LKO	8395	2/10/97	2/25/97	1
75	2566	ELKO	4060	4/30/97	5/7/97	6	75	16688 E	LKO	19521	2/26/97	4/15/97	34
75	17857	SPOKANE	22897	5/19/97	6/20/97	27	75	2566 E	LKO	4060	4/16/	4/22/97	5
75	11797	NAMPA	25188	6/24/97	9/5/97	53	75	17857 5	POKANE	22897	4/29/9/	6/4/97	2
75		NAMPA	19648	9/8/97	10/8/97	23	75	1668 N	AMPA	19648	6/9/97	7/10/97	2
75		NAMPA	34031	10/9/97	11/26/97	35	75	2195 N	AMPA	34031	7/11/97	8/28/97	3
ACTUAL	MAN HOUR	120600	140434			201	ACTUAL M	AN HOUR	96000	131352			16
GANG: 90	64 . TIES						GANG: 906	4 - TIES					
75		CANYON	10655	1/7/97	2/6/97	15	75	7529 0	CANYON	10655	1/6/97	1/24/97	1
75		ELKO	10095	2/19/97	2/28/97	8	75	12009 E		8395	1/27/97	2/3/97	6
75		ELKO	16589	3/4/97	4/10/97	30	75	12008 E		16589	2/4/97	3/5/97	22
75		ELKO	3413		4/22/97	7	75	2566 E		2020	3/6/97	3/11/97	4
75 75		MARYSVIL	17882		5/12/97	15	75		MARYSVIL	17882	3/17/97	4/4/97	1
75		ELKO	2852		6/18:97	22	75	11797 M		27725	4/7/97	6/5/97	4
75		NAMPA	27725		8/20/97	43	75		AMPA	19395	6/6/97	6/30/97	1
75 75		NAMPA	19:95	8/21/97	9/15/97	17	75		ARAMIE	10100	7/7/97	7/21/97	i
75		SALT LAK	11501		10/3/97	14	75		ARAMIE	6798	7/22/97	7/30/97	7
75		SALT LAK	44.66	10/6/97	10/15/97	8	75		ARAMIE	10746	7/31/97	8/14/97	1
75		SALT LAK		10'20/97	12/16/97	20	75		SALTLAK	30000	8/18/97	10/10/97	4
13	21002							21002 0					
/5	21002	UNETEAN)	10 10101	12/10/07	20	75	18311 5		2852	10/20/97	11/18/97	
	21062	119400	139949		12/10/07	199		18311 5					22
ACTUAL	MAN HOUR						75	18311 5	ELKO	2852			22
ACTUAL I	MAN HOUR	119400	139949		(199	75 ACTUAL M	18311 5 AN HOUR 5 - TIES	127800	2852	10/20/97	11/18/97	21
ACTUAL I BANG: 90	MAN HOUR 165 - TIES 23294	119400 CALIENTE	139949 28992	3/31/97	5/13/97	199 33	75 ACTUAL M. GANG: 906 75	18311 5 AN HOUR 5 - TIES 23863 E	127800	2852 163157 11978	10/20/97	2/7/97	2: 21 2:
ACTUAL I BANG: 90 75 75	MAN HOUR 165 - TIES 23294 20663	119400 CALIENTE CALIENTE	139949 28992 14080	3/31/97 5/18/97	5/13/97 6/13/97	199 33 26	75 ACTUAL M GANG: 906 75 75	18311 5 AN HOUR 5 - TIES 23863 E 23848 E	127800 AST AST	2852 163157 11978 758	10/20/97 1/6/97 2/10/97	2/7/97 2/10/97	21 21 22 1
ACTUAL I BANG: 90 75 75 75	MAN HOUR 65 - TIES 23294 20663 2211	119400 CALIENTE CALIENTE PROVO	139949 28992 14080 15649	3/31/97 5/18/97 6/16/97	5/13/97 6/13/97 7/16/97	199 33 26 28	75 ACTUAL M GANG: 906 75 75 75 75	18311 5 AN HOUR 5 - TIES 23863 E 23848 E 23854 E	127800 AST AST AST	2852 163157 11978 758 20747	10/20/97 1/6/97 2/10/97 2/11/97	2/7/97 2/10/97 3/27/97	2: 21 2: 1 3:
ACTUAL I BANG: 90 75 75 75 75 75	MAN HOUR 65 - TIES 23294 20663 2211 20666	119400 CALIENTE CALIENTE PROVO PROVO	139949 28992 14080 15649 15730	3/31/97 5/18/97 6/16/97 7/17/97	5/13/97 6/13/97 7/16/97 8/11/97	199 33 26 28 18	75 ACTUAL M/ GANG: 906 75 75 75 75 75 75	18311 5 AN HOUR 5 - TIES 23863 E 23848 E 23854 E 23294 C	127800 AST AST AST CALIENTE	2852 163157 11978 758 20747 28992	10/20/97 1/6/97 2/10/97 2/11/97 3/31/97	2/7/97 2/10/97 3/27/97 5/14/97	21 21 21 33 33
ACTUAL I BANG: 90 75 75 75 75 75 75	MAN HOUR 165 - TIES 23294 20663 2211 20666 2654	119400 CALIENTE CALIENTE PROVO PROVO PROVO	139949 28992 14080 15649 15730 18490	3/31/97 5/18/97 6/16/97 7/17/97 8/12/97	5/13/97 6/13/97 7/16/97 8/11/97 9/8/97	199 33 26 28 18 19	75 ACTUAL M/ GANG: 906 75 75 75 75 75 75 75	18311 5 AN HOUR 5 - TIES 23863 E 23848 E 23854 E 23294 C 23715 E	127800 127800 EAST EAST EAST CALIENTE BOND	2852 163157 11978 758 20747 28992 4408	10/20/97 1/6/97 2/10/97 2/11/97 3/31/97 5/19/97	2/7/97 2/10/97 3/27/97 5/14/97 5/28/97	21 21 22 1 33 33 8
ACTUAL I BANG: 90 75 75 75 75 75 75 75 75	MAN HOUR 23294 20663 2211 20666 2654 7527	119400 CALIENTE CALIENTE PHOVO PROVO PROVO PROVO PROVO	139949 28992 14080 15649 15730 18490 17198	3/31/97 5/18/97 6/16/97 7/17/97 8/12/97 9/9/97	5/13/97 6/13/97 7/16/97 8/11/97 9/8/97 10/8/97	199 33 26 28 18 19 22	75 ACTUAL M/ GANG: 906 75 75 75 75 75 75 75 75	18311 5 AN HOUR 5 - TIES 23863 E 23848 E 23854 E 23294 C 23715 E 23715 E	127800 127800 AST AST CALIENTE SOND BOND	2852 163157 11978 758 20747 28992 4408 4600	10/20/97 1/6/97 2/10/97 2/11/97 3/31/97 5/19/97 5/29/97	2/7/97 2/10/97 3/27/97 5/14/97 5/28/97 6/4/97	2 21 2 1 3 3 8 5
ACTUAL I BANG: 90 75 75 75 75 75 75 75 75	MAN HOUR 23294 20663 2211 20666 2654 7527	119400 CALIENTE CALIENTE PROVO PROVO PROVO	139949 28992 14080 15649 15730 18490	3/31/97 5/18/97 6/16/97 7/17/97 8/12/97	5/13/97 6/13/97 7/16/97 8/11/97 9/8/97	199 33 26 28 18 19	75 ACTUAL M/ GANG: 906 75 75 75 75 75 75 75 75 75 75	18311 5 AN HOUR 5 - TIES 23863 E 23848 E 23854 E 23294 C 23715 E 23715 B 23716 B	127800 127800 AST AST CALIENTE SOND SOND SOND	2852 163157 11978 758 20747 28992 4408 4600 2300	10/20/97 1/6/97 2/10/97 2/11/97 3/31/97 5/19/97 5/29/97 6/5/97	2/7/97 2/10/97 3/27/97 5/14/97 5/28/97 6/4/97 6/9/97	2 21 2 1 3 3 8 5 3
ACTUAL I SANG: 90 75 75 75 75 75 75 75 75	MAN HOUR 23294 20663 2211 20666 2654 7527	119400 CALIENTE CALIENTE PHOVO PROVO PROVO PROVO PROVO	139949 28992 14080 15649 15730 18490 17198	3/31/97 5/18/97 6/16/97 7/17/97 8/12/97 9/9/97	5/13/97 6/13/97 7/16/97 8/11/97 9/8/97 10/8/97	199 33 26 28 18 19 22	75 ACTUAL M/ GANG: 906 75 75 75 75 75 75 75 75 75 75 75 75	18311 5 AN HOUR 5 - TIES 23863 E 23848 E 23854 E 23294 C 23715 E 23715 E 23716 E 23712 E	127800 127800 AST EAST EAST CALIENTE BOND BOND BOND BOND	2852 163157 11978 758 20747 28992 4408 4600 2300 11500	10/20/97 1/6/97 2/10/97 2/11/97 3/31/97 5/19/97 5/29/97 6/5/97 6/10/97	2/7/97 2/10/97 3/27/97 5/14/97 5/28/97 6/4/97 6/9/97 6/20/97	2 21 2 1 3 3 3 8 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
ACTUAL I SANG: 90 75 75 75 75 75 75 75 75 75	MAN HOUR 23294 20663 2211 20666 2654 7527	119400 CALIENTE CALIENTE PHOVO PROVO PROVO PROVO PROVO	139949 28992 14080 15649 15730 18490 17198	3/31/97 5/18/97 6/16/97 7/17/97 8/12/97 9/9/97	5/13/97 6/13/97 7/16/97 8/11/97 9/8/97 10/8/97	199 33 26 28 18 19 22	75 ACTUAL M/ GANG: 906 75 75 75 75 75 75 75 75 75 75 75 75 75	18311 5 AN HOUR 5 - TIES 23863 E 23848 E 23854 E 23294 C 23715 E 23715 E 23716 E 23716 E 23712 E 23712 E	127800 127800 AST EAST CALIENTE BOND BOND BOND BOND BOND BOND BOND BOND	2852 163157 11978 758 20747 28992 4408 4600 2300 11500 8443	10/20/97 1/6/97 2/10/97 2/11/97 3/31/97 5/19/97 5/29/97 6/5/97 6/10/97 6/23/97	2/7/97 2/10/97 3/27/97 5/14/97 5/28/97 6/4/97 6/3/97 6/20/97 7/9/97	2 21 2 1 3 3 3 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8
ACTUAL I SANG: 90 75 75 75 75 75 75 75 75 75	MAN HOUR 23294 20663 2211 20666 2654 7527	119400 CALIENTE CALIENTE PHOVO PROVO PROVO PROVO PROVO	139949 28992 14080 15649 15730 18490 17198	3/31/97 5/18/97 6/16/97 7/17/97 8/12/97 9/9/97	5/13/97 6/13/97 7/16/97 8/11/97 9/8/97 10/8/97	199 33 26 28 18 19 22	75 ACTUAL M/ GANG: 906 75 75 75 75 75 75 75 75 75 75 75 75 75	18311 5 AN HOUR 5 - TIES 23863 6 23848 6 23854 6 23294 0 23715 8 23715 8 23716 8 23716 8 23712 8 23712 8 23712 8 23712 8 23712 8	127800 127800 AST AST CALIENTE BOND BOND BOND BOND BOND BOND BOND BOND	2852 163157 11978 758 20747 28992 4408 4600 2300 11500 8443 7825	10/20/97 1/6/97 2/10/97 2/11/97 3/31/97 5/29/97 6/5/97 6/10/97 6/23/97 7/11/97	2/7/97 2/10/97 3/27/97 5/14/97 5/28/97 6/4/97 6/3/97 6/20/97 7/9/97 7/31/97	2 21 2 1 3 3 3 8 5 5 5 5 5 5 1 1
ACTUAL I SANG: 90 75 75 75 75 75 75 75 75	MAN HOUR 23294 20663 2211 20666 2654 7527	119400 CALIENTE CALIENTE PHOVO PROVO PROVO PROVO PROVO	139949 28992 14080 15649 15730 18490 17198	3/31/97 5/18/97 6/16/97 7/17/97 8/12/97 9/9/97	5/13/97 6/13/97 7/16/97 8/11/97 9/8/97 10/8/97	199 33 26 28 18 19 22	75 ACTUAL M. GANG: 906 75 75 75 75 75 75 75 75 75 75 75 75 75	18311 5 AN HOUR 5 - TIES 23863 E 23848 E 23854 E 23294 C 23715 E 23715 E 23716 E 23716 E 23712 E 23712 E	127800 127800 AST AST CALIENTE BOND BOND BOND BOND BOND BOND BOND BOND	2852 163157 11978 758 20747 28992 4408 4600 2300 11500 8443	10/20/97 1/6/97 2/10/97 2/11/97 3/31/97 5/19/97 5/29/97 6/5/97 6/10/97 6/23/97	2/7/97 2/10/97 3/27/97 5/14/97 5/28/97 6/4/97 6/3/97 6/20/97 7/9/97	2 21 2 1 3 3 3 8 5 5 5 5 5 5 1 1
ACTUAL I SANG: 90 75 75 75 75 75 75 75 75	MAN HOUR 23294 20663 2211 20666 2654 7527	119400 CALIENTE CALIENTE PHOVO PROVO PROVO PROVO PROVO	139949 28992 14080 15649 15730 18490 17198	3/31/97 5/18/97 6/16/97 7/17/97 8/12/97 9/9/97	5/13/97 6/13/97 7/16/97 8/11/97 9/8/97 10/8/97	199 33 26 28 18 19 22	75 ACTUAL M/ GANG: 906 75 75 75 75 75 75 75 75 75 75 75 75 75	18311 5 AN HOUR 5 - TIES 23863 6 23848 6 23854 6 23294 0 23715 8 23715 8 23716 8 23716 8 23712 8 23712 8 23712 8 23712 8 23712 8	AST AST AST CALIENTE BOND BOND BOND BOND BOND BOND BOND BOND	2852 163157 11978 758 20747 28992 4408 4600 2300 11500 8443 7825	10/20/97 1/6/97 2/10/97 2/11/97 3/31/97 5/29/97 6/5/97 6/10/97 6/23/97 7/11/97	2/7/97 2/10/97 3/27/97 5/14/97 5/28/97 6/4/97 6/3/97 6/20/97 7/9/97 7/31/97	2 21 2 1 3 3 3 8 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
ACTUAL I BANG: 90 75 75 75 75 75 75 75 75	MAN HOUR 23294 20663 2211 20666 2654 7527	119400 CALIENTE CALIENTE PHOVO PROVO PROVO PROVO PROVO	139949 28992 14080 15649 15730 18490 17198	3/31/97 5/18/97 6/16/97 7/17/97 8/12/97 9/9/97	5/13/97 6/13/97 7/16/97 8/11/97 9/8/97 10/8/97	199 33 26 28 18 19 22	75 ACTUAL M. GANG: 906 75 75 75 75 75 75 75 75 75 75 75 75 75	18311 5 AN HOUR 5 - TIES 23863 6 23848 6 23854 6 23294 0 23715 8 23715 8 23716 8 23716 8 23712	AST AST AST CALIENTE BOND BOND BOND BOND BOND BOND BOND BOND	2852 163157 11978 758 20747 28992 4408 4600 2300 11500 8443 7825 7865	10/20/97 1/6/97 2/10/97 2/11/97 3/31/97 5/29/97 6/5/97 6/10/97 6/23/97 7/11/97 8/1/97	2/7/97 2/10/97 3/27/97 5/14/97 5/28/97 6/4/97 6/20/97 7/9/97 7/31/97 8/14/97	21 21 33 33 8 8 9 11 11
ACTUAL I BANG: 90 75 75 75 75 75 75 75 75	MAN HOUR 23294 20663 2211 20666 2654 7527	119400 CALIENTE CALIENTE PHOVO PROVO PROVO PROVO PROVO	139949 28992 14080 15649 15730 18490 17198	3/31/97 5/18/97 6/16/97 7/17/97 8/12/97 9/9/97	5/13/97 6/13/97 7/16/97 8/11/97 9/8/97 10/8/97	199 33 26 28 18 19 22	75 ACTUAL M. GANG: 906 75 75 75 75 75 75 75 75 75 75 75 75 75	18311 5 AN HOUR 5 - TIES 23863 E 23864 E 23854 E 23294 C 23715 B 23715 B 23716 B 23716 B 23712 B 23716 B 23712 B 23716 B 23712 B 25720 C 2211 F 20666 P 2654 P 7527 P	AST AST AST CALIENTE BOND BOND BOND BOND BOND BOND BOND BOND	2852 163157 11978 758 20747 28992 4408 4600 2300 11500 8443 7825 7865 9245	10/20/97 1/6/97 2/10/97 2/11/97 3/31/97 5/19/97 5/29/97 6/5/97 6/10/97 6/23/97 7/11/97 8/1/97 8/1/97	2/7/97 2/10/97 3/27/97 5/14/97 5/28/97 6/4/97 6/20/97 7/9/97 7/31/97 8/14/97 8/14/97 8/28/97	2 21 2 1 3 3 3 8 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
ACTUAL I GANG: 90 75 75 75 75 75 75 75 75 75 75	MAN HOUR 23294 20663 2211 20666 2654 7527	119400 CALIENTE CALIENTE PHOVO PROVO PROVO PROVO PROVO	139949 28992 14080 15649 15730 18490 17198	3/31/97 5/18/97 6/16/97 7/17/97 8/12/97 9/9/97	5/13/97 6/13/97 7/16/97 8/11/97 9/8/97 10/8/97	199 33 26 28 18 19 22	75 ACTUAL M. GANG: 906 75 75 75 75 75 75 75 75 75 75 75 75 75	18311 5 AN HOUR 5 - TIES 23863 E 23864 E 23854 E 23715 B 23715 B 23716 B 23716 B 23716 B 23712 B 23716 B 23712 B 25720 G 2211 F 20666 P 2654 P 7527 P 20663 G	AST AST AST CALIENTE BOND BOND BOND BOND BOND BOND BOND BOND	2852 163157 11978 758 20747 28992 4408 4600 2300 11500 8443 7825 7865 9245 8599	10/20/97 1/6/97 2/10/97 2/11/97 3/31/97 5/19/97 5/29/97 6/5/97 6/10/97 6/23/97 7/11/97 8/1/97 8/1/97 8/15/97 8/29/97	2/7/97 2/10/97 3/27/97 5/14/97 5/28/97 6/4/97 6/3/97 6/20/97 7/9/97 7/31/97 8/14/97 8/14/97 8/28/97 9/15/97	2 21 2 1 3 3 3 8 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
	MAN HOUR 23294 20663 2211 20666 2654 7527	119400 CALIENTE CALIENTE PHOVO PROVO PROVO PROVO PROVO	139949 28992 14080 15649 15730 18490 17198	3/31/97 5/18/97 6/16/97 7/17/97 8/12/97 9/9/97	5/13/97 6/13/97 7/16/97 8/11/97 9/8/97 10/8/97	199 33 26 28 18 19 22	75 ACTUAL M. GANG: 906 75 75 75 75 75 75 75 75 75 75 75 75 75	18311 5 AN HOUR 5 - TIES 23863 E 23864 E 23854 E 23715 B 23715 B 23716 B 23716 B 23716 B 23712 B 23716 B 23712 B 25720 G 2211 F 20666 P 2654 P 7527 P 20663 G	AST AST AST CALIENTE BOND BOND BOND BOND BOND BOND BOND BOND	2852 163157 11978 758 20747 28992 4408 4600 2300 11500 8443 7825 7865 9245 8599 14080	10/20/97 1/6/97 2/10/97 2/11/97 3/31/97 5/19/97 5/29/97 6/5/97 6/10/97 6/23/97 7/11/97 8/1/97 8/15/97 8/197 8/29/97 9/17/97	2/7/97 2/10/97 3/27/97 5/14/97 5/28/97 6/4/97 6/20/97 7/9/97 7/31/97 8/14/97 8/14/97 8/28/97 9/15/97 10/13/97	2:

ACTUAL MAN H	OUR	110400	131669			184	ACTUAL MA	N HOUR	142800	189575			238
GANG: 9066 - TI	Ee					7	GANG: 9066	- TIES					
	23856	CALP	3758	1/2/97	2/12/97	46	75	23856 (CALP	3758	1/6/97	2/24/97	36
		VALLEY	22800	2/13/97	5/16/97	54	75	23795 1	BROOKLYN	23200	2/27/97	4/11/97	30
		ROSEVILL	44250	5/23/97	9/9/97	75	75	24381	NEVOGDEN	28100	4/14/97	5/20/97	27
			4083	9/10/97	9/17/97	6	75	24383	NEVOGDEN	8000	5/21/97	6/2/97	8
		ROSEVILL	11300	9/18/97	10/2/97	11	75		NEVOGDEN	11300	6/3/97	6/17/97	11
		NEVOGDEN	28100	10/3/97	11/10/97	27	75	12009	ELKO	8395	6/19/97	6/36.97	8
		NEVOGDEN		11/11/97	11/20/97	8	75	12008		8294	7/1/97	7/15/97	10
75	24383	NEVOGDEN	00.0		11/20/37	•	1 75	2566		1400	7/16/97	7/21/97	4
							1 75		ROSEVILL	22125	7/23/97	9/15/97	38
							75	23851	ROSEVILL	2043	9/16/97	9/18/97	3
							75	23844	VALLEY	19111	9/22/97	10/14/97	17
ACTUAL MAN H		136200	122291			227	ACTUAL MA	N HOUR	115200	135726			192
ACTUAL MAN II													
SANG: 9073 - CO	DNCR	ETE TIES					GANG: 9073			10164	3/3/97	3/27/97	16
130	11490	POCATELL	25993	4/2/97	4/23/97	18	130		COUBLUFF	48154			18
130	9665	POCATELL	19529	4/28/97	5/15/97	13	130		POCATELL	25993	4/7/97	5/6/97	13
130	18311	ELKO	37247	5/20/97	6/18/97	20	130		POCATELL	19529	5/7/97	5/29/97	
130	23786	ROSEVILL	4732	7/9/97	7/16/97	5	130	18311		37247	6/2/97	7/3/97	20
130	23783	ROSEVILL	18394	7/17/97	8/13/97	16	130		ROSEVILL	4732	7/9/97	7/16/97	5
130	23781	MOJAVE	48106	8/18/97	10/8/97	30	130		ROSEVILL	18394	7/21/97	8/14/97	16
130	21013	COUBLUFF	48154	10/16/97	11/12/97	16	130	23781	MOJAVE	48106	8/18/97	9/29/97	30
ACTUAL MAN H	OUR	122720	202155			118	ACTUAL M	N HOUR	122720	202155			118
GANG: 9058 - SI	IRFAC						GANG: 905	- SURFAC	ING				
	21099		11.39	2/12/97	2/25/97	6	12	21099	ELKO	11.39	3/3/97	3/10/97	6
	21103		13.95	3/3/97	3/7/97	4	12	21103	ELKO	13.95	3/11/97	3/14/97	4
		CANYON	20.00	3/10/97	3/19/97	7	12	24096	MARYSVIL	45.54	3/18/97	4/3/97	13
		CANYON	61.00	3/20/97	4/17/97	21	12	16734	COUBLUFF	35.50	4/7/97	4/29/97	17
		MARYSVIL	45.54	4/28/97	5/9/98	13	12	17858	LAGRANDE	47.22	5/5/97	7/2/97	43
		COUBLUFF	35.50	6/2/97	6/13/97	17	12	22909	CANYON	6.15	7/7/97	7/11/97	5
		LAGRANDE	47.22	6/24/97	9/12/97	43	12	12008	CANYON	20.00	7/14/97	7/22/97	7
		CANYON	6.15	9/15/97	9/19/97	5	12	21096	CANYON	61.00	7/23/97	8/21/97	21
ACTUAL MAN H	OUR	11136	240.75			116	ACTUAL M	AN HOUR	11136	240.75			116
	10544						GANG: 905	. SURFAC	ING				
GANG: 9059 - SU		CALIENTE	15.58	4/7/97	4/22/97	17	30		CALIENTE	15.58	2/27/97	4/22/97	17
				4/29/97	5/9/97	4	30		SALTLAK	5	4/28/97	5/6/97	7
		MARYSVIL		5/19/97	6/16/97	14	30		LARAMIE	65	5/8/97	9/1/97	82
		NO. PLAT		6/27/97	7/14/97	7	30		NO. PLAT	7.57	9/3/97	9/22/97	14
		SALTLAK				82	30		MARYSVIL	17.08	9/25/97	9/30/97	4
30	20853	LARAMIE	65	7/15/97	11/7/97	02		12250					

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ACTUAL	MAN HOUR	29760	110.23			124	ACTUAL MAN	HOUR	29760	110.23			124
	501 - RAIL						GANG : 8501	RAIL					
35		MOJAVE	8.87	1/2/97	1/21/97	14	35	23738 C	ALP	112.77	1/6/97	9/30/97	189
35	23738		112.77	4/22/97	3/4/98	189	35	23811 C	ALP	2.30	10/1/97	10/20/97	14
35	23811		2.30	3/5/98	3/24/97	14	35	23821 C	ALP	26.88	10/21/97	12/19/97	42
35	23821		50.70	3/25/98	7/15/98	79							
	MAN HOURS	82880	174.64			296	TOT HOURS:		62440	141.95			245
ACTORE													
GANG : 8	511 - RAIL						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	NOTN	EEDED					
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		LORDSBRG	0.22	10/2/97	10/2/97	1							
35		LORDSBRG	1.14	10/3/97	10/9/97	5							
35		LORDSBRG	0.56	10/10/97	10/20/97	7							
35		LORDSBRG		10/21/97	11/12/97	17							
35		LORDSBRG	2.70		12/1/97	11							
35		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	ACTUAL MAN	HOURS	0	0.00			0
GANG	512 - RAIL						GANG : 8512	- RAIL					
35		SHASTA	4.45	2/3/97	3/20/97	33	35	23808 N	OJAVE	6.40	1/6/97	2/21/97	35
35		SHASTA	3.04	3/21/97	5/2/97	31	35	23814 F	ROSEVILL	3.49	2/24/97	3/26/97	23
35		VALLEY	8.90	5/5/97	8/13/97	68	35	23799 S	HASTA	4.45	3/31/97	5/14/97	33
35		CASCADE	5.81	8/18/97	10/6/97	35	35	23817 5		3.04	5/15/97	6/27/97	31
		CASCADE	0.58	10/7/97	10/8/97	2	35		ASCADE	5.81	6/30/97	8/18/97	35
35		BROOKLYN	2.18	10/9/97	10/27/97	13	35		CASCADE	0.58	8/19/97	8/20/97	2
35				10/28/97	11/5/97	7	35	23815 V		4.97	8/21/97	10/14/97	38
35	- 23815	VALLET	1.17	10/20/31	1113131		35	23808 M		3.66	10/16/97	11/14/97	22
							35	23740 M		2.00	11/17/97	12/8/97	14
							35	23821 0		7.68	12/10/97		12
	MAN HOURS	52920	26.13			189	ACTUAL MAN	HOURS	68600	42.08			245

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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 25719 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 ACTUAL MAN HOURS 0 0.0) 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 23706 LORDSBRG 1.04 1/6/97 1/14/97 35 23700 BOND 13.68 4/2/97 9/19/97 108 35 23703 LORDSBRG 1.21 1/2/3/97 2/19/97														
35 2474 NEVOGDEN 5.08 52397 M1897 29 35 23475 NEVOGDEN 2.56 641967 91097 15 22155 CALIENTE 1.68 21/1797 31/287 35 23815 VALLEY 2.13 911197 9/2997 15 35 22165 CALIENTE 0.16 21/3797 31/487 35 23815 VALLEY 2.13 911197 9/2997 15 35 22167 CALIENTE 0.16 21/3797 31/487 35 22167 CALIENTE 0.16 31/397 31/897 31/897 31/897 31/897 31/897 31/897 31/897 31/897 31/897 31/897 31/897 35 22202 CANYON 15 7/397 7/397 7/397 7/397 31/97	35	23814	ROSEVILL	3.45	1/24/97	5/14/97	77	35	23819	EAST	3.11	1/6/97	2/12/97	28
35 24375 NEVOGDEN 2.56 #1997 #1097 16 35 2215 CALLENT 0.60 3/1397 3/1497 35 23815 VALLEY 2.13 #/1197 9/2997 13 35 22154 CALLENTE 0.11 3/1797 3/1497 35 23815 VALLEY 2.13 #/1197 9/2997 13 35 22164 CALLENTE 0.11 3/1797 3/1497 35 23815 VALLEY 2.13 #/1197 9/2997 13 35 22167 CALLENTE 0.11 3/177 7/1497 35 22197 CANON 15 7/397 7/1497 7/397 7/1497 7/397 7/1497 1/2097 35 22197 CANYON 0.12 #/1997 #/1997 1/1997 35 22197 CANYON 0.12 #/1997 #/1997 35 223197 CANYON 0.11/2497 1/2097 35 223197 CANYON 0.11/2497 1/2097 35 223197 CANYON 0.11/2497 1/2097 35 23197 KATUL 35 23197 CANYON 0.11/2497 1/2097 35 23197 KATUL KATUL				5.08	5/23/97	8/18/97	29	35	22161	CALIENTE	1.68	2/17/97	3/12/97	18
35 23815 VALLEY 2 13 9/11/97 9/29/97 13 35 23815 VALLEY 2 13 9/11/97 9/29/97 13 35 22167 CALLENTE 0.11 3/1797 3/1897 35 22167 CALLENTE 0.16 3/1977 3/1897 35 22167 CALLENTE 0.16 4/197 6/387 35 22167 CALLENTE 0.16 4/197 6/397 35 22105 LKOO 0.65 7/1977 7/3877 35 22105 LKOO 0.65 7/1977 7/1977 35 22202 CANTON 0.72 8/697 8/2897 35 223005 MOJAVE 3.66 10/197 10/3197 7/3 35 23805 MOJAVE 3.66 10/197 10/3197 2/3 35 23060 MOJAVE 3.66 10/		24375	NEVOGDEN	2.56	8/19/97	9/10/97	16	35	22155	CALIENTE	0.60	3/13/97	3/14/97	4
35 22167 CALLENTE 2.36 3/1997 4/197 35 2247 A EVOCDEN 5.08 4/497 6/397 35 2237 EVOCDEN 5.08 4/497 6/397 35 2237 EVOCDEN 5.08 4/497 7/1397 35 2237 EVOCDEN 5.08 4/497 7/1397 35 2230 ELKO 0.065 7/1797 7/1497 35 2219 CANYON 1.51 7/2597 9/2997 35 22305 CANYON 1.52 8/2997 9/997 35 22305 CANYON 1.52 8/2997 9/997 35 23050 MOJAVE 3.61 10/197 10/3197 21 35 23080 MOJAVE 3.64 10/197 10/3197 21 35 23080 MOJAVE 3.64 10/297 12/198 11 35 23080 MOJAVE 3.64 12/297 12/198 11 35 23703 WEST 2.47 1/2896 2/1998 16 ACTUAL MAN HOURS 25000 15.44 95 0.09 GANG : 8515 - RAIL 35 23701 MORTHOSE 2.50 4/897 5/1297 35 23701 WORTHOSE 2.50 4/897 1		23815	VALLEY	2.13	9/11/97	9/29/97	13	35	22154	CALIENTE	0.11	3/17/97	3/18/97	2
ACTUAL MAN HOURS 35 24370 FEVOGDEN 2.56 64467 77.367 ACTUAL MAN HOURS 35 22207 ELKO 0.65 77.7797 77.4967 ACTUAL MAN HOURS 37800 13.25 135 22197 CANYON 1.51 77.2597 97.2397 ACTUAL MAN HOURS 37800 13.25 135 2200 ELKO 0.60 77.7397 97.979 ACTUAL MAN HOURS 37800 13.25 135 23615 VALLEY 3.93 911157 11/1897 35 23050 MOJAVE 6.40 102/197 10/197 103107 23 35 23615 VALLEY 3.93 911157 11/1897 35 23019 EAST 3.61 10/197 10/2107 12 10 11/2497 12/1987 35 23703 WEST 2.47 12/298 12/197 19 11/197 12/198 16 ACTUAL MAN HOURS 250 4/897 5/12/97 25 35 23704 MONTROSE 2.50 4/897 5/12/97 25								35	22167	CALIENTE	2.36	3/19/97	4/1/97	10
35 2437 NEVOCODEN 2.56 64467 77.397 35 22370 ELKO 0.65 77.197 77.497 35 2230 ELKO 1.06 77.1597 77.497 35 2230 ELKO 1.06 77.1597 77.397 35 2219 CANYON 1.51 77.2597 87.397 35 2219 CANYON 1.52 82.397 99.97 35 22305 CANYON 1.52 82.397 99.997 35 2305 MOJAVE 3.66 10/197 10.3197 21.397 35 2308 MOJAVE 3.66 10/197 10.3197 21.197 35 2308 MOJAVE 3.66 10/197 10.2197 13 35 2308 MOJAVE 3.64 12/297 12/197 19 35 23703 WEST 2.47 12/298 21 6.400 12/297 35 23704 MONTROSE 2.50 4/897 5/12/97 25 35 23704 WONTROSE 2.50 4/897 5/12/97 25 35 23704 MONTROSE 2.50								35	24374	NEVOGDEN	5.08	4/4/97	6/3/97	42
35 22210 ELKO 1.06 7/15/97 7/23/97 ACTUAL MAN HOURS 37800 13.26 135 22195 CANYON 0.72 8/697 8/12/97 35 22197 CANYON 0.72 8/697 8/12/97 35 22197 CANYON 0.72 8/697 8/12/97 35 23806 MOLAVE 3.66 10/1/97 10/31/97 23 35 23806 0.0 11/24/97 12/30/97 35 23806 MOLAVE 3.66 10/1/97 10/31/97 23 35 23806 42.96									24375	NEVOGDEN	2.56	6/4/97	7/3/97	22
35 22195 CANYON 151 72597 8/597 35 22197 CANYON 0.72 8/697 8/297 35 22197 CANYON 0.2 8/697 8/297 35 22197 CANYON 0.2 8/297 8/297 35 22202 CANYON 1.52 8/2997 9/997 35 23804 MOLAVE 3.66 10/1/97 10/31/97 23 35 23808 MOLAVE 3.66 10/1/97 10/31/97 19 35 23808 MOLAVE 3.66 10/1/97 10/31/97 19 35 23908 MOLAVE 6.40 1/2/197 17/27/98 17 35 23908 MOLAVE 3.66 10/1/97 10/31/97 23 35 23970 WORTROSE 2.50 1/2/97 12/2/97 12/2/97 35 23707 WORTHOR 2.50 5/1/397 71/2/97 24 35 23707 WORTHOR 2.50 5/1/397 12/2/97 10/2 35 27104 GREENRIN <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>35</td> <td>22207</td> <td>ELKO</td> <td>0.65</td> <td>7/7/97</td> <td>7/14/97</td> <td>6</td>								35	22207	ELKO	0.65	7/7/97	7/14/97	6
ACTUAL MAN HOURS 37500 13.26 135 22197 CANYON 0.72 8/697 8/13/97 8/28/97 ACTUAL MAN HOURS 37800 13.26 135 2202 CANYON 152 8/2997 9/997 35 2202 CANYON 152 8/2997 9/997 35 23815 VALLEY 333 9/11/97 11/1897 35 23821 CALP 1600 11/24/97 12/3097 35 23800 MOJAVE 3.66 10/197 10/31/97 23 35 23821 CALP 1600 11/24/97 12/3097 35 23800 MOJAVE 3.66 10/197 10/31/97 23 35 23821 CALP 1600 11/24/97 12/3097 35 23800 MOJAVE 3.64 10/197 10/31/97 23 35 23/07 NOT MED 2.60 15.64 95 GANG : 8515 - RAIL 35 23/07 MORTHFOR 2.50 5/13/97 7/17/97 47 35 23/07 MORTHFOR 2.50 5/13/97 2/19/97 14 35								35	22210	ELKO	1.06	7/15/97	7/23/97	7
35 22202 CANYON 2 07 B/13/97 B/28/97 ACTUAL MAN HOURS 37800 13.26 135 2205 CANYON 152 6/29/97 9/9/97 ACTUAL MAN HOURS 37800 13.26 135 23821 CALP 16 00 11/24/97 12/3097 35 23804 MOLAVE 3 66 10/1/97 10/31/97 23 35 23821 CALP 16 00 11/24/97 12/3097 35 23804 MOLAVE 6 40 12/297 12/198 37 FOLDED INTO GANG 8513'S SCHEDULE ACTUAL MAN HOURS 2 6600 4 4 4 5 23704 MONTROSE 2 50 4/8/97 5/1/297 2 5 5 23704 MONTROSE 2 50 4/8/97 5/1/297 2 5 5 2 50/7 MORTHFOR 2 50 5/1/397 7/1/197 47 35 2 3704 MONTROSE 2 50 4/8/97 5/1/297 2 5 35 2 7/10 GREENRIV 2 48 17/9 4 35 2 3/78 MOT NEEDED								35	22195	CANYON	1.51	7/25/97	8/5/97	8
35 22205 CANYON 152 8/2997 9997 ACTUAL MAN HOURS 3760 13.26 135 23815 VALLEY 3.93 911/197 11/18/97 35 23808 MOJAVE 3.66 10/197 10/31/97 23 35 23808 MOJAVE 3.66 10/197 10/31/97 23 35 23808 MOJAVE 6.40 12/197 19 FOLDED INTO GANG 8513'S SCHEDULE ACTUAL MAN HOURS 26600 15.64 96 4.00 10/21/97 25 35 23703 MONTROSE 2.50 4/8/97 5/12/97 25 35 23704 MONTROSE 2.50 4/8/97 14 35 23707 MONTHOR 2.50 5/13/97 7/17/97 47 35 23704 GREENRIV 2.46 9/25/97 12/19/97 25 35 23704 GREENRIV 2.81 5/13/97 12/19/97 24 35								35	22197	CANYON	0.72	8/6/97	8/12/97	5
35 23815 VALLEY 3 93 9/11/97 11/18/97 ACTUAL MAN HOURS 37800 13.26 135 23815 VALLEY 3 93 9/11/97 11/18/97 GANG: 8514 - RAIL 35 23808 MOJAVE 3 66 10/197 10/31/97 23 35 23808 MOJAVE 3 66 10/197 10/31/97 18 FOLDED INTO GANG 8513'S SCHEDULE 35 23090 MOJAVE 6 40 12/2/97 12/197 19 FOLDED INTO GANG 8513'S SCHEDULE ACTUAL MAN HOURS 2 60 15.84 95 6 6 ACTUAL MAN HOURS 0 .00 GANG: 8515 - RAIL 5 23704 MONTROSE 2 50 4/8/97 5/12/97 25 35 23704 MONTROSE 2 50 4/8/97 5/12/97 25 35 23704 MONTROSE 2 50 4/8/97 12/197 24 35 23704 MONTROSE 2 50 5/13/97 7/17/97 47 35 36 0.09 GANG: 8515 - RAIL 5 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>35</td><td>22202</td><td>CANYON</td><td>2.07</td><td>8/13/97</td><td>8/28/97</td><td>12</td></t<>								35	22202	CANYON	2.07	8/13/97	8/28/97	12
ACTUAL MAN HOURS 37600 13.26 35 23821 CALP 16 00 11/24/97 12/30/97 ACTUAL MAN HOURS 366 10/1/97 10/31/97 23 35 23808 00.04VE 3 66 10/1/97 12/197 19 35 23808 MOJAVE 3 66 10/1/97 12/197 19 35 23808 MOJAVE 6 40 12/2/97 12/798 37 35 23793 WEST 2 47 1/28/98 2/19/98 16 ACTUAL MAN HOURS 0 0.00								35	22205	CANYON	1.52	8/29/97	9/9/97	7
Actual Man Hours 37800 13.26 135 Actual Man Hours 68600 42.96 GANG: 8514 - RAIL 35 23008 MOJAVE 3 66 10//197 10/31/97 23 35 23008 MOJAVE 6 40 12/2/97 1/2/98 31 35 23793 WEST 2 47 1/28/98 2/19/98 16 Actual Man Hours 26600 15.64 95 Actual Man Hours 0 0.00 GANG: 8515 - RAIL 35 23704 MONTROSE 2 50 4/8/97 5/12/97 25 35 23707 NORTHFOR 2 50 5/12/97 25 35 27/104 GREENRIV 2 16 9/5/97 2/4/97 14 35 23701 MORTROSE 2 50 5/13/97 7/17/97 47 35 27/104 GREENRIV 2 28 12/11/97 24 35 27/104 GREENRIV 0 28 12/11/97 12/10/97 53 35 27/104 GREENRIV 0 28 1/1/97 1/1/1/97 1/1/1/97 1/1/1/97								35	23815	VALLEY	3.93	9/11/97	11/18/97	49
CANG: 8514 - RAIL CANG: 8514 - RAIL 35 23808 MOJAVE 3 66 10/1/97 10/31/97 23 35 23808 MOJAVE 6 40 12/2/97 12/1/97 19 35 23793 WEST 2 47 1/28/98 21 19/58 1 ACTUAL MAN HOURS 2 6600 15.64 95 ACTUAL MAN HOURS 0 0.00 GANG: 8515 - RAIL 35 23703 MONTROSE 2 50 4/8/97 5/12/97 25 35 23704 MONTROSE 2 50 4/8/97 5/12/97 25 35 23704 MONTROSE 2 50 5/13/97 7/17/97 47 35 23704 MONTROSE 2 50 5/13/97 7/17/97 47 35 25719 GREENRIV 2 18 19/597 9/2/497 14 35 128 COLSPRGS 4 58 1/3/97 2/1/9/7 24 35 23700 BOND 13 68 4/2/97 9/1/19/97 44 35 23926 LORDSBRG								35	23821	CALP	16.00	11/24/97	12/30/97	25
35 23808 MOJAVE 3 66 10/1/97 10/31/97 23 35 23808 MOJAVE 3 66 10/1/97 10/31/97 23 35 23808 MOJAVE 6 40 12/2/97 12/1/97 19 35 23793 WEST 2 47 1/28/98 2/19/98 16 ACTUAL MAN HOURS 26600 15.64 95 ACTUAL MAN HOURS 0 0.00 GANG: 8515 - RAIL 35 23707 NORTHFOR 2 50 5/13/97 7/17/97 47 35 23707 NORTHFOR 2 50 5/13/97 7/17/97 47 35 23707 NORTHFOR 2 50 5/13/97 9/24/97 14 35 23700 NORTHFOR 2 50 5/13/97 9/4/97 29 35 23704 GREENRIV 12 47 9/25/97 12/10/97 53 35 27104 GREENRIV 0 28 12/197 2 ACTUAL MAN HOURS 0 0.69 0.69 GANG: 8517 - RAIL 35 23701 COLSPRGS 4 58 1/3/97 2/19/97 34 35 2370	ACTUAL	MAN HOURS	37800	13.26			135	ACTUA	MAN HOURS	68600	42.96			245
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 ACTUAL MAN HOURS 0.00 GANG: 8515 - RAIL 35 23704 MONTROSE 2.50 4/8/97 5/12/97 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 24704 GREENRIV 2.16 9/5/97 9/24/97 14 35 21104 GREENRIV 2.26 5/13/97 1/21/07 2 ACTUAL MAN HOURS 47600 24.83 170 ACTUAL MAN HOURS 0.69 GANG: 8517 - RAIL 35 23700 EORDSBRG 1.04 1/6/97 1/14/97 35 23700 LOLSPRGS 4.58 1/3/97 2/19/97 34 35 23706 LORDSBRG 1.04 1/6/97 1/14/97 35 237	GANG : 8	514 - RAIL						GANG :	8514 - RAIL					
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 GANG: 8515 - RAIL 95 ACTUAL MAN HOURS 0 0.00 GANG: 8515 - RAIL 95 64.0 12/2/97 25 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 23707 NORTHFOR 2.50 5//13/97 7/17/97 47 35 23707 RAIL 927/23/97 9/24/97 12 07 12 35 25719 GREENRIV 12.47 9/25/97 12/10/97 53 35 23701 COLSPRGS 4.58 1/3/97 2/19/7 24 ACTUAL MAN HOURS 0 0.80 0.80 0.80 0.80 0.80 GANG: 8517 - RAIL 35 23701 COLSPRGS 2.36 2/20/97 3/20/97 2/19/97 35 23706 LORDSBRG 1.04	35	23808	MOJAVE	3.66	10/1/97	10/31/97	23							
35 23793 WEST 2 47 1/28/98 2/19/98 16 ACTUAL MAN HOURS 26600 15.64 95 ACTUAL MAN HOURS 0 0.00 GANG: 8515 - RAIL 35 23707 MORTHFOR 2 50 5/12/97 25/3 5/12/97 25/3 35 23707 MORTHFOR 2 50 5/13/97 7/17/97 47 35 24378 PROVODRG 4 92 7/23/97 9/24/97 14 35 24704 GREENRIV 2 16 9/5/97 9/24/97 14 NOT NEEDED ACTUAL MAN HOURS 0 0.0) 35 27104 GREENRIV 0 28 12/11/97 12/12/97 2 ACTUAL MAN HOURS 47600 24.83 170 ACTUAL MAN HOURS 0 0.0) GANG: 8517 - RAIL 35 23701 COLSPRGS 2.36 1/3/97 2/19/97 34 35 23700 BOND 13 68 4/2/97 9/19/97 108 35 23730 LORDSBRG 1.04 1/6/97 1/14/97 35 23703 CRAIG 3 93 9/22/97 10/23/97 24 35	35	23819	EAST	3.11	11/3/97	12/1/97	19							
ACTUAL MAN HOURS 26600 15.64 95 ACTUAL MAN HOURS 0 0.00 GANG: 8515 - RAIL	35	23808	MOJAVE	6.40	12/2/97	1/27/98			FOLDED INT	O GANG 8513'S	SCHEDULE			
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 23707 NORTHFOR 2 50 5/13/97 7/17/97 47 35 24378 PROVODRG 4 92 7/23/97 9/4/97 29 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 ACTUAL MAN HOURS 0 0.0 GANG: 8517 - RAIL 35 23701 COLSPRGS 4 58 1/3/97 2/19/97 34 35 23700 BOND 13 68 4/2/97 9/19/97 108 35 23703 CRAIG 1 04 1/6/97 1/14/97 35 23700 BOND 13 68 4/2/97 9/19/97 108 35 23703 LORDSBRG 1 21 1/23/97 2/4/97 35	35	23793	WEST	2.47	1/28/98	2/19/98	16							
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 ACTUAL MAN HOURS 0 0.0) GANG : 8517 - RAIL 35 23701 COLSPRGS 4.58 1/3/97 2/19/97 34 35 23700 BOND 13 68 4/2/97 9/19/97 108 35 23706 LORDSBRG 1.04 1/6/97 1/14/97 35 23703 CRAIG 3.93 9/22/97 10/23/97 24 35 23730 LORDSBRG 1.21 1/23/97 2/4/97 35 23703 CRAIG 4.00 10/24/97 10/29/97 4 35 23730 LORDSBRG 1.14 2/6/97 </td <td></td> <td>MAN HOURS</td> <td>26600</td> <td>15.64</td> <td></td> <td></td> <td>95</td> <td>ACTUA</td> <td>L MAN HOURS</td> <td>0</td> <td>0.00</td> <td></td> <td></td> <td>0</td>		MAN HOURS	26600	15.64			95	ACTUA	L MAN HOURS	0	0.00			0
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 ACTUAL MAN HOURS 0 0.0/0 GANG : 8517 - RAIL 35 23701 COLSPRGS 4.58 1/3/97 2/19/97 34 35 23700 BOND 13 68 4/2/97 9/19/97 108 35 23706 LORDSBRG 1.04 1/6/97 1/14/97 35 23703 CRAIG 3.93 9/22/97 10/23/97 24 35 23730 LORDSBRG 1.21 1/23/97 2/4/97 35 23703 CRAIG 4.00 10/24/97 10/29/97 4 35 23730 LORDSBRG 1.14 2/6/97<	GANG · 8	515 . RAII						GANG :	8515 - RAIL					
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 GANG : 8517 - RAIL 35 23701 COLSPRGS 4.58 1/3/97 2/19/97 34 35 23701 COLSPRGS 2.36 2/20/97 3/20/97 21 35 23700 BOND 13.68 4/2/97 9/19/97 108 35 23703 CRAIG 4.00 10/24/97 10/23/97 24 35 23703 CRAIG 4.00 10/24/97 10/23/97 24 35 23703 CRAIG 4.00 10/24/97 10/29/97 4 35 23703 CRAIG 4.00 10/24/97 10/29/97 4 35 23703			MONTROSE	2.50	4/8/97	5/12/97	25							
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 12/10/97 53 35 27104 GREENRIV 0 28 12/11/97 12/12/97 2 ACTUAL MAN HOURS 47600 24.83 170 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 23703 CRAIG 3.93 9/22/97 10/23/97 24 35 23703 CRAIG 4.00 10/24/97 10/29/97 4 35 23703 CRAIG 4.00 10/24/97 10/29/97 4 35 23703 CRAIG 4.00 10/24/97 10/29/97 4 35 23703 CRAIG 4.00 10/24/97														
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 12/10/97 53 35 27104 GREENRIV 0.28 12/11/97 12/12/97 2 ACTUAL MAN HOURS 47600 24.83 170 ACTUAL MAN HOURS 0 0.0) GANG: 8517 - RAIL 35 128 COLSPRGS 4.58 1/3/97 2/19/97 34 35 23701 COLSPRGS 2.36 2/20/97 3/20/97 21 35 23706 LORDSBRG 1.04 1/6/97 1/14/97 35 23700 BOND 13.68 4/2/97 9/19/97 108 35 23703 LORDSBRG 1.21 1/23/97 2/4/97 35 23703 CRAIG 4.00 10/24/97 10/29/97 24 35 23731 LORDSBRG 0.22 2/5/97 2/12/97 35 23703 CRAIG 4.00 10/24/97 10/29/97 4 35 23731 LORDSBRG 0.14 2/6/97 2/12/97														
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 GANG: 8517 - RAIL 35 128 COLSPRGS 4.58 1/3/97 2/19/97 34 35 23701 COLSPRGS 2.3C 2/20/97 3/20/97 21 35 23700 BOND 13.68 4/2/97 9/19/97 108 35 23700 BOND 13.68 4/2/97 9/19/97 108 35 23703 CRAIG 4.00 10/24/97 10/29/97 24 35 23703 CRAIG 4.00 10/24/97 10/29/97 4 35 23703 CRAIG 4.00									NOT NEEDED					
35 27104 GREENRIV 0.28 12/11/97 12/12/97 2 ACTUAL MAN HOURS 47600 24.83 170 ACTUAL MAN HOURS 0 0.00 GANG: 8517 - RAIL 35 128 COLSPRGS 4.58 1/3/97 2/19/97 34 35 23701 COLSPRGS 2.3C 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 23703 CRAIG 3.93 9/22/97 10/29/97 4 35 23703 CRAIG 3.93 9/22/97 10/29/97 24 35 23703 CRAIG 3.93 9/22/97 10/29/97 24 35 23703 CRAIG 4.00 10/24/97 10/29/97 4 35 23703 CRAIG 3.93 9/22/197 10/29/97 4														
ACTUAL MAN HOURS 47600 24.83 170 ACTUAL MAN HOURS 0 0.03 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 23704 GREENRIV 2.16 2/26/97 3/17/97 35 23703 CRAIG 0.0 10/24/97 10/29/97 4 35 23704 GREENRIV 2.16 2/26/97 3/17/97 35 27104 GREENRIV														
GANG: 8517 - RAIL 35 128 COLSPRGS 4.58 1/3/97 2/19/97 34 35 23701 COLSPRGS 2.3C 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 23703 CRAIG 5 23731 LORDSBRG 1.14 2/6/97 35 23704 GREENRIV 2.16 2/26/97 3/17/97 35 25719 GREENRIV 2.16 2/26/97 3/17/97 35 25719 GREENRIV 12.47 3/18/97 5/9/97 35 27104 GREENRIV 0.28	35	2/104	ONELINI	0.20			-							
35 128 COLSPRGS 4.58 1/3/97 2/19/97 34 35 23926 LORDSBRG 1.04 1/6/97 1/14/97 35 23701 COLSPRGS 2.3C 2/20/97 3/20/97 21 35 23706 LORDSBRG 1.50 1/15/97 1/22/97 35 23700 BOND 13.68 4/2/97 9/19/97 108 35 23701 LORDSBRG 1.21 1/23/97 2/4/37 35 24102 CRAIG 3.93 9/22/97 10/23/97 24 35 23730 LORDSBRG 0.22 2/5/97 2/5/97 35 23703 CRAIG 4.00 10/24/97 10/29/97 4 35 23731 LORDSBRG 1.14 2/6/97 2/12/97 35 23703 CRAIG 4.00 10/24/97 10/29/97 4 35 23731 LORDSBRG 0.56 2/13/97 2/21/97 35 23704 GREENRIV 2.16 2/26/97 3/17/97 35 25719 GREENRIV 12.47 3/18/97 5/9/97 35 27104 GREENRIV 0.28 5/12/97 5/13/97 3/9/97 35 35 27104 GREENRIV	ACTUAL N	MAN HOURS	47600	24.83			170	ACTUAL	MAN HOURS	0	0.00			0
35 23701 COLSPRGS 2 3C 2/20/97 3/20/97 21 35 23706 LORDSBRG 1.50 1/15/97 1/22/97 35 23700 BOND 13.68 4/2/97 9/19/97 108 35 23719 LORDSBRG 1.21 1/23/97 2/4/97 35 24102 CRAIG 3.93 9/22/97 10/23/97 24 35 23730 LORDSBRG 0.22 2/5/97 2/5/97 35 23703 CRAIG 4.00 10/24/97 10/29/97 4 35 23731 LORDSBRG 0.22 2/5/97 2/12/97 35 23703 CRAIG 4.00 10/24/97 10/29/97 4 35 23731 LORDSBRG 1.14 2/6/97 2/12/97 35 23703 CRAIG 4.00 10/24/97 10/29/97 4 35 23731 LORDSBRG 0.56 2/13/97 2/21/97 35 23704 GREENRIV 2.16 2/26/97 3/17/97 35 25719 GREENRIV 12.47 3/18/97 5/9/97 35 27104 GREENRIV <t< td=""><td>GANG : 8</td><td>517 - RAIL</td><td></td><td></td><td></td><td></td><td>]</td><td>GANG :</td><td>8517 - RAIL</td><td></td><td></td><td></td><td></td><td></td></t<>	GANG : 8	517 - RAIL]	GANG :	8517 - RAIL					
35 23701 COLSPRGS 2.30 2/20/97 3/20/97 21 35 23706 LORDSBRG 1.50 1/15/97 1/22/97 35 23700 BOND 13.68 4/2/97 9/19/97 108 35 23719 LORDSBRG 1.21 1/23/97 2/4/97 35 24102 CRAIG 3.93 9/22/97 10/23/97 24 35 23730 LORDSBRG 0.22 2/5/97 2/5/97 35 23703 CRAIG 4.00 10/24/97 10/29/97 4 35 23731 LORDSBRG 1.14 2/6/97 2/12/97 35 23703 CRAIG 4.00 10/24/97 10/29/97 4 35 23731 LORDSBRG 0.56 2/13/97 2/21/97 35 23704 GREENRIV 2.16 2/26/97 3/17/97 35 25719 GREENRIV 12.47 3/18/97 5/9/97 35 27104 GREENRIV 0.28 5/12/97 5/13/97 3/9/97 3/9 3/9/97 3/9/97 3/9 3/9/97 3/9/97 3/9 3/9/97 3/9/97 3/9 3/9/97 3/9/97 3/9/9/97 3/9/97 3/9/97	35	128	COLSPRGS	4.58	1/3/97	2/19/97	34	35	23926	LORDSBRG	1.04	1/6/97	1/14/97	7
35 23700 BOND 13.68 4/2/97 9/19/97 108 35 23719 LORDSBRG 1.21 1/23/97 2/4/97 35 24102 CRAIG 3.93 9/22/97 10/23/97 24 35 23730 LORDSBRG 0.22 2/5/97 2/5/97 35 23703 CRAIG 4.00 10/24/97 10/29/97 4 35 23731 LORDSBRG 0.14 2/6/97 2/12/97 35 23703 CRAIG 4.00 10/24/97 10/29/97 4 35 23731 LORDSBRG 0.56 2/13/97 2/21/97 35 23704 GREENRIV 2.16 2/26/97 3/17/97 35 25719 GREENRIV 12.47 3/18/97 5/9/97 35 27104 GREENRIV 0.28 5/12/97 5/13/97 35 27104 GREENRIV 0.28 5/12/97 5/13/97					2/20/97	3/20/97					1.50	1/15/97	1/22/97	6
35 24102 CRAIG 3.93 9/22/97 10/23/97 24 35 23700 LORDSBRG 0.22 2/5/97 2/5/97 35 23703 CRAIG 4.00 10/24/97 10/29/97 4 35 23731 LORDSBRG 1.14 2/6/97 2/12/97 35 23703 CRAIG 0.56 2/13/97 2/21/97 35 23926 LORDSBRG 0.56 2/13/97 2/21/97 35 27104 GREENRIV 2.16 2/26/97 3/17/97 35 25719 GREENRIV 12.47 3/18/97 5/9/97 35 27104 GREENRIV 0.28 5/12/97 5/13/97 3/13/97 3/13/97														9
35 23703 CRAIG 4.00 10/24/97 10/29/97 4 35 23731 LORDSBRG 1.14 2/6/97 2/12/97 35 23926 LORDSBRG 0.56 2/13/97 2/21/97 35 23926 LORDSBRG 0.56 2/13/97 2/21/97 35 27104 GREENRIV 2.16 2/26/97 3/17/97 35 25719 GREENRIV 12.47 3/18/97 5/9/97 35 27104 GREENRIV 0.28 5/12/97 5/13/97														1
35 23926 LORDSBRG 0.56 2/13/97 2/21/97 35 27104 GREENRIV 2.16 2/26/97 3/17/97 35 25719 GREENRIV 12.47 3/18/97 5/9/97 35 27104 GREENRIV 0.28 5/12/97 5/13/97							4							5
35 27104 GREENRIV 2.16 2/26/97 3/17/97 35 25719 GREENRIV 12.47 3/18/97 5/9/97 35 27104 GREENRIV 0.28 5/12/97 5/13/97		20.00												7
35 25719 GREENRIV 12.47 3/18/97 5/9/97 35 27104 GREENRIV 0.28 5/12/97 5/13/97														14
35 27104 GREENRIV 0.28 5/12/97 5/13/97														39
35 23704 MONTROSE 2.50 5/15/97 6/19/9/								35				5/12/97		2 25
							1.	1 35	25704	MONTROOL	2.50	0.0001	0,15,57	15

						11 25	22707	NORTHFOR	2.50	6/23/97	8/27/97	47
						35		COLSPRGS	4.58	9/2/97	10/17/97	34
						35	23705 0		0.74	10/22/97	10/28/97	5
						35	23923 (3.22	10/29/97	12/5/97	26
						35	26416 (0.32	12/8/97	12/9/97	2
	AAN HOURS 53480	28.49			191	ACTUA	MAN HOURS	64120	34.44			229
ANG : 90	001 - RAIL						9001 - RAIL				4447407	
150	19198 SPOKANE	1.76	1/9/97	1/16/97	6	150		LORDSBRG	15.17	1/6/97	1/17/97	10
150	12120 LAGRANDE	25.54	1/21/97	3/20/97	42	150		LORDSBRG	4.14	1/20/97	1/22/97 1/24/97	3
150	11880 SIDNEY	46.00	3/25/97	5/13/97	27	150		LORDSBRG	2.70	1/23/97	1/24/97	2
150	18287 LARAMIE	13.81	5/16/97	6/2/97	10	150		LORDSBRG	2.19	1/27/97		3
150	18288 LARAMIE	10.13	6/4/97	6/17/97	10	150		LORDSBRG	3.55	1/29/97 2/3/97	1/31/97 2/4/97	2
150	1592 LARAMIE	4.55	6/18/97	6/20/97	3	150		LORDSBRG	2.47			
150	18289 LARAMIE	8.57	6/23/97	7/11/97	10	150		LORDSBRG	2.57	2/5/97 2/10/97	2/6/97 3/7/97	2 20
150	3026 LARAMIE	16.60	7/14/97	8/12/97	22	150		LAGRANDE	25.54	3/10/97	3/21/97	10
150	1520 LARAMIE	8.79	8/13/97	8/22/97	8	150		SALT LAK	12.60		3/31/97	10
150	18290 LARAMIE	6.58	8/25/97	9/2/97	6	150		POCATELL	12.63	3/24/97 4/3/97	4/16/97	10
150	1593 LARAMIE	14.87	9/3/97	9/22/97	14	150		LARAMIE	13.81 10.13	4/17/97	4/10/97	7
150	1624 SALT LAK	12.60	9/23/97	10/8/97	12	150		LARAMIE	4.55	4/28/97	4/30/97	3
150	21866 POCATELL	12.63		10/27/97	12	150		LARAMIE	4.55	5/1/97	5/8/97	6
150	13295 COUBLUFFS	28.00	10/29/97	11/25/97	20	150		LARAMIE	16.60	5/9/97	5/27/97	12
150	13296 COUBLUFFS	30.00	11/26/97	12/19/97	17	150		LARAMIE	8.79	5/28/97	6/5/97	7
						150		LARAMIE	6.58	6/6/97	5/12/97	5
						150		LARAMIE	14.87	6/13/97	6/27/97	11
						150		BOND	13.68	6/30/97	7/31/97	23
						150 150		SIDNEY	46.00	8/4/97	9/15/97	30
						150		COUBLUFFS	28.00	9/16/97	10/10/97	19
						150		COUBLUFFS	30.00	10/13/97	11/7/97	20
						150		COUBLUFFS	15.00	11/10/97	11/25/97	10
						150		CALIENTE	8.53	12/1/97	12/8/97	6
	MAN HOURS 262800	240.43			219	ACTUA	L MAN HOURS	279600	308.67			233
GANG : 90	011 - RAIL					GANG	9011 - RAIL					
35	18974 SIDNEY	1.67	1/7/97	1/30/97	11	35	23329	SALINA	2.02	3/3/97	3/25/97	17
	24092 LARAMIE	0.40	2/3/97	2/4/97	2	35	23653	MARYSVIL	1.23	3/27/97	4/7/97	7
	23310 NO. PLAT	0.32	2/6/97	2/6/97	1	35	22226	MARYSVIL	2.31	4/8/97	4/23/97	12
35	20010 110.1 011	2.32	2/10/97	2/27/97	13	35	21000	BOONE	0.60	4/28/97	5/1/97	4
35 35	1951 COURILIEF			4/1/97	17	35	21387	COUBLUFF	0.20	5/5/97	5/5/97	1
35 35 35	1951 COUBLUFF	2 26	3/3/9/					COUBLUFF	2.32	5/6/97	5/22/97	13
35 35 35 35	21561 COUBLUFF	2.26	3/3/97		1	35	1001	COOBLOIT				
35 35 35 35 35	21561 COUBLUFF 23106 COUBLUFF	0.10	4/2/97	4/2/97	1	35			2.26	5/23/97	6/17/97	17
35 35 35 35 35 35 35	21561 COUBLUFF 23106 COUBLUFF 23653 MARYSVIL	0.10 1.23	4/2/97 4/7/97	4/2/97 4/17/97	1 7 12	35	21561	COUBLUFF				
35 35	21561 COUBLUFF 23106 COUBLUFF	0.10	4/2/97	4/2/97	1 7 12 17		21561 23106		2.26	5/23/97	6/17/97	17

GANG : 35	2014 - RAIL 20649 BMI		0.75	1/5/97	1/8/97	4	ANG : 9014 - 35		CALIENTE	1.27	1/20/97	1/28/07	
CTUA	MAN HOURS	41160	24.81			147 A	CTUAL MAN	HOURS	51240	30.53			18
							35	21956	LAGRANDE	12.71	6/27/97	10/6/97	
							35		LAGRANDE	0.67	6/24/97	6/26/97	
							35		LAGRANDE	0.14	6/23/97	6/23/97	
35	19146 MO	NIANA	1.42	9/24/97	10/7/97	10	35 35		NAMPA NAMPA	2.04 2.91	5/5/97 5/26/97	5/23/97 6/19/97	
35	22218 PO		2.11	9/5/97	9/23/97	13	35		NAMPA	0.50	4/30/97	5/3/97	
35	17852 POP		1.41	8/26/97	9/4/97	7	35		NAMPA	0.60	4/21/97	4/29/97	
35	21956 LAG		12.71	4/14/97	8/25/97	70	35		MONTANA	1.42	4/4/97	4/17/97	
35	12120 LAG		0.67	4/8/97	4/10/97	3	35		SPOKANE	1.76	3/24/97	4/1/97	
35	22203 NAM	MPA	2.91	3/11/97	4/3/97	18	35		PORTLAND	2.11	3/5/97	3/21/97	
35	17845 NAM	MPA	2.04	2/14/97	3/6/97	15	35		PORTLAND	1.41	2/24/97	3/4/97	
35	24.01 LAG	GRANDE	0.14	2/11/97	2/12/97	1	35	23773	BROOKLYN	2.18	2/3/97	2/21/97	
35	19142 NAM	MPA	0.30	2/3/97	2/7/97	3	35	22154	CALIENTE	0.99	1/17/97	1/28/97	
35	22824 NA	MPA	0.50	1/28/97	1/30/97	3	35	20649	BMI	0.75	1/10/97	1/15/97	
35	19142 NA	MPA	0.60	1/7/97	1/27/97	4	35	22151	L.A.	0.34	1/6/97	1/8/97	
ANG :	9013 - RAIL						SANG : 9013	RAIL					
CTUA	L MAN HOURS	41160	24.07			147 A	CTUAL MAN	HOURS	43960	29.69			_1
							35	24092	LARAMIE	0.40	10/13/97	10/14/97	
35	22022 LAF		14.87	6/23/97	12/3/97	89	35	18977	LARAMIE	0.90	10/3/97	10/10/97	
35	22150 NO		1.09	€/16/97	6/19/97	4	35	22022	LARAMIE	0.78	9/30/97	10/2/97	
35	22022 LAF		1.92	5/21/97	6/10/97	14	35		LARAMIE	1.92	9/10/97	9/29/97	
35	18977 LAF		0.90	5/6/97	5/14/97	6	35		LARAMIE	14.87	5/5/97	9/9/97	
35	22022 LAF		0.78	4/30/97	5/5/97	3	35		SIDNEY	1.90	4/4/97	5/1/97	
35	22024 PO		2.89	2/24/97	4/21/97	16	35		SIDNEY	6.00	3/28/97	4/3/97	
35 35	24194 PO		0.33	2/18/97	2/21/97	2	35		SIDNEY	1.25	3/18/97	3/27/97	
	: 9012 - RAIL 22024 PO	CATEL	1.29	1/7/97	2/17/97	13	35		SIDNEY	1.67	3/3/97	3/17/97	
							GANG : 9012	DAII					
CTUA	L MAN HOURS	45060	20.71			161 A		HOURS	55160	32.15			1
							35		CARRIZOZ	1.80	12/12/97	12/23/97	
							35		CARRIZOZ	2.08	12/1/97	12/11/97	
							35		CARRIZOZ	1.04	11/25/97	11/28/97	
							35 35		CARRIZOZ	1.90	10/30/97	11/10/97 11/24/97	
35	21387 CO	UBLUFF	0.20	9/22/97	9/22/97	1	35		COLSPRGS	2.30	9/29/97	10/27/97	
35	21000 BO		0.60	9/16/97	9/19/97	4	35		CRAIG	4.00	9/23/97	9/26/97	
35	22023 SID	NEY	3.72	8/4/97	9/15/97	27	35		CRAIG	0.49	9/18/97	9/22/97	
35	17709 SID	NET	1.90	5/24/97	7/25/97	20	35		SIDNEY	3.72	8/7/97	9/15/97	

	22151		0.34	1/22/97	1/27/97	3	35	20683 CALIENTE	6.00	1/29/97	2/28/97	22
35		CANYON	1.52	2/4/97	2/13/97	7	35	24378 PROVODRG	4.92	3/3/97	4/11/97	29
35	22203		0.65	2/19/97	2/27/97	6	35	24102 C AIG	3.44	4/14/97	5/12/97	21
35	22210		1.06	3/3/97	3/12/97	7	35	22020 SALT LAK	3.36	5/15/97	6/5/97	15
35		CANYON	1.51	3/17/97	3/27/97	8	35	22914 SALT LAK	3.35	6/6/97	7/3/97	25
35			0.72	3/31/97	4/8/97	5	35	17847 POCATELL	1.55	7/7/97	7/16/97	E
35		CANYON	2.07	4/10/97	5/1/97	12	35	24194 POCATELL	0.33	8/26/97	8/27/97	2
35		CANYON	0.99	5/8/97	5/22/97	8	35	22024 POCATELL	2.89	8/28/97	10/8/97	29
35		CALIENTE	1.25	6/4/97	6/13/97	8	35	23793 WEST	2.47	10/13/97	11/7/97	20
35		SIDNY	6.00	6/16/97	6/19/97	4						
35		SID* LY	1.68	6/26/97	7/24/97	18						
35		CALIENTE		7/27/97	7/30/97	4						
35		CALIENTE	0.60	7/31/97	8/3/97	2						
35		CALIENTE	0.11		8/19/97	10						
35		CALIENTE	2.36	8/4/97	8/28/97	7						
35		CALIENTE	1.27	8/20/97		15						
35		SALT LAK	3.36	8/29/97	9/19/97	25						
35		SALT LAK	3.35	9/24/97	11/5/97							
35	17847	POCATELL	1.55	11/6/97	11/17/97	8						
	AAN HOURS	45080	31.14			161	ACTUAL M	AN HOURS 49840	29.58			17
-							CANC . 90	18 - IN-TRACK-WELDING				
GANG : 9		CK-WELDING		4/7/07	1/9/97	3	50	19161 ELKO	0.39	1/7/97	1/9/97	
50		ELKO	0.39	1/7/97 1/12/97	2/22/97	25	50	7493 ELKO	8.54	1/12/97	2/22/97	2
50		ELKO	8.89	2/24/97	4!7/97	31	50	2591 ELKO	8.89	2/24/97	4/7/97	3
50		ELKO	1.49	4/16/97	5/9/97	12	50	19162 ELKO	1.49	4/16/97	5/9/97	1
50		SPOKANE	4.17	5/16/97	5/29/97	11	50	19198 SPOKANE	4.17	5/16/97	5/29/97	1
50 50		SPOKANE	1.00	5/30/97	5/30/97	1	50	19198 SPOKANE	1.00	5/30/97	5/30/97	
50		SPOKANE	1.14	6/2/97	6/5/97	4	50	19198 SPOKANE	1.14	6/2/97	6/5/97	
50		SPOKANE	23.24	6/6/97	9/29/97	129	50	1577 SPOKANE	23.24	. 6/6/97	9/29/97	12
50		SPOKANE	4.59	9/30/97	10/25/97	26	50	22215 SPOKANE	4.59	9/30/97	10/25/97	2
	AAN HOURS	96800	53.45			242	ACTUAL M	AN HOURS 96800	53.45			24
1997 TO 1		RYOVER PROJECTS					1997 TO 19	98 TIE CARRYOVER PROJEC	TS			
		DUE TO TIME										
78	23844	VALLEY	57332	1/12/98	:/30/98	55						
78	23716	BOND	4600	1/6/98	1/21/98	12	ALL	PROJECTS COMPLETED				
78	23712	BOND		1/22/98	3/17/98	38						
78		WEST DUE TO WEATHER		12/11/97	2/17/98	44		NO CARRYOVER	5!			
	11807	LARAMIE		11/13/97	12/12/97	20						
78					1/9/98	16						

150	13296 COUBLUFFS	15.00 32.24	86 0.00	0
35	23923 GILA	3.22	21	
35	23705 GILA	0.74	3	
35	23706 LORDSBRG	1.50	6	
35	23926 LORDSBRG	1.04	7 NO CARRYOVERS!	
35	23929 CARRIZOZ	1.04	9	
35	23930 CARRIZOZ	1.80	9 ALL PROJECTS COMPLETED	
35	23931 CARRIZOZ	1.90	10	
35	20683 CALIENTE	6.00	8	
997/1998	RAIL CARRYOVER PROJECTS	3	1997/1998 RAIL CARRYOVER PROJECTS	

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

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Effective: July 1, 1997

PSN NO.	GRO	DUP	STRAIGHT TIME	PREN O.T
		GROUP 1: BRIDGE AND BUILDING SUBDEPARTMENT		
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	24.3
007		Steel Bridgeman - 1st Class	16.16	24.24
800		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	22.80
		eres engenan neiper	13.24	22.00
		GROUP 2: BRIDGE AND BUILDING SUBDEPARTMENT		
)13	(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
105	(d)	Carpenter Truck Operator	16.44	24.66
15	(e)	Lead Carpenter	15.91	23.87
16		Carpenter - 1st Class	15.85	23.78
17		Carpenter - 2nd Class	15.55	23.33
18	(f)	Apprentice Carpenter (1st 130 days)	15.34	23.01
19		Apprentice Carpenter (2nd 130 days)	15.53	23.30
11	(g)	Carpenter Helper - Truck Operator	15.34	23.01
20		Carpenter Helper	15.10	22.65
21	(h)	B&B Laborer	14.62	21.93
		GROUP 3: BRIDGE AND BUILDING SUBDEPARTMENT		
22	(a)	Tunnel Foreman	18.34	27.51
13		B&B Foreman	17.52	26.28
23	(b)	Assistant B&B Foreman	16.70	25.05
24	(-)	Fence Gang Foreman	16.70	25.05
25		Scale Gang Foreman (4 men or less)	16.70	25.05
26	(c)	B&B Cabinet Maker - Bench Carpenter	16.33	24.50
05	(d)	Carpenter - Machine Operator	16.44	
05	(e)	Carpenter Truck Operator	16.44	24.66
27	(f)	B&B Welder		24.66
28	(g)	Tunnel Carpenter - 1st Class	16.18	24.27
15	(9)	Lead Carpenter	16.11	24.17
16		Carpenter - 1st Class	15.91	23.87
29		Tunnel Carpenter - 2nd Class	15.85	23.78
17			15.83	23.75
	(1-)	Carpenter - 2nd Class	15.55	23.33
18	(h)	Apprentice Carpenter (1st 130 days)	15.34	23.01
19		Apprentice Carpenter (2nd 130 days)	15.53	23.30
30	(i)	Tunnel Carpenter Helper	15.38	23.07
11		Carpenter Helper - Truck Operator	15.34	23.01
20		Carpenter Helper	15.10	22.65
21	(i)	B&B Laborer	14.62	21.93

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Schedule of Rates of Pay

Effective: July 1, 1997

PSN	
NO.	GROUP

STRAIGHT	PREM.
TIME	O.T.

GROUP 4: BRIDGE AND BUILDING SUBDEPARTMENT

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	(•)	Mason Helpers	15.10	22.65
		GROUP 5: BRIDGE AND BUILDING SUBDEPARTMENT		
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
		GROUP 6: TRACK SUBDEPARTMENT		
043	(a)	System Tie and Rail Inspectors	19.67	29.51
		GROUP 7: TRACK SUBDEPARTMENT		
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
		GROUP 8: TRACK SUBDEPARTMENT		
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

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Effective: July 1, 1997

PSN NO.	GRO		STRAIGHT	PREM
	GRO			0.1
		GROUP 9: TRACK SUBDEPARTMENT		
127	(a)	Rail Inspector - Electronic	17.28	25.92
063		Rail Inspector	16.22	24.3
		GROUP 10: TRACK SUBDEPARTMENT		
064	(a)	Track Machine Operator (TMO)	16.44	24.6
		(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)		
065	(b)	Apprentice Track Machine Operator (1st 130 days)	15.34	23.0
066	,	Apprentice Track Machine Operator (2nd 130 days)	15.53	23.3
		GROUP 11: TRACK SUBDEPARTMENT		
067	(a)	Special Power Tool Machine Operator (SPTMO)	15.56	23.3
		(Tie Handler, Crib Adzer, Multi-Spindle Rail Drill,		
		Abrasive Rail Saw, Dual Tie Saw)		
		GROUP 12: TRACK SUBDEPARTMENT		
071	(2)	Lead Grinder	15.84	23.70
068	(b)	Roadway Power Tool Machine Operator (RPTMO)	15.04	22.5
		(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).		
069	(c)	Roadway Power Tool Operator (PTO)	14.95	22.4
	(0)	(Power Wrench (bolt machine), Power Tampers,	14.00	
		Spike Pullers (Hydraulic), Spike Drivers (operating		
		off compressor), Track Drills, Tool Grinders, Air Hammers,		
		Spike Drivers (self-contained unit), Hand Rail Grinder).		
070	(d)	Roadway Power Tool Machine Helper	14.95	22.4
		GROUP 13: TRACK SUBDEPARTMENT		
072	(a)	Flange Oiler Maintainer	15.84	23.70
174		Flange Oiler Maintainer (KS/NEB)	15.97	23.9
073	(b)	Track Patrolman (Motor Cars Only)	15.34	23.01
074	(c)	Motor Car Operator	15.34	23.0

Schedule of Rates of Pay

Effective: July 1, 1997

PSN NO.	GRC	DUP	STRAIGHT TIME	PREM O.T.	
		GROUP 14: TRACK SUBDEPARTMENT			
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-Acetelyne Process	16.05	24.08	
079	(•)	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		Therimite Welder Helper/Truck Operator &	15.84	23.76	
083		Track Welder Helper	15.10	22.65	
		GROUP 15: TRACK SUBDEPARTMENT			
084	(a)	Truck Driver Foreman &	19.06	28.59	
113	(b)	System Truck Operator &	17.65	26.48	
		(System Semi-Trailer Trucks)			
121	(c)	Division Truck Operator &	16.74	25.11	
		(Division or District Semi-Trailer Trucks)			
131	(d)	Division Truck Operator &	16.20	24.30	
		(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.			
85	(e)	Foreman Material Distribution	16.91	25.37	
		GROUP 16: TRACK SUBDEPARTMENT			
91	(a)	Tractor Weed Mower Operator	15.47	23.21	
		GROUP 17: TRACK SUBDEPARTMENT			
94	(a)	Sectionman	14.76	22.14	
		GROUP 18: TRACK SUBDEPARTMENT			
95		Tongman			
96	(a)	Track Laborers (Extra Gang)	15.04	22.56	
		iner Leviers (Louis Gally)	14.52	21.78	

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

& Employes assigned to positions will recieve a 20 cent per bour differential when qualified and assigned to operate a vehicle equipped with hy-rail attachments.

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Schedule of Rates of Pay

Effective: July 1, 1997

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PSN NO.	GRO	UP	STRAIGHT TIME	O.T.
		GROUPS 19 & 20: ROADWAY EQUIPMENT SUBDEPARTMEN	Ш	
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)		
860		Roadway Equipment Operator (Rate 2 Machines)	17.19	25.79
		Roadway Locomotive Cranes (Less than 35 ton capacity)	17.13	20.19
		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		
99		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.)		
		Buildozer (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)		
00	(b)	Apprentice Roadway Equipment Operator (1st 130 days)	15.34	23.30
01		Apprentice Roadway Equipment Operator (2nd 130 days)	15.53	23.01
02	(c)	Roadway Equipment Helper	15.10	22.65
		GROUP 21: MISECELLANEOUS SUBDEPARTMENT		
03	(a)	Maintenance of Way Repair Shop Foreman \$	18.45	27.68
04	(b)	Assistant M of W Repair Shop Foreman	18.12	27.18

Employes assigned to positions will recieve 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 poisition with one rest day. No additional compensation for when performing service during regular assigned work hours on sixth day (Rule 34(a))

APPENDIX X

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Schedule of Rates of Pay

Effective: July 1,1977

PSN NO.	GRO	DUP	STRAIGHT TIME	PREN O.T.
		GROUP 22: MISCELLANEOUS SUBDEPARTMENT		
105 106	(a)	Water Service Foreman (Terminal of 3 men or more) Water Service Foreman (less than 3 men)	17.94 17.12	26.91 25.68
		GROUP 23: MISCELLANEOUS SUBDEPARTMENT		
	(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
13		Kalen	14.97	22.46
14	-	Chatcolet	14.57	21.86
15	(b)	Drawbridge Helpers Gatemen		
16		Portland	15.03	22.55
17		Tacoma Kalan	14.95	22.43
"		Nalan	14.55	21.83
		GROUP 24: MISCELLANEOUS SUBDEPARTMENT		
18	(a)	Pumping Plant Foreman		
	(b)	Pumping Plant Operators	17.52	26.28
19		Lead Pumper - Kelso	15.68	
20		Pumper - Kelso	15.17	23.52 22.76
21		Pumper - Green River/Rawlins	14.82	22.23
		GROUP 25: MISCELLANEOUS SUBDEPARTMENT		
23	(a)	Highway Crossing Watchmen	14.56	21.84
		GROUP 26: TRACK SUBDEPARTMENT		
15	(a)	System Steel Gang Foreman	19.67	20 24
73		System Rail & Concrete Tie Gang Foreman	19.67	29.51
16		System Tie & Ballast Gang Foreman		28.77
17		System Tie Gang Foreman		28.10 28.10
8		System Switch Gang Foreman		28.10
19		System Curve Relay Gang Foreman		28.10
50		System Distributing Gang Foreman		28.10
1		System Field Weld - Glue Gang Foreman		28.10
2		System Pick-Up Gang Foreman		28.10
4		System Material Gang Foreman		28.10
1	(b)	System Assistant Extra Gang Foreman		24.90

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

APPENDIX X

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Schedule of Rates of Pay

Effective: July 1, 1997

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PSN NO.	GROUP		STRAIGHT TIME	PREM. O.T.
		GROUP 26: TRACK SUBDEPARTMENT (Continued)		
064	(c)	System Gang Track Machine Operator	16.44	24.66
415	(d)	System Gang Truck Operator/Bus &	16.44	24.66
		System Extra Gang Laborer		24.00
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
		GROUP 27: TRACK SUBDEPARTMENT		
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
		GROUP 28: TRACK SUBDEPARTMENT		
41	(a)	Sectionman Truck Operator &	15.84	23.76
		Employe assigned to a Section Gang to drive		
		any non semi-trailer truck with a gross vehicle		
	•	weight of 10,000 lbs or more)		
		GROUP 29: TRACK SUBDEPARTMENT		
93	(a) :	Switch Maintainer	15.85	23.78

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

EXHIBIT 17

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906 | GANG AND SUPPORT GANGS EXPENDITURES FOR THE MONTH OF JULY 1997

	Tie Gang 9061	Surfacing Gang 9081	Unloading Gang 9091			Total
abor Costs						
Straight Time Labor	\$104,927.00	\$74,248.00	\$14,796.00			\$193,971.0
Overtime Labor	\$20,298.00	\$17,638.00	\$3,237.00			\$41,173.0
Per Diem Costs	\$91,242.00	\$55,455.00	\$8,966.00			\$155,663.0
Including Travel Allowance)					
Total Labor Costs	\$216,467.00	\$147,341.00	\$26,999.00			\$390,807.0
Other Costs						
Material	\$7,529.00					
General Expenses	\$2,713.00					
Total Other Costs	\$10,242.00					\$10,242.00
	Gas	Rental	Repair	Taxes	Misc	
/ehicle Costs			~~~~			
Unit 62974	\$146.00	\$8.00	\$2,281.00	\$146.00		\$2,581.00
Unit 64788	\$385.00	\$8.00	\$178.00	\$7.00		\$578.0
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		\$759.0
Unit 67569	\$276.00	\$2,025.00	\$136.00	\$127.00		\$2,564.0
Unit 67922	\$375.00	\$2,596.00	\$3,582.00	\$369.00		\$6,922.0
Unit 67963		\$383.00		\$23.00	\$401.00	\$807.00
Unit 68713	\$144.00	\$488.00		\$31.00		\$663.00
Total Vehicle Costs	\$1,971.00	\$5,547.00	\$6,932.00	\$736.00	\$401.00	\$15,587.00
Total Veinere evente						

			-	COST	CENTER	DETATE	-	-			REDUC
UCC	JAN FEB		PR MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UCC_CODE TOTAL
×003	AG NON OP STAT 21	TIME SUMMARY	30 445	422	380	0	0	0	ð	0	X003 2832
X004			77 6580	6271	5815	0	0	0	.)	0	X004 42976
X830	CAPITAL IMPR PRO-	NON OE	41 41	42	34	40	40	40	3.)	5	X830 33
X921		INTCE -OE	0 0	o	2	0	0	0	a	0	X921 0
X966	VAC ALLOW-WON OPE	R-AGRMT - OE	1 1	1	2	0	0	0	,	0	X966 1
X968	HOLIDAY ALLOW NON	OP-AGRMT-DE	0 2	0	2	0	0	0	J	0	X968 1
X969	UNASSIGNED - OF	0	0 0	0	4	0	0	0		0	X969 1
8106	-	AGRMY-ST	0 0	0	5148	0	0	0	ð	0	8 106 5 148
8107			0 0	0	798	0	0	0	U	0	8107 798
8116	CAP IMPR PROJ PI-	-AGRMI -ST		105077	104927	100715	105708	1 1229 1	75441	14168	8116 1058092
8117		AGRM1 -OT		49605	20298	18008	18008	18008	18008	9277	8117 297513
8156	8676 7922 PAYROLL ERRORS-AG	GC IT-ST			-37			0	0	0	8156 373
8157	-11 332	141 .	-58 20	-14					0	0	8157 -401
	8 -333 NON-DE PER DIEN-C	143 DEE ET	77 -2	-11	3	0					8159
	69654 -40031	-8.254 -735	573 -79791	-93658	-91242	-45500	-45500	-45500	-2/000	-6000	-701703 8160
8160	0 0	0	0 0	0	101	0	0	0	U	0	101 8161
8161	OTHER NON-OPERAT	ING AGRMT-OT	0 0	0	60	0	0	0	0	0	60

	QUARTERLY BUDGET DETAIL										97/09/02		
						COS	T CENTER E	9061					REDUCTION
CODE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UCC CODE
8171	ACCR -916	LIAB-AGRMT	NON OP (NON	0E) 0	0	0	C	-2648	-2759	-2906	-2084	-523	8171 -11836
8179	VAC	ALLOW-PIL-NO	DN-OP-AGRMT	3704	0	0	0	0	0	0	0	0	8179 3704
8180	3277	LLOW-ACTUAL	-NON-OP-AGR 2188	IMT 1861	2313	2713	5352	5036	5285	4492	3772	1133	8180 37589
8181	PER I	DIEM-M OF W-	-DE-AGR-NON-	OP 20	-28	-13	4168	0	1400	0	2800	2800	8181 11162
	PER 0	1 EM-MOFW-NC 4003 1	N-OE-AG-NON 84254	-OP 73573	79791	93658	91242	45500	45500	45500	27000	6000	8183 701703
8185	PERS 360	LEAVE DAYS	NON-OPR-AGR 662	MT 374	254	120	406	0	0	0	0	0	8185 2288
8186	HOL 10	AY ALLOW-NO	N-OPR-AGRMT 3877	0	5106	0	5275	0	4228	0	6035	1558	8186 31964
8188	HEALT 8278	H & WEL ACC 10738	R-NONOP-AGR 19546	MT 26942	28254	25750	23 168	20 185	21730	21985	16840	4263	8188 237699
8191	OTHER	COMPENSATI	ON-AGR-NON-	OP 0	0	388	0	0	0	0	0	0	8191 388
	RR RE	TIRE TAX AC 16310	CR-NONOP-AG 29688	RMT 43857	45993	41917	37746	32858	35372	35787	27414	6940	8192 381645
	NON-0	E PAYROLL 0 -17528	FFSET (AR/0 -27597	TH) -40622	-34105	-42402	-29312	0	0	0	0	0	8250 -208376
	NON-0	E PAYROLL-0 -42066		118605	- 13 1436	-112281	-95913	-118723	- 123716	-130299	-93449	-23445	8270 -1147230
8271	PR +	REL-INVEST -39720	ACCT TRANSF	ER 106 125	-110334	-103096	-83463	-79069	-82395	-86779	-62237	- 15614	8271 -903268
8308	DSL F	UEL (NON-TR 217	N-NON-HEAT 11 2052	NG) 4945	15039	1170	1236	1000	1000	20000	1000	1000	8308 48659
8346	COMMU	N SYS MATER	IAL-URD EXP	0	0	35	0	0	0	0	0	0	8346
	RUADW	AY MACHINE	MATERIAL 0	1212	1934	2659	2715	0	0	0	0	0	6362 13368

AGE 2

	3					QUARTER	RLY BUDG	DETAIL			-		\$7700 102
						COST	CENTER	61					REDU. A
UCC		FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UCC CODE TOTAL
8384		SUP FOR	SM TCOLS	160	479	681	2930	4040	4043	4046	4048	4050	8384 36083
8386	STATIONERY	DIFICE	SUPPLIES	281	48	0	426	0	0	0	0	0	8386 4888
8390	OTHER MATL	A SUPPL I	ES-ORD EXP	0	0	484	223	1003	1004	1004	1005	1005	8390 6165
8733		QUIP SUPL		133	1275	2215	2210	5576	3551	5587	3559	3563	8733 43742
8736	MEDICAL EX	PENSES	0	0	0	0	0	0	0	0	0	0	8736 35
8752	PERSONAL A	ND TRAVEL	EXPENSES	0	0	0	503	0	0	0	0	0	8752 524
8804	OTHER GENE	RAL EXPEN	ISES	0	D	30	0	0	0	0	0	0	8804 46

97/09/02 09:46 - = REDUCTION QUARTERLY BUDGET DETAIL COST CENTER E9061 EMPLOYEE COUNTS: AUG SEP NOV APR MAY JUN JUL OCT DEC TOTAL FEB MAR JAN --AGREEMENT 0 0 0 G 0 0 0 0 0 0 0 NON-OPER 42 44 43 44 40 40 40 30 5 35 20 36 33 -----------TOTAL AGR 40 40 30 5 . 20 36 42 44 43 44 40 35 NON-AGR 0 0 0 0 0 0 0 0 0 0 0 0 -----..... == TOTAL EMP 43 44 40 40 40 30 5 35 20 36 42 44 33 NOTE: X972 COOPS AND INTERNS IS NOT INCLUDED IN THE TOTAL. ٠ EXPENSES: APR MAY JUN JUL AUG SEP OCT NOV DEC TOTAL MAR JAN FEB --PAYROLL & RELATED EXPENSES -32247 -1255 -23638 -17139 -27421 -7460 557 -202587 -11296 -10833 - 14083 -29349 -28423 MATERIAL & SUPPLIES 5406 7598 5029 7530 6043 6047 25050 6053 109198 12104 4783 17500 6055 PURCHASE SERVICES 0 0 0 0 0 0 0 0 0 0 0 0

2713

8988

0

5576

- 120 19

0

3551

0

-7541

5587

0

3216

3559

2152

0

3563

EEEEEE

10175

0

0

0

0

0

44347

-49042

AGE

CENERAL EXPENSES

3520 DEPARTMENT TRANSFERS

TOTAL EXP -2370

0

1513

0

-

-7787

8112

9383

0

.

3133

-18618

0

....

1275

-9648

0

2245

-24973

0

				QUART	FRLY BUD	DETATL	-			-	97/0- /02
				COST	CENTER	J81					REDU N
	JAN FEB	MAR APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UCC CODE TOTAL
X003	AG NON OP STAT EI	TIME SUMMARY 456 252	292	260	250	0	0	0	0	0	X003 1528
X004	AGR NON OP STAT 2 297 0	MNY SUMMARY	4431	3924	3937	0	0	0	0	0	X004 23709
×830	CAPITAL IMPR PRO-	17 NON CE 23	27	26	23	26	26	26	18	5	X830 18
X966	VAC ALLOW-NON-OPE	R-AGRMT - OE 1 1	1	2	1	0	0	0	0	0	X966 1
X968	HOLIDAY ALLOW-NON	OP-AGRMT-OE	1	0	1	0	0	0	0	0	X968 0
X969	UNASSIGNED - DE	0 0	0	1	3	0	0	0	0	0	X969 0
811/5	CAP IMPR PROJ-PI- 4749 0	AGRMT-ST 44355 63032	75083	67834	74248	65465	68710	72989	45265	14168	8116 595908
8117	CAP IMPR PROJ-PI- 594 0	AGRMT-OT 15021 35541	36659	43002	17638	16371	16371	16371	16371	8186	8117 222125
8156	PAYROLL ERRORS-AG	RMT-ST 104 -61	-11	10	8	0	0	0	0	0	8156 51
8157	PAYROLL ERRORS-AG	RMT-OVERTIME - 108 58	-9	-8	6	0	0	0	0	0	8157 -61
8159	NON-OE PER DIEM-O	FFSET -39965 -39064	-50311	-47517	-55455	-26500	-26500	-26500	-20500	-6500	8 159 - 34 1404
8171	ACCR LIAB-AGRMT-N -79 0	ON OP (NON OE)	0	0	0	- 1825	- 1897	- 1993	- 1374	-499	8171 -7667
8180	VAC ALLOW-ACTUAL-	NON-OP-AGRMT 1480 2535	2541	4759	2367	3273	3436	2920	2263	1133	8180 26961
8181	PER DIEM-M OF W-0 1 650	E-AGR-NON-OP -9 24	24	15	8	o	910	0	1820	150	8181 3593
8183	PER DIEM-MOFW-NON 2592 0	-OE-AG-NON-OP 39965 39064	50311	47517	55455	26500	26500	26500	20500	6500	8183 341404
8185	PERS LEAVE DAYS-NO	DN-OPR-AGRMT 112 127	127	0	0	0	0	0	0	0	8185 620

AGE	2										
				QUARTE	RLY BUDGET	DETAIL					97/09/02 09:50
				COST	CENTER E9	081				- =	REDUCTION
UCC	JAN FEB MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UCC CODE
8186	HOLIDAY ALLOW-NON-OPR-A	GRMT 0	3477	0	3765	0	2748	0	3621	1558	8186 18607
8188	HEALTH & WEL ACCR-NONOP	-AGRMT 16511	19224	18854	15989	13881	14885	15051	11013	4085	141775
8192	RR RETIRE TAX ACCR-NONO	P-AGRMT 26877	31294	30691	26027	22597	24232	24501	17927	6650	8192 229451
8250	NON-DE PAYROLL OFFSET (A	AR/OTH) - 14660	- 14248	- 173 12	- 13462	0	0	0	0	0	8250 -70289
8270	NON-DE PAYROLL-OFFSET (1 -3811 0 -50311	-83913	-97495	-93525	-78424	-81836	-85081	-89360	-61636	-22354	8270 -747746
8271	PR & REL-INVEST ACCT TRA	-65699	-74476	-73873	-61242	-54503	-56664	-59514	-41049	- 14888	8271 -545050
8346	COMMUN SYS MATERIAL-ORD	EXP 0	0	0	0	0	0	0	0	0	8346 15
8362	ROADWAY MACHINE MATERIAL		-137	0	0	0	O	0	0	0	8362 -93
8390	OTHER MATL & SUPPLIES-OF	D EXP	0	0	0	0	o	0	0	o	8390 305
8733	SFTY/WRK EQUIP SUPLIED 1	MPLYES 89	130	345	195	0	0	0	0	0	8733 885
8736	MEDICAL EXPENSES	0	162	156	0	C	0	0	0	0	8736 318

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3		-			QUARTERI	Y BUD	DETAIL	-			-	97/0- '92
					COST (CENTER	J81				- = 1	REDU. IN
EMPLOYEE COU	INTS:											
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
AGREEMENT										0	0	0
NON-OPE	0	0	0	0	0	0	0	0	0			
NON-OFT.	0	19	24	29	29	28	26 _	26 _		18		19
TOTAL AGR	• 0	19	24	29	29	28	26	26	26	18	5	19
NON-AGR	. 0	0		0	0							
TOTAL EMP	0	19	21	29	29	28	26	26	26	18	5	19
* NOTE: 3	x972 COOPS	AND INTER	NS IS NOT	INCLUDED	IN THE TOTAL	•						
EXPENSES:												
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
RELATED												
EXPENSES 523	1015	-7645	- 19628	- 17810	- 19553	- 13072	- 16577	- 12350	- 19035	-5779	-1811	- 13 1722
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
GENERAL			•••	292	501	195	0	0	0	0	. 0	1203
0	0	126	89	292	501	199						
DEPARTMENT TRANSFERS	0			0	0			0				0
TOTAL EXP	1167	-7633	- 19539	- 17655	- 19052	- 12877	- 16577	- 12350	- 19035	-5779	-1811	- 130292

				QUARTER	LY BUDGET	DETAIL					97/09/03 09:03
				CUST	CENTER E90	91				- =	REDUCTION
	JAN FEB	MAR APR	MAY	JUI	JUL.	AUG	SEP	OCT	NO'/	DEC	UCC CODE
X003	AG NON OP STALLIN	ME SUMMARY 40 0	0	U	0	0	0	0	U	0	×003 79
X004	553 0	NY SUMMARY 608 0	0	J	0	0	0	0		0	X004 1161
X830	CAPITAL IMPR P. J-	5 NON OE 3	5	ú	5	6	6	6	u	6	×830 6
X969	UNASSIGNED - DI	0 0	0	ð	0	0	0	0	u	0	X969 0
3116		111-ST 779 8032	13416	1388 (14796	15107	15856	16844	.08.1	17001	8116 180052
8117	CAP IMPR PROJ- I-AC 2451 6209	MT-0T 222 4049	8039	5295	3237	5457	5457	5457	145 /	5457	8117 60787
8156	PAYROLL ERRORS AGRM	-ST -57 -18	-114	3	-7	0	0	0	d	0	8156 -94
8157	PAYROLL ERRORS AGRA	-OVERTIME -46 18	-4	1	7	0	0	0	.,	0	8157 -121
8159		ET -3315	-8835	-984 /	-8966	-6500	-6500	-6500	150.1	-6500	8159 -93889
6171	ACCR LIAB-AGRM NON	OP (NON OE)	0	J	0	-459	-476	-498	45.1	-501	8171 -2542
8180	VAG ALLOW-ACTU -NG	-OP-AGRMT 561 0	112	,	465	755	793	674	75-1	1360	8180 6798
8181	PER DIEM-M OF OE-	GR-NON-OP 56 0	-37	1	4	0	210	0	42.1	630	8181 2006
8183	PER DIEM-MOFW-, IN-0 12340 10687	AG-NON-OP 7399 3315	8835	984 /	8966	6500	6500	6500	.500	6500	8183 93889
8186	HOLIDAY ALLOW-1 JN-0 709 673	PR-AGRMT 337 0	715	U	694	0	634	0	120 /	1870	8186 6839
8188	HEALTH & WEL A CR-N 4262 4442	NOP-AGRMT 158 1970	3615	3120	3 1 3 0	3477	3708	3747	i67 I	4190	8188 42498
8191	OTHER COMPENSA ION- 1170 0	GR-NON-OP 267 0	0	U	0	0	0	0	U	0	8 19.1 1437

AGE 1

		-			QUARTE	RLY BUDG	DETAIL				-	97/0- 13
					COST	CENTER	.91					REDUL A
UCC CODE JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UCC_CODE TOTAL
8192 RR RETIRE 6474	TAX / 0	CCR- 10NOP-4	GRMT 3207	5884	5092	5095	5660	6038	6100	3975	6820	8192 67887
	YROLL	OFFS T (AR	ОТН) 0	-3335	-79	0	0	0	0	0	0	8250 -5443
8270 NON-DE PA -20400 -2	A055	OFFS T (PI) -1,429	- 12080	- 18 120	- 19098	- 18032	-20564	-21313	-22301	-1 3545	-22458	-235395
	1NVES 6335	ACC / TRANS -11331	-8051	- 14299	- 1278 1	- 120 18	- 13695	- 14 194	- 14852	1683	- 14957	8271 - 160462
8346 COMMUN SY	S MATI	RIAL ORD E	KP 0	79	0	0	0	0	0	F	0	8346 79
8733 SFTY/WRK	EQUIP 74	SUPI IED EMP	PLYES 0	0	126	0	0	0	0	0	0	8733 244
8752 PERSONAL	AND TI	AVEL EXPENS	SES O	0	418	0	0	0	0	0	0	8752 1377

						Y BUDGET						97/09/03
					COST C	EMTER E9	091				- = 1	REDUCTION
EMPLOYEE C	OUNTS:											
JAN AGREEMENT OPERATING	FEB	MAR	APR	MAY	JU.1	JUL	AUG	SEP	OCT	NO'/	DEC	TOTAL
NON-OPER	0	0	0	0	J	0	0	0	0	u	0	0
NON-OFEN	7	5	3	5	ن	5	6	6	6	ú	6	6
TOTAL AGR	• 7	5	3	5	.i	5	6	6	6		6	6
NON-AGR				0	J	0		0	0		0	0
TOTAL EMP	7	5	3	5	ú	5	6	6	6	ó	6	6
* NOTE:	X972 COOP	AND INTERN	S IS NOT	INCLUDED	N THE TOTAL.							
EXPENSES:												
JAN PAYROLL & RELATED	FEB	MAR	APR	MAY	IUL	JUL	AUG	SEP	OCT	NO'/	DEC	TOTAL
EXPENSES 24	-4251	- 259	-2873	-4128	- 455 /	-2629	-4262	-3287	-4829	:114	-588	-35753
MATERIAL & SUPPLIES	0	o	U	79	J	0	0	0	0	u	0	79
PURCHASE	0	o	0	0	J	0	0	0	0		0	0
GENERAL	74	959	0	0	544	0						
44 DEPARTMENT TRANSFERS					2414	Ū	0	0	0		0	1621
	0						0	0	0		0	0
TOTAL EXP	-4177	- 300	-2873	-4049	-4015	-2629	-4262	-3287	-4829	. :114	-588	-34053

AGE 3
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	GANG	UNIT	VEHICLE	YEAR	TYPE OF VEHICLE	MILEAGE
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/
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

PAGE 1

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

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COST CENTR	UNIT NO.	GAS	RENTAL	REPAIR	TAXFS	LICENS	MISC	ACCONT	TOTAL
EG459	616588	•	12 12	940	51		13	••••••	1,016
	G16916		12						12
	635487	108	269	10					388
	G52364 G61704	80	1,225			10	2		1,317 5,422
	G6190F	2,270	13	3,007	123		8		5,422
	G6297E	101	:	-:			1		8
	662974	104	0	70					180
	663616	146	8	2,281	146				2,582
	G63656	339	8	1	1				354
		178	8	98	1				284
	G63675 G63906	245	8	539	26 14				818
		421	8	943	14			62	1,448 5,260 1,095 5,157
	G64283 G64435	217	8	4,990	35		11		5,260
	664756	1,067 977	0	19	1				1,095
	664788	385	8	3,950	207	•	16		5,157
	664789	202		178	-!	•			578 2,273
	665197	182	17	1,988	74		1		2,273
	665243	100	13	274	0				196
	665244	328	0	214	2	•			383
	665358	786	8	÷	0	•	46		383
	665436	189	13	,		•		•	800
	G65506	144	13 13 13 13	•	ő	•	•	•	202
	665938	220	13	261	17	•		•	157
	G65946		13		Ö		•	•	510
	G65948	19				•		•	13 20
	665949	185	13	4	ó				202
	G65950	53		206	12			•	271
	665951	61	651	827	12 70 29 24			•	1,609
	G65953	37		591	29				657
	G66801	208	329	143	24				704
	G66836	114					ż		116
	G66837	289	291	672	55		ī		1 311
	666920	400	950		68				1,311 1,417
	G66921	248	1,827	1,480	204				3.758
	G66957	553	299	1,531	101				3,758 2,484
	666958	471	299	219	23	10	3		975
	666959	816	1,819 2,005		109				2.744
	666975	399	2,005	3,952	308		2		2,744 6,666
	666978	722	752	37	46				1,557
	666982	518	337	253	27		4		1,139
	666985	240	13	490	16				759
	667083	223	1,725	22	104				2,073
	667300	155	283	30	18				486
	G67555	220	13	155	3				391

PAGE 2

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

		GAS	RENTAL	REPAIR	TAXES	LICENS	MISC	ACCONT	TOTAL
COST	UNIT NO.	· · · · · ·							
EG459	G67566	714	740		44		10		1,509
	G67568	478	954		57				1,489
	667569	276	2,025	136	127				2,564
	667570	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
	667652	375	647	25	32				1,079
	G67653	199	647		32				878
	667866	420	1,621	2,654	233		1		4,929
	667912	99	352	:	21				471
	667913	1,992	1,716	1,210	14	•	•	•	4,932
	667914	191	427	246	40	•	•	•	903
	667915	201	395	26	23	•	•	•	418
	667916	295 473	395	20	120	•	•	•	2,753
	G67917 G67918	461	492	57	129 32	•	•	•	1,043
	667919	493	460	33	27	•	•	•	1,014
	G67920	155	2,659	515	159		•	•	3,489
	667921	1 393	2,565	1,319	181				5,458
	G67922	1,393 375	2,596	3,582	369				6,921
	G67923	815	498	35	30		6		1,384
	G67924		793						793
	667963		383		23	386	15		807
	G68076		8						8
	G68078	765	8	4	Ó		5		
	668079	259	8	30					782 297
	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
	668562		2						2
	G68564	669	2,473	89 25	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	UNIT NO.	GAS	RENTAL	REPAIR	TAXES	LICENS	MISC	ACCONT	TOTAL
EG459		• • • • • • • • • • • • • • • •		•••••		••••••			
	G68688	280	5	55	•	•	•		2
	668702		i	,,	•	•	•		337
	G68703		i	•	•	•	•		3
	G68704		i	•	•	•	•	•	1
	G68705		ĩ	•	•	•			3
	668711	338	487	136	34	•	•	•	3
	668712	226	492	133	37	•	•	•	995
	668713	144	488		31	•	•	•	888
	G68714		1,437		93	•	•	•	663
	668724		194		12	•	•		1,530
	G68773	316	809	84	93 12 52	•	55		206
	G68885	291	500	2	32		,,	•	1,516
	G68886		1,781		32	759	•	•	825
	G68887	402	502	83	35		•		2,655
	G68888		1,754		113	757	•	•	1,083 2,624
	G68896	554	527	i	34	759	•		2,024
	G68897	527	500	25	34		•	•	1,875
	668899	484	527		34	759	•	•	1,086
	668938		249		16		•	•	1,804
	680339		5				•	•	265
	680340		3					•	2
	680341		5					•	2
	680364		6				•	•	?
	682005	160	3	12				•	175
	682006	76	3					•	175
	682007	210	3				•	•	79
	682008	365	3	8			•	•	213
	682009	97	3	32			•	•	376
	682010	323	3				•	•	132
	682011	371	2			10	1	•	326 384
	682012	513	3	80	4			•	600
	682013	722	3					•	
	682014	325	3					•	725
	682015	553	2	. 11	Ó		•		328
	682016	479	2	7	Ō			•	
	82017	514	2	15	1		•		488 532
	682018	1,028	2				•	•	1,030
	82019	558	2	116	3	10	;	•	1,030
	82020		3			10		•	691
	B2021	478	3	7	Ó				,14
	82022	557	2				:	•	488
	82023	204	2					•	560
	82024	216	2	2			•	•	206
(82025	248	2				•	•	220 250

PAGE 3 PAGE 4

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

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	GAS	RENTAL	REPAIR	TAXES	LICENS	MISC	ACCONT	TOTAL
COST UNIT CENTR NO.								
EG459 G82026	541	3	79	4				627
G82027	706	3						709
G82028		3						- 3
G82029	318	2	7		•	•		328 272
G82030	270	2		•	•	•	•	212
G82031	:	2	:	:	•	•	•	110
695622	171	'	234	0	•	•	•	418
TOTAL	44,274	56,176	47,308	5,341	3,660	237	383	157,377
	* * * * * * * *							
* * NOTE: GASOL	INE CHARGES PYR	AMID AGAINST	UCC 8306 AN	D 1				
	CATION (MISC) P				• •			
* *	WILL BE SHOWN	IN SIDATA UN	IDER MATL & P	RCHSD SVCS "	* *			
* * AS CH	ARGES TO FUEL 8	LUBRICANTS			• •			
* * * * * * * *	* * * * * * * *	* * * * * *	* * * * * *	* * * * * *	• •			



GMS593

REPORT OF ALL EMPLOYEES ASSIGNED TO A GANG FOR GANG NBR: 5061

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AS OF 07/31/97

GANG NO :	9061	GANG TYPE	10	DEPT	: 42	
COMPANY :	01	COST CNTR:		SUPRV		
REGION	SY	DIVISION	23001			
CALENDAR:	J		122102	NAME		DL
CALENDAR:	•	STRT DATE:	122193	END DATE	: 123199	
ROSTER POS	POS NAME	SSA NBR	EMPLOYCE		START PRVI	PC WK
9026 068	ROWY PWR TL	525069385	BALDWIN	J W	031397 3299	
9026 064	TRK MACH OPR	585224869	BETSELIE	EL W	022897 3299	
9026 067	SP RDW PWR T	528256351	CALVILLO			
9026 068	ROWY PWR TL	525217825	CASTILLO		031397 3Z61	
9026 067	SP RDW PWR T	585484756			042397 3261	
9026 067	SP RDW PWR T	585082700	CAYADITTO	E W	031397 3Z99	
9026 067	SP RDW PWR T	525920069	CHARLEY	DLW	041797 3Z61	
9026 096			CHOSA	C J W	042397 3299	
	EX GNG LABOR	510808812	CLAYCAMP	DLW	072897 3Z61	
9026 067	SP RDW PWR T	585041945	GORDO	BW	042397 3Z99	
9026 415	SY TRK DR NS	515740355	GRIFFEE	M W W	040497 3Z99	
9026 064	TRK MACH OPR	585401740	HERRERA	BW	032897 3Z99	
9026 061	A XTRA GNG F	505925082	JAMES	AL W	032897 3Z99	7 H
9026 096	EX GNG LABOR	585134336	JIM JR	HS W	072197 3Z61	4 Y
9026 064	TRK MACH OPR	585600913	LOPEZ	BP W	040497 3Z99	
9026 096	EX GNG LABOR	481748559	MADSEN	HE #	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	EJW	042997 3299	7 X
9026 068	RDWY PWR TL	512866908	MERRILL	BLW	961797 3Z61	3 X
9026 096	EX GNG LABOR	509880863	MILLER	BL W	J71497 3Z99	3 Y
9026 419	SYS BUS DRIV	519863343	MITMA	CD W	101396 3Z61	5 Y
9020 098	REO-CL II MA	585748102	MONTOYA JR	JW	012497 3Z61	7 Y
9626 696	EX GNG LABOR	505060102	MUMFORD	GV W	040797 3Z61	3 H
9026 067	SP RDW PWR T	514828017	MURK	DEW	051697 3261	3 X
9026 096	EX GNG LABOR	585762206	NELSON	RW	S1397 3261	4 Y
9026 068	RDWY PWR TL	585314163	PINTO	MV W	042397 3Z99	4 X
9026 667	SP RDW PWR T	507628587	PRINE	LDW	040897 3Z99	5 X
9026 096	EX GNG LABOR	508962135	REINERS	AJW	072897 3Z61	3 Y
9026 047	SY TIE GNG F	511725649	REMMERS	JRW	032897 3299	7 Y
902€ 061	A XTRA GNG F	511863861	RUSSELL	JCW	120296 3299	5 Y
9026 067	SP RDW PWR T	525116999	SANDOVAL	S W	042397 JZ99	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	AL 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 3299	5 Y
9026 064	TRK MACH OPR	585093061	WOODY	HRW	022897 3299	7 Y
9026 067	SP RDW PWR T	585485493	WOODY	JRW	061197 0800	7 X
9026 067	SP ROW PWR T	585360093	WOODY	LRW	031397 3299	7 x
9026 068	ROWY PWR TL	585704376	YAZZIE	S W	040897 3Z61	i x
9026 047	SY TIE NG F	585082866	YAZZIE	E W	051997 3Z61	5 Ŷ
9026 067	SP RDW PWR T	508603387	ZABOKRTSKY	DGW	040897 3299	5 X

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

J											TATUS RE	PORT					001
						017 GA	NG	NBR=	> 906	1			AS OF	970	902	9709	02
			NBR=>				DPE	NAM	E=> M	ONTO	A JR POSITIC	J N-> R	RO-CL	TT		9709	02
			win=/	0,		<i>, ,</i>	r Er			ASGIN	rosiii		B0-01				
	CAL	D	Y	PO	SI	TION		COT	HRS	CMNT	SKILL	MEAL	R	MOO	LIN/TR	N	ALLOW
•	01	W	REO-C	L	II	MACH		001	8.00								42.50
			REO-C					014	1.00								
	02	W	REO-C	L	II	MACH		087	8.00								42.50
	03	W	REO-C	L	II	MACH		087	8.00								42.50
	~		-			MAGE		009									42.50
	04	D	RFO-C	L		MACH		009	8.00								42.30
	05	R	REO-C	L	II	MACH		999									42.50
•	06	v	REO-C	L	II	MACH		999									42.50
	07		REO-C					001	7.30		V RE			~=	020	2	42.50
	07	W	REO-C	Ľ	11	МАСН		014	1.00		TRAVEL				020		0
	08	W	REO-C	L	II	MACH		001	7.30								42.50
	08	W	REO-C	L	II	MACH		012	1.30		W RE	O-CL	II MA	CH	014	1.0	0
			REO-C						.30								
	09		REO-C					001	7.30								42.50
	09		REO-C					012	2.00		V RE	O-CL	II MA	CE	014	1.0	0
	09		REO-C					020	.30								
1	10		REO-C					001							01/	1.0	42.50
			REO-C						.30		W RE	O-CL	AM II	CH	014	1.0	0
	10		REO-C					020	.30								42.50
	11		REO-C					001			R RE	0 01			020	2	
	11		REO-C					014	1.00		K KE	0-CL	II MA		020		42.50
	12	R	REO-C	L	11	MACH		999									42.30
	13	W	REO-C	L	II	MACH		999									42.50
	14	V	REO-C	L	II	MACH		001	7.30								42.50
	14		REO-C						1.00		W RE			CH	020	.3	0
	15	U	REO-C	I	TT	MACH		001	7.30								42.50
	15	v	REO-C	L	II	MACH		012	1.30		V RE	O-CL	II MA	CH	014	1.0	0
	15		REO-C						.30								
		-		- '	-												

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	SSA	NB	R=> !	SGMF(017 G. 25649	ANG NBR NA	=> 906 ME=> R	EMME	TATUS RI RS POSITIO	JR	AS OF			002 970902
														IN ALLOW
01		V S	TII	GNC	FRMN	001	8.00							42.50
01 02			Y TI	GNC	FRMN	014 087	1.00							
02				GNG	FRAN	087	8.00							42.50
03		1 51	TIE	GNG	FRMN	087	8.00							42.50
04	1	3 51	TIE	GNG	FRMN	009	8.00							42.50
05	1	8 53	TIE	GNG	FRMN	999								42.50
06	١	S	TIE	GNG	FRMN	999								42.50
07	1	SY	TIE	GNG	FRMN	001	7.30							42.50
07					FRMN		1.00		W SY TRAVEL	TIE 0	ING FR	MN	020	42.50 .30
08					FRMN	001	7.30							42.50
08		Luci IPLOTO			FRMN		1.30		W SY	TIE G	ING FR	MN	014	1.00
08 09					FRMN		.30							
09					FRMN	001 012	7.30 2.00			-			014	42.50 1.00
09					FRMN		.30		# 51	IIE G	ING FR		014	1.00
10					FRMN		7.30							42.50
10							1.00		W SY	TIE G	NG FR	MN	014	
10	W	SY	TIE	GNG	FRMN	020	.30							
11	L	21	TTP	GING	L ULIN	001	7.30							42.50
11					FRMN	012	3.00		R SY	TIE G	NG PRI	MN	014	1.00
11					FRMN		.30							
12	R	SI	TIE	GNG	FRMN	999								42.50
13	W	SY	TIE	GNG	FRMN	999								42.50
14	Y	SY	TIE	GNG	FRMN	001	7.30							42.50
14					FRMN		1.30		V SY	TIE G	NG PR	IN	014	1.00
14					FRMN					0654				
15					FRMN	001	7.30							42.50
15					FRMN		2.00		W SY	TIE G	NG FR	IN	014	1.00
15	W	SY	TIE	GNG	FRMN	020	.30							

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GMS SUPERVISOR APPROVAL STATUS REPORTJPERVISOR=> SGMF017GANG NBR=> 9061AS OF 970902SSA NBR=> 585082866NAME=> YAZZIEEAY MONTE=> 0797 PAY PERIOD=> 1ASGN POSITION=> SY TIE GNG FRMN SUPERVISOR=> SGMF017 GANG NBR=> 9061 970902

	CAL	D	ł	P	OSIT	CON	COT	HRS	CMNT	SKILL	MEAL	L	ROOM	LIN/TRN	ALLOW
•	01	v	SY	TIE	GNG	FRMN	001	8.00							42.50
_	01					FRMN	014	1.00							
	02					FRMN	001	8.00							42.50
	02	-													
	03	V	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
	05														
-	06	W	SY	TIE	GNG	FRMN	999								42.50
-															42.50
	07	W	SY	TIE	GNG	FRMN	001	7.30							
•	07	W	SY	TIE	GNG	FRMN	014	1.00	•	W SI	TIE	GNG	FRMN	020	. 30
										TRAVEL	147	1			12 50
	08					FRMN	001	7.30							42.50
	08 08					FRMN	012			W SI	TIE	GNG	FRMN	014	1.00
	08					FRMN	020	. 30							42.50
-	09	W	SY	TIE	GNG	FRMN	C01	7.30							
	09 09	W	SY	TIE	GNG	FRMN	012	3.00		W ST	TIE	GNG	FRMN	014	1.00
-	09	W	SY	TIE	GNG	FRMN	020	.30							10 50
-	10	W	SY	TIE	GNG	FRMN	001	7.30							42.50
		W	SY	TIE	GNG	FRMN	014	1.00		W ST	TIE	GNG	FRMN	020	.30
•	11					FRMN	001	7.30							42.50
	11	R	SY	TIE	GNG	FRMN	014	1.00	1	R ST	TIE	GNG	FRMN	020	.30 42.50
	12	R	SY	TIE	GNG	FRMN	999						•		42.50
															42.50
	13	W	SY	TIE	GNG	FRMN	999								42.50
															42.50
	14					FRMN	001	7.30				-		020	
-	14	W	SY	TIE	GNG	FRMN	014	1.00	1		TIE	GNG	FRMN	020	. 50
-										TRAVEL	145	2			42.50
	15					FRMN	001	7.30			-	CNIC	TOM	014	
-	15					FRMN	012	1.30		W S	TIE	GNG	FRAN	014	1.00
	15	W	SY	TIE	GNG	FRMN	020	. 30)						

SIID	PDUTC				ANG NBR			TATUS			OF 970	002	004
													970902
PA	Y MONT		17 (7 PAY	PERTOD	$\rightarrow 1$	ASGN	POSTT	TON=>	AXT	RA GNG	FRMN '	970902
									2011-7				
C	AL DY	1	POSIT	NOI	COT	HRS	CMNT	SKIL	L MEA	AL	ROOM	LIN/TR	N ALLOW
01				FRMN		8.00							42.50
01					014	1.00							
02	W A	XTRA	GNG	FRMN	087	8.00							42.50
03	V A	XTRA	GNG	FRMN	087	8.00							42.50
04	BA	XTRA	GNG	FRMN	009	8.00							42.50
05	RA	XTRA	GNG	FRMN	999								42.50
06	W A	XTRA	GNG	FRMN	999								42.50
07	UA	YTPA	CNC	FRMN	001	7.30							12 50
07				FRMN	014	1.00		U	-	CNC	TOWN	020	42.50
•••			0110		0.4	1.00			L 056		FRIN	020	. 30
08	VA	XTRA	GNG	FRMN	001	7.30				•			42.50
08		XTRA			012	1.30		V	A XTRA	CNG	FRMN	014	
08	VA	XTRA	ING	FRMN	020	.30							
09	W A	XTRA	GNG	FRMN	001	7.30							42.50
09	WA	XTRA	GNG	FRMN	012	2.00		V	XTRA	GNG	FRMN	014	1.00
09	WA	XTRA	GNG	FRMN	020	.30							
10		XTRA			001	7.30							42.50
10		XTRA			014	1.00		W A	XTRA	GNG	FRMN	020	.30
11		XTRA			001	7.30							42.50
11		XTRA			014	1.00		RA	XTRA	GNG	FRMN	020	.30
12	RA	XTRA	GNG	FRMN	999								42.50
13	WA	XTRA	GNG	FRMN	999								+2.50
14	W A	XTRA	GNG	PRMN	002	8.00							
15	W A	XTRA	GNG	FRMN	002	8.00							

					GMS	SUPE	RVISOR A	PPROVA	L ST	ATUS RE	PORT				005
	SUPER	VIS	OR	=> S(GMFO	17 G/	ANG NBR= NAM	> 9061	CORT			AS C	F 9709	902	970902
	v	MONT	TU	-> 0'	7 0	7 DAV	DEDTOD_	1 A	SCN	DOCTTTO	IN_> A	YTE	A GNG	FRMN	
	•				, ,	/ 141	I ERIOD=								
	CAL	DY		P	DSIT	ION	COT	HRS C	MNT	SKILL	MEAL		ROOM	LIN/TR	N ALLOW
															42.50
	01	W	A	XTRA	CNG	FRMN	001	8.00							42.50
	01	W	A	XTRA	GNG	FRMN	014 087	1.00							42.50
	02	•	8	AIRA	GNG	FRAN	087	8.00							
	03	W	A	XTRA	GNG	FRMN	087	8.00							42.50
	04	B	A	XTRA	GNG	FRMN	009	8.00							42.50
															42.50
	05	R	A	ATTA	GNG	FRMN	999								42.50
	06	U		YTPA	CNC	FRIN	999								42.50
	00		•	AIRA	GING	FRIN	,,,,								
	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	•			42.50
	08		-			FRMN		7.30			WTD A	CNIC	FRMM	014	
•	08 08					FRMN		1.30		WA	AIRA	GNG	FRIN	014	1.00
_	09					FRMN		7.30							42.50
	09					FEMN		2.00		W A	XTRA	GNG	FRMN	014	1.00
•						FRMN	020	.30							
-	••					FRMN		7.30							42.50
						FRMN		2.30		WA	XTRA	GNG	FRMN	014	1.00
						FRMN		.30							42.50
•	11					FRMN	014	1.00		RA	XTRA	GNG	FRMN	020	.30
	12					FRMN	999								42.50
		••••	•												
	13		1	XTRA	GNG	FRMN	959								42.50
6															42.50
	14	W	1	XTRA	GNG	FRMN		7.30		WA	WTD A	CNC	PPMM	020	.30
	14	W	1	ATRA	GNG	FRMN	014	1.00		TRAVEL			FRIN	020	
,	15	V	1	TRA	GNG	FRMN	001	7.30							42.50
	15	W		XTRA	GNG	FRMN	012	2.00		WA	XTRA	GNG	FRMN	014	1.00
1	15	W		XTRA	GNG	FRMN	020	.30							

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CUDP	GMS SUPERV	ISOR APPROVAL	STATUS REPORT	006
SUPE	SA NBR=> 585743561	G NBK=> 9001	AS OF 970902 Y H	970902
PAY	MONTH-> 07 07 DAY P	FRIOD-> 1 ASC	N POSITION=> A XTRA GNG FRMN	70902
	MONILEY OF SF FRI F.	ERIODE/ I ADG	N TOSITION-/ A AINA ONG THEN	
CAI	DY POSITION	COT HRS CMN	T SKILL MEAL ROOM LIN/TRI	N ALLOW
01		001 0 00		42.50
	W A XTRA GNG FRMN W A XTRA GNG FRMN	001 8.00		42.50
		087 8.00		42.50
		007 0100		42.30
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
	W A AINA GNG FRAM	,,,,		42.30
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 U20	.30
			TRAVEL 1217	
08	V A XTRA GNG FRMN	001 7.30		42.50
08	W A XTRA GNG FRMN	012 1.30	W A XTRA CNG FRMN 014	1.00
80	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	WAXTRA GNG FRMN 014	1.00
09 10	W A XTRA GNG FRMN W A XTRA GNG FRMN	020 .30 001 7.30		42.50
10	W A XTRA GNG FRMN	014 1.00	WAXTRA GNG FRMN 020	
11	R A XTRA GNG FRMN	001 7.30	W A AIRA GNG FRAN 020	42.50
11	R A XTRA GNG FRMN		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		W A XTRA GNG FRMN 014	1.00
14	W A XTRA GNG FRMN		TRAVEL 1190	10 50
15 15	W A XTRA GNG FRMN W A XTRA GNG FRMN	001 7.30 012 2.00		42.50
15	W A XTRA GNG FRMN W A XTRA GNG FRMN	012 2.00	W A XTRA GNG FRMN 014	1.00
15	A AINA GNG FRAN			

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		IDEDU		COP	G	MS SUPE	RVISOR	PPROVAL	STATUS	REPOR	T	70002	007
-	- 50	SSA		VBR=	> 585	093061	ANG NBR	> 9061	DY	H	AS OF 9	/0902	970902
-		Y M	0	NTH=	> 07	97 PAY	PERIOD=	> 1 AS	GN POSI	TION=>	TRK MACH	OPR .	
[١.	CAL	D1	ť	POS		COT		NT SKI	LL ME	AL ROOM	I LIN/TR	N ALLOW
-	01				MACH		001	8.00					42.50
	02		W	TRK	MACH	0?R	087	8.00					42.50
-	03	1	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				MACH		001	7.30					42.50
-	07		Ï	TRK	MACH	OPR	014	1.00			ACH OPR	020	.30
-	08			TPE	MACH	OPP	001	7.30	TRAVI	BL 120	67		42.50
	08				MACH		012		v	TRK M	ACH OPR	014	
-	08				MACH		020	.30					
-	09				MACH		001	7.30					42.50
	09				MACH		012	1.00	W	TRK M	ACH OPR	014	1.00
-	09	1	7	TRK	MACH	OPR	020	.30					
-	10				MACH		001	7.30					42.50
					MACH		014	1.00	W	TRK MA	ACH OPR	020	.30
-	11				MACH		001	7.30					42.50
_	11				MACH		014	1.00	R	TRK MA	ACH OPR	020	
	12				MACH		999						42.50
-	13	L	1	TRK	MACH		999						42.50
	14				MACH	OPR	001	7.30					42.50
-	14	1	1	TRK	MACH	OPR	014	1.00		TRK MA	CH OPR	020	
	15	L	1	TRK	MACH	OPR		7.30					42.50
	15				MACH			1.30	V	TRK MA	CH OPR	014	1.00
	15	ĩ	1 '	TRK	MACE	OPR	020	.30					

		SUPERVISOR A		TATUS REPORT	AS OF 970	002	008
	RVISOR=> SGMP SA NBR=> 5852	O17 GANG NBR=	<pre>> 9061 (E=> BETSEL</pre>		AS OF 970		0902
PAY	MONTH=> 07	97 PAY PERIOD=			RK MACH O		
CAI	DY POSI	TION COT	HRS CMNT	SKILL MEAL		LIN/TRN	ALLOW
01	W TRK MACH	OPR 001	3.00				42.50
01	W TEK MACH		1.00				42.50
02	W TRK MACH	OPR 087	8.00				42.30
03	W TRK MACH	OPR 087	8.00				42.50
04	B TRK MACH	OPR 009	8.00				42.50
							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		1.00	W TRK MACI	I 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
13	W IKK MACH	UIK					42.20
14	W TRK MACH		7.30				42.50
14	W TRK MACH		1.00	W TRK MACH	OPR	020 .	.30
15	W TRK MACH		7.30				42.50
15	W TRK MACH		1.30	W TRK MACH	OPR	014 1.	.00
15	W TRK MACH	OPR 020	.30				

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			GMS S	SUPERVISOR A	PPROVAL S	TATUS REPORT			009
-			> SGMF017	GANG NBR=	> 9061	1	S OF 970	902	70902
			=> 5854017 => 07 97	PAY PERIOD=	E=> HERRE	POSITION=> TH	K MACH O		
_			POSITIO				ROOM		ALLOW
	CAL		PU51110						
-	01	W TR	MACH OPP		8.00				42.50
-	01		MACH OPH		1.00				42.50
	02	W TR	K MACH OPH	R 087	8.00				42.50
-	03	U TRI	MACH OPP	087	8.00				42.50
	05								
	04	B TR	MACH OPH	R 009	8.00				42.50
									42.50
	05	R TR	K MACH OPP	999					42.50
	06	V TRI	MACH OPH	999					42.50
_									
	07		MACH OPP		7.30			020	42.50 .30
-	07	W TRI	MACH OPP	a 014	1.00	W TRK MACH TRAVEL 1275	OPR	020	.30
-	08	U TRI	MACH OPP	001	7.30	IRAVEL 12/5			42.50
	08 08		MACH OPP		1.30	J TRK MAC	OPR	014	1.00
-	08		MACH OPP		.30				
-	09		MACH OPH		7.30				42.50
	09		MACH OPP		1.00	W TPK MACH	OPR	014	1.00
-	09		MACH OPP		.30				42.50
-	10		MACH OPP		7.30			020	.30
			MACH OPP		1.00	W TRK MACH	I OPR	020	42.50
•	11		MACH OPP		7.30	R TRK MACH	OPP	020	.30
_	11		MACH OPP		1.00	K IKK MACI	I OFK	020	42.50
	12	R TRI	MACH OPP	999					
-	13	V TRI	MACH OPP	999					42.50
-									
	14	W TR	MACH OPP		7.30				42.50
	14	V TRI	MACH OPP	a 014	1.00	W TRK MACH	OPR	020	.30
-					7 20	TRAVEL 1256			42.50
	15		MACH OPP		7.30	W TRK MACH	OPR	014	1.00
	15		MACH OPP			W IKK MACI	I UIK	014	
	15	W TRI	MACH OPP	a 020	.30				

SUPE	RVISO				PPROVAL S			S OF 970	902	016
S	SA NB	R=> 58.	5600913	NAM	E=> LOPEZ		BP			970902
PAY	MONT	H=> 07	97 PAY	PERIOD=	E=> LOPEZ	POSITIO	N=> TF	K MACH O	PR	
		PO		COT						
01	U T	DV MACI	OPR	001	8.00					10 50
01			OPR		1.00					42.50
02			OFR	087	8.00					42.50
03	W T	RK MACH	OPR	087	8.00					42.50
04	BT	RK M JE	OPR	009	8.00					42.50
05	RT	RK MACE	OPR	999						42.50
06	W TI	K MACE	OPR	999						42.50
07	UT	K MACE	OPP	001	7.30					42.50
07			OPR		1.00	V TRI	MACH	OPR	020	
						TRAVEL			020	
08	W TH	K MACH	OPR	001	7.30					42.50
08		K MACH		012	1.30	V TRI	MACH	OPR	014	1.00
08		K MACH			.30					
09		K MACH		001	7.30					42.50
09		K MACH		012	1.00	W TRE	MACH	OPR	014	1.00
09		K MACH		020	.30					
10		K MACH			7.30					42.50
10		K MACH				W TRE	MACH	OPR	020	.30
11		K MACH			7.30					42.50
11		K MACH		014	1.00	R TRK	E MACE	OPR	020	.30
12	R TR	K MACH	OPR	999						42.50
13	W TR	K MACH	OPR	999						42.50
14	W TR	K MACH	OPR	001	7.30					42.50
	W TR	K MACH	OPR		1.00	V TRK	MACH	OPR	020	
							1248			
15		K MACH			7.30					42.50
15		K MACH				W TRK	MACH	OPR	014	1.00
15	W TR	K MACH	OPR	020	.30					

										VAL S	TATUS	RE	PORT				011
					GMF0 0598			NBR=		61 MAZUR			E		OF 970	902	970902
															DV PVR	TL MO	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
				0					•••	AUGA							
	CAL	D	Y	P	OSIT	ION		COT	HRS	CMNT	SKI	LL	MEA	L	ROOM	LIN/TR	N ALLOW
•	01	W	SP	RDW	PWR	TL	MO	001	8.0	0							42.50
	01				PWR			014	1.0								
	02	W	SP	RDW	PWR	TL	MO	001	8.0	0							42.50
	03	W	SP	ROW	PWR	TL	MO	087	8.0	0					•		42.50
	04	B	SP	RDW	PWR	TL	MO	009	8.0	0							42.50
	05	R	SP	RDW	PWR	TL	MO	999									42.50
	06	v	SP	RDW	PWR	TL	MO	999									42.50
	07	v	SP	RDV	PWR	TI.	MO	001	7.30	,							42.50
	07				PWR			014	1.00		W	SP	RDW	PWR	TL MO	020	
											TRAVI	ZL	0649	9			
	08				PWR			001	7.30						-	014	42.50
	08				PWR PWR			012 020	1.30		•	SP	KDW	PWK	TL MO	014	1.00
	08 09				PWR			001	7.30								42.50
	09				PWR			012	1.00		U	CD	PDU	DUR	TL MO	014	1.00
	09				PWR				.30		-	ər	ND.	LAK	IL HO	014	1.00
	10				PWR			001	7.30								42.50
					PWR			014	1.00		V	SP	RDU	PVR	TL MO	020	.30
	11				PWR			001	7.30								42.50
	11				PWR			014	1.00		R	SP	RDV	PVR	TL MO	020	.30
1	12				PWR	1.		999			-						42.50
	13	¥	SP	RDW	PWR	TL	мо	999									42.50
	1/			-	-	-	NO	001	7 20								42.50
10 C C	14				PWR			001 014	7.30		U	CP	POU	DUP	TL MO	020	.30
	14		SP	KDW	PWR	TL	HO	014	1.00		TRAVE		0668		IL HO	020	
	15	U	CP	PDU	PVR	TI	MO	001	7.30		INAVE		0000				42.50
	15	v			PWR			012	1.30		v	SP	RDV	PUR	TL MO	014	1.00
	15				PWR	_		020	.30								
		-	JE		TWK			020									

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		GMS SUPERV	ISOR APPROV	AL STATUS RE	PORT	012
SUPE	RVISOR=> S	SGMF017 GAN	G NBR=> 906	I	AS OF 9/C	970902
PAY	MONTH=> (07 97 PAY PI	ERTOD=> 1	ASGN POSITIO	N=> SP RDW PWF	TL MÓ
CA	L DY H	POSITION	COT HRS	CMNT SKILL	MEAL ROOM	LIN/TRN ALLOW
01	V SP RDU	PWR TL MO	001 8.00			42.50
01		PWR TL MO				
02		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 TRAVEL	RDW PWR TL MO	020 .30
08	V SP RDV	PWR TL MO	001 7.30			42.50
08		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		PWR TL MO	001 7.30			42.50
09		PWR TL MU	012 1.00	W SP	RDW PWR TL MO	014 1.00
09		PWR TL MO	020 .30			
10		PWR TL MO	001 7.30			42.50
10		PWR TL MO	014 1.00		RDW PWR TL MO	
11		PWR TL MO	001 7.30			42.50
- 11		PWR TL MO		R SP	RDW PWR TL MO	
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		PWR TL MO	014 1.00	W SP	RDW PWR TL MO 0628	020 .30
15		PWR TL MO	001 7.30	TRAVEL	0020	42.50
15		PWR TL MO	012 1.30		RDW PWR TL MO	
15		PWR TL MO	012 1.30	w SP	NDW FWK IL MO	014 1.00
13	" SP RDW	THE IL HU	020 130			

AS OF 970902 SUPERVISOR=> SGMF017 GANG NBR=> 9061 SSA NBR=> 508603387 NAME=> ZABOKRTSKY D G 970902 AY MONTH=> 07 97 PAY PERIOD=> 1 ASGN POSITION=> SP RDW PWR TL MO POSITION COT HRS CMNT SKILL MEAL ROOM LIN/TRN ALLOW CAL DY 42.50 W SP RDW PWR TL MO 001 8.00 01 W SP RDW PWR TL MO 014 1.00 01 42.50 W SP RDW PWR TL MO 087 8.00 02 42.50 03 W SP RDW PWR TL MO 087 8.00 42.50 04 009 8.00 B SP RDV PWR TL MO 42.50 999 05 R SP RDW PWR TL MO 42.50 999 06 W SP RDW PWR TL MO 42.50 001 7.30 07 V SP RDV PVR TL MO W SP RDW PWR TL MO 020 .30 014 1.00 07 W SP RDW PWR TL MO TRAVEL 0594 42.50 001 7.30 08 V SP RDV PVR TL MO W SP RDW PWR TL MO 014 1.00 012 1.30 08 V SP RDV PVR TL MO W SP RDW PWR TL MO 020 .30 08 42.50 W SP RDW PWR TL MO 001 7.30 09 014 1.00 W SP RDW PWR TL MO W SP RDW PWR TL MO 012 1.00 09 V SP RDV PVR TL MO 020 .30 09 42.50 001 7.30 W SP RDW PWR TL MO 10 .30 W SP RDW PWR TL MO 020 W SP RDW PWR TL MO 014 1.00 42.50 001 7.30 R SP RDV PWR TL MO 11 .30 020 014 1.00 R SP RDW PWR TL MO R SP RDW PWR TL MO 11 42.50 999 R SP RDW PWR TL MO 12 42.50 W SP RDW PWR TL MO 999 13 42.50 001 7.30 W SP RDW PWR TL MO 14 W SP RDW PWR TL MO 020 .30 014 1.00 14 W SP RDW PWR TL MO TRAVEL 0612 42.50 001 7.30 15 W SP RDW PWR TL MO W SP RDW PWR TL MO 014 1.00 012 1.30 15 W SP RDW PWR TL MO 020 .30 W SP RDW PWR TL MO 15

GMS SUPERVISOR APPROVAL STATUS REPORT

SUPE	RVISOR	GMS > SGMFO	SUPERVI	SOR A	APPROVAL S > 9061 IE=> MURK	TATUS RE	PORT A	S OF 970	902	014
S	SA NBR=	-> 51482	8017	NAM	E=> MURK		DE			970902
PAY	MONTH-	> 07 9	7 PAY PE	ERIOD=	> 1 ASGN	POSITIC	N=> SP	RDW PWR	TL MO	
CA	L DY	POSIT	ION	COT	HRS CMNT	SKILL	MEAL	ROOM	LIN/TR	N ALLOW
01	W SP	ROU PUR	TL MO	001	8.00					42.50
01		RDW PWR		014	1.00					42.30
02		RDV PVR		087	8.00					42.50
03	W SP	RDW PWR	TL MO	087	8.00					42.50
04	B SP	RDV PVR	TL MO	009	8.00					42.50
05	R SP	RDV PVR	TL MO	999						42.50
06	W SP	RDV PVR	TL MO	999						42.50
07	W SP	RDV PVR	TI. NO	001	7.30					42.50
07		RDV PVR		014	1.00	W SP TRAVEL		R TL MO	020	.30
08	W SP	RDV PVR	TL MO	001	7.30	IMAVED	0020			42.50
08	W SP 1	RDV PVR	TL MO	012	1.30	W SP	RDW PW	R TL MO	014	1.00
08		RDV PVR		020	.30					
09		RDV PVR		001	7.30					42.50
09		RDW PWR		012	1.00	W SP	RDW PW	R TL MO	014	1.00
09		RDW PWR		020	.30					
10		RDV PVR		001	7.30					42.50
10 11		RDW PWR RDW PWR		014 001	7.30	W SP	RDW PW	R TL MO	020	
11		RDW PWR		014	1.00	D CD			020	42.50 .30
12		RDW PWR		999	1.00	K SP	KDW PW	K IL HU	020	42.50
13	W SP F	RDW PWR	TL MO	999						42.50
14		NDW PWR		001	7.30					42.50
14		DW PWR				V SP TRAVEL		R TL MO	020	.30
15		DW PWR			7.30					42.50
15		DW PWR		012	1.30	W SP	RDW PW	R TL MO	014	1.00
15	W SP R	DW PWR	TL MO	020	.30					

											TATUS	RE	PORT					015	
-	GMS SUPERVISOR APPROVAL STATUS REPORT01.SUPERVISOR=> SGMF017GANG NBR=> 9061AS OF 970902SSA NBR=> 525116999NAME=> SANDOVALS970902Y MONTH=> 0797PAYPERIOD=> 1ASGN POSITION=> SPRDWPWRTL														070002				
	Y MONTH=> 07 97 PAY PERIOD=> 1 ASGN POSITION=> SP RDW PWR TL MO															9/0902			
								FERIOD	-/ 1	ADGIN	1051		N-2						
	C	AL I	YC		POSI	TION	1	COT	HRS	CMNT	SKI	LL	MEA	L	ROO	M	LIN/TR	N ALLOW	
	01				W PWI			001	8.0									42.50	
_	01				W PVI													42.50	
	02				V PUT				8.0									42.50)
-			_	_															
	03	1	i s	P RD	W PW	TL	MO	087	8.0	0								42.50	1
	04	1	ss	P RD	W PW	TL	MO	009	8.0	0								42.50	,
	• •									•									
	05	I	S	P RD	W PWF	t TL	MO	999										42.50	1
	06	T	1 5		V PVF	TT.	MO	999										42.50	
-							no												
	07				W PWF				7.3									42.50	1
-	07	1	S	P RD	W PWR	TL	MO	014	1.0	0	W TRAVI		RDW 1227		TLI	10	020	.30	
	08	E	S	PRD	W PWR	TI.	MO	001	7.3	0	IKAVI	56	1221					42.50	
	08				V PVR				1.3		v	SP	RDW	PWR	TL I	10	014	1.00	
	08				W PWR				.3										
Ì	09				W PWR				7.3									42.50	
	09	L	S	P RD	W PWR	TL	MO	012	2.0	0	W	SP	RDW	PWR	TL N	10	014	1.00	
-	09	1	S	P RD	W PWR	TL	MO	020	.3	0									
-	••	ĩ	S	P RD	W PWR	TL	MO	001	4.3									42.50	
			S	P RD	W PWR	TL	MO	020	.3	0	V	SP	RDW	PWR	TL N	10	902	3.00 PB	
-	11	F	S	P RD	W PWR	TL	MO	001	7.3									42.50	
_	11	F	SI	P RD	W PWR	TL	MO	014	1.0	0	R	SP	RDW	PWR	TL N	10	020	.30	
	12	F	S	P RD	W PWR	TL	MO	999										42.50	
-	13	Ľ			W PWR	TI.	MO	999										42.50	
			0.																
	14	L	SI	RD	W PWR	TL	MO	001	7.3	0								42.50	
-	14	W	SI	RD	W PWR	TL	MO	014	1.0	0	V			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	TL N	10	020	.30	
-											TRAVE	L	1208	3					
	15				W PWR			001	7.3	The second second second								42.50	
	15				W PWR			012	1.3		W	SP	RDW	PWR	TL M	10	014	1.00	
_	15	W	SI	P RD	W PWR	TL	MO	020	.3	0									

016 GMS SUPERVISOR APPROVAL STATUS REPORT SUPERVISOR=> SGMF017GANG NBR=> 9061AS OF 970902SSA NBR=> 525794525NAME=> VILLAGPAY MONTH=> 0797 PAY PERIOD=> 1ASGN POSITION=> SP RDW PWR TL MO 970902

CAL DY POSITION	COT	HRS CMNT	SKILL	MEAL	ROOM	LIN/TR	ALLOW
01 W SP RDW PWR TL MO	001	8.00					42.50
01 W SP RDW PWR TL MO	014	1.00					10 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 SF RDW PWR TL MO	001	7.30					42.50
07 W SP RDW PWR TL MO	014	1.00		RDW PWR 1267	TL MO	020	
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	01.4	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		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	RD: 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	RDV PVR	TL MO	020	.30
				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
15 W SP RDW PWR TL MO	020	.30					

GMS SUPERVISOR APPROVAL STATUS REPORT SUPERVISOR=> SGMF017GANG NBR=> 9061AS OF 970902SSA NBR=> 525920069NAME=> CHOSAC JAY MONTH=> 0797 PAY PERIOD=> 1ASGN POSITION=> SP RDW PWR TL MO 970902

CAL DY POSITION COT ERS CMNT SKILL MEAL ROOH LIN/TRN ALLOU 01 V SP RDV PVR W MO 001 8.00 42.50 01 V SP RDV PVR TL MO 014 1.00 42.50 02 V SP RDV PVR TL MO 087 8.00 42.50 03 V SP RDV PVR TL MO 087 8.00 42.50 04 B SP RDV PVR TL MO 087 8.00 42.50 05 R SP RDV PVR TL MO 999 42.50 06 V SP RDV PVR TL MO 001 7.30 42.50 07 V SP RDV PVR TL MO 001 7.30 42.50 07 V SP RDV PVR TL MO 011 7.30 42.50 08 V SP RDV PVR TL MO 012 1.30 V SP RDV PVR TL MO 014 1.00 09 V SP RDV PVR TL MO 012 1.30 V SP RDV PVR TL MO 020 .30 11 R SP RDV PVR TL MO 017 .30 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 099 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 001 7.30 42.50 08 W SP RDW PWR TL MO 014 1.00 W SP RDW PWR TL MO 012 1.30 08 W SP RDW PWR TL MO 012 1.30 W SP RDW PWR TL MO 014 1.00 09 W SP RDW PWR TL MO 012 1.30 W SP RDW PWR TL MO 014 1.00 09 W SP RDW PWR TL MO 012 1.00 W SP RDW PWR TL MO 014 1.00 11 R SP RDW PWR TL MO 014 1.00 W SP RDW PWR TL MO 020 .30		CAL	D	Y	P	OSIT	ION		COT	HRS	CMNT	SKIL	LL	MEAL		ROO	M	LIN/TR	ALLOW
01 V SP RDV PVR TL MO 014 1.00 42.50 02 V SP RDV PVR TL MO 087 8.00 42.50 03 V SP RDV PVR TL MO 087 8.00 42.50 04 B SP RDV PVR TL MO 009 8.00 42.50 05 R SP RDV PVR TL MO 999 42.50 06 V SP RDV PVR TL MO 999 42.50 07 V SP RDV PVR TL MO 001 7.30 V SP RDV PVR TL MO 020 .30 08 V SP RDV PVR TL MO 001 7.30 V SP RDV PVR TL MO 020 .30 08 V SP RDV PVR TL MO 012 1.30 V SP RDV PVR TL MO 014 1.00 09 V SP RDV PVR TL MO 012 1.30 V SP RDV PVR TL MO 014 1.00 09 V SP RDV PVR TL MO 012 1.30 V SP RDV PVR TL MO 014 1.00 11 R SP RDV PVR TL MO 012 1.30 V SP RDV PVR TL MO 020 .30 11 R SP RDV PVR TL MO 014 1.00 K SP RDV PVR TL MO 020 .30	-	01	V	SP	RDW	PVR	*3	MO	001	8.00	0								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 001 7.30 42.50 08 W SP RDW PWR TL MO 011 7.30 W SP RDW PWR TL MO 42.50 08 W SP RDW PWR TL MO 012 1.30 W SP RDW PWR TL MO 012 1.30 08 W SP RDW PWR TL MO 012 1.30 W SP RDW PWR TL MO 014 1.00 09 W SP RDW PWR TL MO 012 1.30 W SP RDW PWR TL MO 014 1.00 09 W SP RDW PWR TL MO 014 1.00 W SP RDW PWR TL MO 020 .30 11 R SP RDW PWR TL MO 014 1.00 W SP RDW PWR TL MO 020 .30 12 R SP RDW PWR TL MO 014 1.00 R SP RDW PWR TL MO 020 .30 13	-	01																	
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 001 7.30 42.50 08 W SP RDW PWR TL MO 011 7.30 W SP RDW PWR TL MO 42.50 08 W SP RDW PWR TL MO 012 1.30 W SP RDW PWR TL MO 012 1.30 08 W SP RDW PWR TL MO 012 1.30 W SP RDW PWR TL MO 014 1.00 09 W SP RDW PWR TL MO 012 1.30 W SP RDW PWR TL MO 014 1.00 09 W SP RDW PWR TL MO 014 1.00 W SP RDW PWR TL MO 020 .30 11 R SP RDW PWR TL MO 014 1.00 W SP RDW PWR TL MO 020 .30 12 R SP RDW PWR TL MO 014 1.00 R SP RDW PWR TL MO 020 .30 13		02																	42.50
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SUPER	VISOR=> SGMF017 GANG A NBR=> 526194094	NBK=> 9061	AS OF 97	970902
PAY	MONTH=> 07 97 PAY PE	RIOD=> 1 ASGN	POSI' SP RDW PW	
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			
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 RDV PVR TL MO	009 8.00		42.50
••				
05	R SP RDW PWR TL MO	999		42.50
~				42.50
06	W SP RDW PWR TL MO	999		42.30
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 M	0 020 .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	W SP RDW PWR TL M	0 014 1.00
08	W SP RDW PWR TL MO	020 .30		42.50
09	W SP RDW PWR TL MO	001 7.30		
09	W SP RDW PWR TL MO	012 1.00	W SP RDW PWR TL M	0 014 1.00
09	W SP RDW PWR TL MO	020 .30		42.50
10	W SP RDW PWR TL MO	001 7.30		
10	W SP RDW PWR TL MO		W SP RDW PWR TL M	0 020 .30 42.50
11	R SP RDW PWR TL MO	001 7.30		
11	R SP RDV PVR TL MO		R SP RDW PWR TL M	42.50
12	R SP RDW PWR TL MO	999		42.30
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 M	0 020 .30
			TRAVEL 1248	42.50
15	W SP RDW PWR TL MO	001 7.30		
15	W SP RDW PWR TL MO		W SP RDW PWR TL M	014 1.00
15	W SP RDW PWR TL MO	020 .30		

SSA NBR=> 528256351 NAME=> CALVILLO R 970902 AY MONTH=> 07 97 PAY PERIOL=> 1 ASGN POSITION=> SP RDW PWR TL MO CAL DY POSITION COT HRS CMNT SKILL MEAL ROOM LIN/TRN AL	LOW 2.50
	2.50
01 W SP RDW PWR TL MO 001 8.00 4	
01 W SP RDW PWR TI. MO 014 1.00	
02 W SP RDW PWR TL MO 087 8.00 4	2.50
03 W SP RDW PWR TL MO 087 8.00	2.50
04 B SP RDW PWR TL MO 009 8.00 4	2.50
- 05 R SP RDW PWR TL MO 999 4	2.50
06 W SP RDW PWR TL MO 999 4	2.50
07 W SP RDW PWR TL MO 001 7.30	2.50
07 W SP RDW PWR TL MO 014 1.00 W SP RDW PWR TL MO 020 .30	
TRAVEL 0457	2.50
US W SP RDW PWR IL HO OUT 7.50	2.50
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	
08 W SP RDW PWR 1L HO 020 .30	2.50
09 W SP RDW PWR TL MO 012 1.00 W SP RDW PWR TL MO 014 1.00	
09 W SF RDW FWR 12 HO 012 1.00 H DI 10H THE I	
09 W SP RDW PWR TL MO 020 .30 10 W SP RDW PWR TL MO 001 7.30	2.50
W SP RDW PWR TL MO 014 1.00 W SP RDW PWR TL MO 020 .30	
A SP RDW PWR TL MO 001 7.30	2.50
11 P SP PDU PUR TL MO 014 1.00 R SP RDV PWR TL MO 020 .30	
12 R SP RDW PWR TL MO 999 4	2.50
13 W SP RDW PWR TL MO 999 4	2.50
s	
14 W SP RDW PWR IL HO OUT 7.50	2.50
14 W SP RDW PWR TL MO 014 1.00 W SP RDW PWR TL MO 020 .30	
TRAVEL 0438	2.50
15 W SP RDW PWR IL HO OUT 7.50	2.50
15 W SP RDW PWR 12 HO 012 1.50	
15 W SP RDW PWR TL MO 020 .30	

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CUDP	GMS SUPERV	ISOR APPROVAL S	TATUS REPORT	020
SUFE	KVISUK=> SGMFUI/ GAN	G NEK=> 9061	AS OF 970902 B	970902
PAY	MONTH=> 07 97 PAY P	ERIOD=> 1 ASGN	POSITION=> SP RDW FWR TL M	0
CAI	L 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			42.50
02	W SP RDW PWR TL MO			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
				42130
06	W SP RDW PWR TL MO	999		42.50
~~				
07 07	W SP RDW PWR TL MO	001 7.30	W SP RDW PWR TL MO 020	42.50
07	W SP RDW PWR TL MO		TRAVEL 1267	.30
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	4 1.00
08	W SP RDW PWR TL MO	020 .30		
09	SP RDW PWR TL MO	001 7.30		42.50
09	V SP RDV 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 RDV PWR TL MO	001 7.30		42.50
11	R SP RDW PWR TL MO		R SP RDW PWR TL MO 020	
12	R SP RDW PWR TL MO	999		42.50
13	W SP RDW PWR TL MO			12 50
15	W SP KDW PWK IL MU	999		42.50
14	W SP RDW PWR TL MO	001 7.30		42.50
14	W SP RDW PWR TL MO		W SP RDW PWR TL MO 020	.30
			TRAVEL 1248	
15		001 7.30		42.50
15	W SP RDW PWR TL MO		W SP RDW PWR TL MO 014	1.00
15	W SP RDW PWR TL MO	020 .30		

	SIIDE	PUT	SUB	-> 0				SOR A			TATUS F			F 970	902	021
				=> 5							EY		L	F 970	302	970902
-	١٣	MO	NTH	=> 0	7 9	7 P	AY PE	RIOD=	> 1	ASGN	POSITI	ON=>	SP RD	W PWR	TL MO	
-	CA	LD	Y	P	OSIT	ION		COT	HRS	CMNT	SKILL	ME	AL	ROOM	LIN/TR	N ALLOW
-	01	v	SP	RDW	PVR	TL	MO	001	8.0	0						42.50
-	01			RDW				014	1.0							
	02	W	SP	RDW	PWR	TL	MO	087	8.0	0						42.50
-	03	v	SP	RDW	PVR	TL.	MO	087	8.0	0				•		42.50
1		-								•						
-	04	B	SP	RDW	PWR	TL	MO	009	8.0	0						42.50
	05	R	SP	RDW	PWR	TL	MO	999								42.50
	06	.,	CD	RDW	DUD	TI	MO	999								42.50
-	00	-	51	ND.	FWK		но	,,,,								42.50
	07			RDW				001	7.3							42.50
-	07	W	SP	RDW	PWR	TL	MO	014	1.0	0	V S TRAVEL			TL MO	020	.30
-	08	v	SP	RDW	PVR	TL.	MO	001	7.3	0	IKAVEL	122	.,			42.50
	08			RDW				012	1.3		WS	P RDW	PWR	TL MO	014	1.00
_	08			RDW				020	.30							
-	09	W	SP	RDW	PWR	TL	MO	001	7.30	0						42.50
	09	W	SP	RDW	PWR	TL	MO	012	1.00		W S	P RDW	PWR	TL MO	014	1.00
-	09			RDW				020	.30							
-	10	W		RDW	-		1000/201-0100	001	7.30							42.50
		W	_	RDW				014	1.00		W S	P RDW	PWR	TL MO	020	.30
-	11			RDW				001	7.30							42.50
-	11			RDW				014	1.00	5	R S.	P RDW	PWR	rl MC	020	.30
	12	R	SP	RDW	PWR	TL	MO	999								42.50
-	13	W	SP	RDW	PWR	TL	MO	999								42.50
	14	¥	SP	RDW	PVR	TL	MO	001	7.30)						42.50
-	14		_	RDW			- 10.00 Contraction (1997)	014	1.00		W SI		PWR :	TL MO	020	.30
-											TRAVEL	120	8			
	15			RDW	-			001	7.30							42.50
	15			RDW				012	1.30		W SI	P RDW	PWR 1	L WO	014	1.00
-	15	W	SP	RDW	PWR	TL	MO	020	. 30)						

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022 GMS SUPERVISOR APPROVAL STATUS REPORT SUPERVISOR=>SGMF017GANGNBR=>9061ASOF970902SSANBR=>585196239NAME=>SMITHJRAPAYMONTH=>0797PAYPERIOD=>1ASGNPOSITION=>SPRDWPWRTLMO 970902

C	AL DY	POS	ITION	COT	HRS CMNT	SKILL	MEAL	ROOM	LIN/TR	N ALLOW
01	V SP	ROU P	WR TL M	0 001	8.00					42.50
01			WR TL M		1.00					42.30
02			WR TL M		8.00					42.50
					0.00					42.30
03	W SP	RDW P	WR TL M	0 087	8.00					42.50
04	B SP	RDW P	AR TL M	0 009	8.00					42.50
05	R SP	RDW P	R TL M	0 999						42.50
06	W SP	RDW P	TR TL M	0 999						42.50
07	W SP	RDV PV	TR TL M	0 001	7.30					42.50
07			TR TL M		1.00	W SP	RDV PVR	TL MO	020	.30
						TRAVEL				
08	W SP	RDV PL	R TL M	0 001	7.30					42.50
08	W SP	RDW PW	R TL M	0 012	4.00	W SP	RDV PVR	TL MO	014	1.00
08			R TL M		.30					
09			R TL M		7.30					42.50
09			R TL M			W SP	RDV PVR	TL MO	014	1.00
09			R TL M		.30					
10			R TL M		7.30					42.50
10			R TL M		1.00	W SP	RDW PWR	TL MO	020	.30
11			R TL M		7.30					42.50
11			R TL M		1.00	R SP	RDV PVR	TL MO	020	. 30
12	R SP	RDW PW	R TL M	999						42.50
13	W SP	RDW PW	R TL M	999						42.50
14	W SP	RDV PU	R TL MO	001	7.30					42.50
14			R TL M		1.00	W SP	RDW PWR	TL MO	020	.30
							1190		010	
15	V SP	RDV PV	R TL MO	001	7.30					42.50
15			R TL MO		1.30	W SP	RDV PVR	TL MO	014	1.00
15			R TL MO		.30					

					GMFO	17	GANG	NBR=	PPROVAL S		AS	OF 970	902	023 970902
					8536 7 9			NAM	E=> WOODY > 1 ASGN	POSITIO	L R N=> SP	RDW PWR		970902
1	CAL	D	Y	P	OSIT	ION		COT	HRS CMNT	SKILL	MEAL	ROOM	LIN/TR	ALLOW
•	01	W	SP	RDW	PWR	TL	MO	001	8.00					42.50
	01 02				PWR PWR			014 087	1.00 8.00					42.50
-	03	v	SP	RDW	PWR	TL	MO	087	8.00					42.50
	04	B	SP	RDW	PWR	TL	MO	009	8.00					42.50
1	05	R	SP	RDW	PWR	TL	MO	999						42.50
	06	W	SP	RDW	PWR	TL	MO	999						42.50
	07 07				PWR PWR	1.1.20100000	10.5 TO 15 10 11	001 014	7.30 1.00			R TL MO	020	42.50 .30
	08	v	SP	RDV	PVR	TL	MO	001	7.30	TRAVEL	1267			42.50
	08				PWR	_		012	1.30	W SP	RDW PW	R TL MO	014	1.00
	08	W			PWR			020	.30					
	09	W	_		PWR	_		001	7.30			-	014	42.50 1.00
	09				PWR			012	1.00	W SP	KDW PW	R TL MO	014	1.00
	09				PWR PWR			020	.30 7.30					42.50
	,				PWR			014	1.00	W SP	RDV PV	R TL MO	020	.30
	11				PWR			001	7.30					42.50
	11	-			PWR			014	1.00	R SP	RDV PV	R 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 TRAVEL	RDW PW 1248	R TL MO	020	.30
	15				PWR			001	7.30					42.50
	15				PWR		MO	012	1.30	W SP	RDW PW	R TL MO	014	1.00
-	15	W	SP	RDW	PWR	TL	MO	020	.30					

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024 GMS SUPERVISOR APPROVAL STATUS REPORT SUPERVISOR=> SGMF017 GANG NBR=> 9061 AS OF 970902 SUPERVISOR=> SGMF017GANG NBR=> 9061AS OF 970902SSA NBR=> 585484756NAME=> CAYADITT^EPAY MONTH=> 0797 PAY PERIOD=> 1ASGN POSITION=> SP RDW PWR TL MO 970902

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C	AL DY	PO	SITIC	N	COT	HRS CM	T SKILL	MEAL	ROOM	LIN/TR	N ALLOW
01	W SP	RDV I	PWR T	L MO	001	8.00					42.50
01		RDV 1			014	1.00					
02		RDV I			087	8.00					42.50
03	W SP	RDV I	PWR T	L MO	087	8.00					42.50
04	B SP	RDW H	WR T	L MO	009	8.00					42.50
05	R SP	RDV F	WR T	L MO	999						42.50
06	W SP	RDW F	WR T	L MO	999						42.50
07	W SP	RDV P	WR T	L MO	001	7.30					42.50
07		RDV P			014	1.00	V SI TRAVEL	PRDW PWR 1267	TL MO	020	
08	W SP	RDW P	WR T	L MO	001	7.30					42.50
08	W SP	RDW P	WR T	L MO	012	1.30	W SI	RDW PWR	TL MO	014	1.00
08	W SP	RDW P	WR T	L MO	020	.30					
09	W SP	RDW P	WR T	L MO	001	7.30					42.50
09		RDV P			012		W SI	P RDW PWR	TL MO	014	1.00
09		RDW P			020	.30					
10		RDV P			001	7.30					42.50
10		RDV P			014	1.00	W SI	P RDW PWR	TL MO	020	.30
11		RDW P			001	7.30					42.50
11		RDW P			014	1.00	R SI	PRDW PWR	TL MO	020	.30
12	R SP	RDW P	WR TI	MO	999						42.50
13	W SP	RDV P	WR TI	MO	999						42.50
14	W SP	RDV P	VR TI	. MO	001	7.30					42.50
14		RDW P			014	1.00	V SE	RDW PWR	TL MO	020	.30
-							TRAVEL	1248			
15	W SP	RDW P	WR TI	MO.	001	7.30					42.50
15		RDW P			012	1.30	W SP	RDV PVR	TL MO	014	1.00
15	W SP	RDV P	WR TI	. MO	020	.30					

GMS SUPERVISOR APPROVAL STATUS REPORT AS OF 970902 SUPERVISOR=> SGMF017 GANG NBR=> 9061 SSA NBR=> 585486493 NAME=> WOODY 970902 JR Y MONTH=> 07 97 PAY PERIOD=> 1 ASGN POSITION=> SP RDW PWR TL MO POSITION COT HRS CMNT SKILL MEAL ROOM LIN/TRN ALLOW CAL DY 42.50 001 8.00 01 W SP RDW PWR TL MO W SP RDW PWR TL MO 014 1.00 01 42.50 W SP RDW PWR TL MO 087 8.00 02 42.50 087 8.00 03 W SP RDW PWR TL MO 42.50 04 009 8.00 B SP RDV PVR TL MO 42.50 999 05 R SP RDV PVR TL MO 42.50 999 06 W SP RDW PWR TL MO 42.50 001 7.30 07 W SP RDW PWR TL MO 014 1.00 W SP RDW PWR TL MO 020 .30 V SP RDV PVR TL MO 07 TRAVEL 1227 42.50 W SP RDW PWR TL MO 001 7.30 08 W SP RDW PWR TL MO 014 1.00 08 V SP RDV PVR TL MO 012 1.30 W SP RDW PWR T. MO 020 .30 68 42.50 001 7.30 TD 09 W TRK MACH OPR W TRK MACH OPR 014 1.00 W TRK MACH OPR 012 1.00 09 020 .30 09 W TRK MACH OPR 42.50 • • V TRK MACH OPR 001 7.30 TD .30 020 014 1.00 W TRK MACH OPR W TRK MACH OPR 42.50 001 7.30 TD R TRK MACH OPR 11 .30 R TRK MACH OPR 020 R TRK MACH OPR 014 1.00 11 42.50 R SP RDW PWR TL MO 999 12 42.50 999 V SP RDV PVR TL MO 13 42.50 001 7.30 W SP RDW PWR TL MO 14 W SP RDW PWR TL MO 020 .30 W SP RDW PWR TL MO 014 1.00 14 TRAVEL 1208 42.50 001 7.30 15 W SP RDW PWR TL MO W SP RDW PWR TL MO 014 1.00 012 1.30 15 W SP RDW PWR TL MO W SP RDW PWR TL MO 020 .30 15

SUPE	RVISOR=				RVISOR			TATUS H	EPOR		OF 970	902	026
S	SA NBR-	> 512	866	908	NAM	(E=> M	ERRII	LL	В	L			970902
PAY	MONTH=	> 07	97	PAY	PERIOD	> 1	ASGN	POSITI	(ON=>	RDWY	PWR T	L MO .	
CA	L DY	POS	ITI	ON	COT	HRS	CMNT	SKILI	MEA	AL	ROOM	LIN/TR	N ALLOW
01	W RDW				001	8.00							42.50
01 02	W RDW				014 087	1.00							42.50
		I FWK	11	no	007	0.00							42.50
03	W RDW	Y PWR	TL	MO	087	8.00							42.50
04	B RDW	r PVR	TL	MO	009	8.00							42.50
05	R RDW	PWR	TL	MO	999								42.50
06	W RDW	PWR	TL	MO	999								42.50
07	V RDW	PVR	TL	MO	001	7.30							42.50
07	W RDWI				014	1.00		Statistics and statistics of the			MO	020	.30
08	W RDWY	DUR	TI	MO	001	7.30		TRAVEL	062	8			42.50
08	V RDVY				012	7.00		VR	DUY P	UR TI	NO	014	1.00
08	W RDWY				020	.30						014	1.00
09	W RDWY				001	7.30							42.50
09	W RDWY					7.30		VR	DWY P	WR TL	MO	014	1.00
00	W RDWY				020	.30							
10	W RDWY	PWR	TL	MO	001	7.30							42.50
10	W RDWY	PWR	TL	MO	014	1.00		W R	DWY P	WR 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 RI	DWY P	WR 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	V RDWY				014	1.00			OWY P1 0640		MO	020	.30
15	V RDWY	PUR	TI.	MO	001	7.30		INAVEL	0040				42.50
15	W RDWY				012	1.30		U PI	UV DI	-	MO	014	1.00
15	W RDWY		_		020	.30						014	

GMS SUPERVISOR APPROVAL STATUS REPORT027SUPERVISOR=> SGMF017GANG NBR=> 9061AS OF 970902SSA NBR=> 523319631NAME=> MARTINEZSAY MONTH=> 0797 PAY PERIOD=> 1ASGN POSITION=> RDWY PWR TL MO

•	CAL	DY	POSITION	COT	HRS CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
-	01	V ROVY	PWR TL MO	001	8.00					42.50
-	01		PWR TL MO	014	1.00					
	02		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
5	05	R RDWY	PWR TL MO	999						42.50
•	06	W RDWY	PWR TL MO	999						42.50
				001	7 20					42.50
	07		PWR TL MO	001	7.30			TT NO	020	
_	07	W RDWY	PWR TL MO	014	1.00	TRAVEL		IL HO	020	
	08	W RDWY	PWR TL MO	001	7.30					42.50
	08	W RDWY	PWR TL MO	012	1.30	W RD	WY PWR	TL MO	014	1.00
	08	W RDWY	PWR TL MO	020	.30					
	09	W EX G	NG LABORER	001	7.30					42.50
	09	W RDWY	PWR TL MO	012	1.00	W EX	GNG LA	BORER	014	1.00
	09		NG LABORER	020	.30					
-	1	W RDWY	PWR TL MO	001	7.30					42.50
		W RDWY	PWR TL MO	014	1.00	W RD	WY 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 RD	WY PWR	TL MO	020	.30
	12		PWR TL MC	999						42.50
	13	W RDWY	PWR TL MO	999						42.50
	14	W EX G	NG LABORER	001	7.30					42.50
	14		NG LABORER	014	1.00	V EX TRAVEL	GNG LA	BORER	020	.30

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					PPROVAL ST	TATUS RE	PORT	08 070	000	028
	RVISOR=>			G NBR=	=> 9061 [E=> BALDW]		J	01 9/0	902	970902
DAV	SA NBR=>	525069	7 DAV D	PPTOD_	> 1 ASGN	POSTTIO	N-> ROUY	PUR T	L MO	10902
141	MUNID=/	0/ 9/	FAI F	ERIOD=	I ASGN	rosiiio			2	
CAI	LDY	POSITI	LON	COT	HRS CMNT					ALLOW
01	W RDWY	PUR TI	MO	001	8.00					42.50
01	W RDWY			014	1.00					
02	W RDWY			087	8.00					42.50
03	W RDWY	PWR TI	MO	087	8.00					42.50
04	B RDWY	PWR TI	MO	009	8.00					42.50
										42.50
05	R RDWY	PWR TI	. MO	999						42.30
06	W RDWY		MO	999						42.50
00	. WALL	FWR II	. 10	,,,,						
07	W RDWY	PVR TL	MO	001	7.30					42.50
07	W RDWY			014		W RDI	TY PWR T	L MO	020	.30
						TRAVEL				
08	W RDWY	PWR TL	MO	001	7.30					42.50
08	W RDWY			012	1.30	W RDI	Y PWR T	LMO	014	1.00
08	W RDWY			020	.30					
09	W RDWY			001	7.30					42.50
09	W RDWY			012		W RDV	Y PWR T	LMO	014	1.00
09	W RDWY			020	.30					
10	W RDWY			001	7.30					42.50
10	W RDWY			014		W RDV	Y PWR T	LMO	020	.30 42.50
11	R RDWY			001	7.30	R RDV			020	.30
11	R RDWY			014	1.00	K KDV	I PWR I	LMO	020	42.50
12	R RDWY	PWR TL	HU	999						42.30
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					

SUPERVISOR=> SGMF017 GANG NBR=> 9061 AS OF 970902	970902													
	7/0702													
SSA NBR=> 525217825 NAME=> CASTILLO D AY MONTH=> 07 97 PAY PERIOD=> 1 ASGN POSITION=> RDWY PWR TL MO														
AI MONTHER OF ST PAI PERIODER I ASGN POSITIONER ADWITTER IE NO														
CAL DY POSITION COT HRS CMNT SKILL MEAL ROOM LIN/TH	N 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 MG 087 8.00	42.50													
	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 TRAVEL 1267	.30													
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													
	42.50													
13 W RDWY PWR TL MO 999														
14 W RDWY PWR TL MO 001 7.30	42.50													
14 W RDWY FWR TL MO 014 1.00 W RDWY FWR 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														
SUP	ERV	SOP-	(SMS	SUPE	RVISOR A	PPRO	VAL S	TATUS	REPO		OF 970	902	030
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	SSA	NBR=>	58	5314	163	NAM	E=> 1	PTNTO			MV	01 9/0	902	970902
PA	Y MC	NTH =>	07	97	PAY	NAM PERIOD=	> 1	ASGN	POSI	TION	> RDWY	PWR T	L MO	
		Y		SITI		COT					EAL		LIN/TR	
01		RDWY	DIT						•••••					
01		RDWI												42.50
02						087								42.50
03	U	RDUY	DUR	TI	MO	087	8.00							42.50
					no	007	0.00							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		DDITT	-	-										
07		RDWY RDWY					7.30	1				MO	020	42.50 .30
08	v	RDWY	PUR	TI	MO	001	7.30		TRAV	SL I	267			42.50
08		RDWY					1.30		U	RDUY	PWR TI	MO	014	42.50
08		RDWY					.30		-			. но	014	1.00
09	V	RDWY	PWR	TL	MO	001	7.30							42.50
09		RDWY				012	1.00		V	RDWY	PWR TI	MO	014	
09		RDWY					.30							
10		RDWY				001	7.30							42.50
10		RDWY					1.00		V	RDWY	PWR TL	MO	020	.30
11 11		RDWY				001	7.30		-					42.50
12		RDWY RDWY				014 999	1.00		ĸ	RDWY	PWR TL	MO	020	.30
12	r	NOW I	LAV	11	MU	,,,								42.50
-13	W	RDWY	PWR	TL	MO	999								42.50
14	v	RDWY	PUR	TL.	MO	001	7.30							42.50
14		RDWY				014	1.00				PWR TL	MO	020	.30
15	U	RDWY	DUD	TI	MO	001	7.30		TRAVE	L 12	48			12 50
15		RDWY	-			012	1.30		v	Phuv	PWR TL	NO	014	42.50
15		RDWY				020	.30			KDW1	PWK IL	HU	014	1.00
	-					020								

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	GMS SUPERVISOR APPROVAL STATUS REPORT SUPERVISOR=> SGMF017 GANG NBR=> 9061 AS OF 970902												031	
-						7 GANG						OF 970		70902
	SS.	A N	BR=>	585	704:	BAY DE	NAM	NAME=> YAZZIE S 91 NOD=> 1 ASGN POSITION=> RDWY PWR TL MO						
-	41	MON	11=/	0,	,,	FAI FE	KIUD=		ASGN	rosiiio				
	CAL	DY		POS	ITIC	N	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
			RDWY	DIT		NO.	001	8.00						42.50
_	01		RDWI				014	1.00						
	02		RDWY				087	8.00						42.50
•														
_	03	W	RDWY	PWR	TL	MO	087	8.00)					42.50
1														42.50
•	04	B	RDWY	PWR	TL	MO	009	8.00	,					42.30
-	05	D	RDVY	DUD	TI	NO	999							42.50
	05	r	KDW I	FWK	11	HU	,,,,							
-	06	W	RDWY	PVR	TL	MO	999							42.50
-														
	07	W	RDWY	PWR	TL	MO	001	7.30						42.50
•	07	W	RDWY	PWR	TL	HO	014	1.00			WY PWR 1	L MO	020	.30
-				-		MA	001	7.30		TRAVEL	1289			42.50
	08 08		RDWI				001 012	1.30		W RDI	WY PWR 1	T. MO	014	1.00
-	08		RDWI				020	.30		- 10		2	•••	
-	09		RDWY				001	7.30						42.50
	09		RDWY				012	1.00		W RDS	YY PWR 1	L MO	014	1.00
-	09	W	RDWY	PWR	TL	MO	020	. 30						
-	10		RDWY				001	7.30						42.50
			RDWY				014	1.00		W RDI	WY PWR 1	IL MO	020	.30
-	11		RDWY				001	7.30					020	42.50 .30
-	11		RDWY				014 999	1.00	,	R RD	WY PWR 1	L MU	020	42.50
	12	R	RDWY	PWR	TL	MO	999							42.30
-	13	U	RDWY	PUR	TI.	MO	999							42.50
-	15	-												
	14	W	RDWY	PWR	TL	MO	001	7.30						42.50
-	14	W	RDWY	PWR	TL	MO	014	1.00		W RDI		L MO	020	.30
-										TRAVEL	1270			42 50
	15		RDWY				001	7.30				T NO	014	42.50
-	15		RDWY				012	1.30		W RDI	NI PWK 1	L MO	014	1.00
	15	W	RDWY	PWR	TL	MO	020	. 30						

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	ISOR APPROVAL		032
SUPERVISOR=> SGMF017 GANG SSA NBR=> 327442989	NAME -> MCGIN	ILEY M J	970902
PAY MONTH=> 07 97 PAY PI	ERIOD=> 1 ASGN	POSITION=> EX GNG LAB	ORER
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			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	
08 W EX GNG LABORER	002 8.00	TRAVEL 0630	
00 W EX GNG LABURER	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	
11 R EX GNG LABORER	001 7.30		42.50
11 R EX GNG LABORER	014 1.00	R EX GNG LABORER	
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		W EX GNG LABORER	
14 W EX GNG LABORER		TRAVEL 0648	
15 W EX GNG LABORER	001 7.30		42.50
15 W EX GNG LABORER	012 1.30	W EX GNG LABORER	
15 W EX GNG LABORER	020 .30		

	GMS SUPERVISOR APPROVAL STATUS REPORT SUPERVISOR=> SGMF017 GANG N3R=> 9061 AS OF 970902											
	S	SA NBR	-> 4	81748559	NAM	E-> MADSE	N	HE		9	70902	
	"AY	MONTH	=> 0	7 97 PAY	PERIOD=	> 1 ASGN	POSITIO	N=> EX GN	IG LAB	ORER		
-	CA	L DY	P	OSITION	COT	HRS CMNT	SKILL	MEAL	ROOM	LIN/TRM	ALLOW	
-	01	V 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	U RY	CNG	LABORER	001	7.30					42.50	
	07			LABORER	014	1.00	V EX	GNG LABO	RER	020	.30	
							TRAVEL	0622				
	08	V EX	GNG	LABORER	001	7.30					42.50	
	08			LABORER	012	1.30	W EX	GNG LABO	RER	014	1.00	
-	08	W EX	GNG	LABORER	020	.30						
-	09	W EX	GNG	LABORER	001	7.30					42.50	
	09			LABORER	012	1.00	W EX	GNG LABO	RER	014	1.00	
-	09			LABORER	020	.30						
-	10			LABORER	001	7.30					42.50	
				LABORER	014	1.00	W EX	GNG LABO	RER	020	.30	
-	11			LABORER	001	7.30					42.50	
	-11			LABORER	014	1.00	R EX	GNG LABO	RER	020	.30	
	12	R EX	GNG	LABORER	999				•		42.50	
-	13	W EX	GNG	LABORER	999						42.50	
1					001	7 20					42.50	
	14			LABORER	001	7.30	UPV	GNG LABO	DED	020	.30	
	14	WEX	GNG	LABORER	014		TRAVEL	0642	NBR .	920		
	15	V EX	GNG	LABORER	001	7.30					42.50	
	15			LABORER	012	1.30	W EX	GNG LABO	RER	014	1.00	
	15			LABORER	020	.30						

034 GMS SUPERVISOR APPROVAL STATUS REPORT
 SUPERVISOR=>
 SGMF017
 GANG
 NBR=>
 9061
 AS
 OF
 970902

 SSA
 NBR=>
 505060102
 NAME=>
 MUMFORD
 G
 V
PAY MONTH=> 07 97 PAY PERIOD=> 1 ASGN POSITION=> EX GNG LABORER CAL DY POSITION COT HRS CMNT SKILL MEAL ROOM LIN/TRN ALLOW -----42.50 W EX GNG LABORER 001 8.00 01 W EX GNG LABORER 014 1.00 01 42.50 087 8.00 02 W EX GNG LABOREP 42.50 W EX GNG LABORER 087 8.00 03 B EX GNG LABORER 009 8.00 42.50 04 42.50 R EX GNG LABORER 999 05 42.50 999 06 V EX GNG LABORER 42.50 W EX GNG LABORER 001 7.30 07 WEX GNG LABORER 020 .30 W EX GING LABORER 014 1.00 07 TRAVEL 0470 42.50 W RDWY PWR TL MO 001 7.30 TD 08 W RDWY PWR TL MO 014 1.00 012 4.30 08 W RDWY PVR TL MO 020 .30 08 W RDWY PUR TL MO 42.50 001 7.30 TD 09 W RDWY FVR TL MO W RDWY PWR TL MO 014 1.00 W RDWY PWR TL MO 012 1.00 09 W RDWY PWR TL MO 020 .30 09 001 7.30 42.50 W EX GNG LABORER 10 W EX GNG LABORER 020 .30 014 1.00 W EY GNG LABORER 10 42.50 001 7.30 TD R RLWY PWR TL MO 11 R RDWY PWR TL MO 020 .30 014 1.00 R RDWY PWR TL MO 11 42.50 999 R EX GNG LABORER 12 42.50 999 W EX GNG LABORER 13 W RDWY PWR TL MO 001 7.30 TD W RDWY PWR TL MO 014 1.00 42.50 14 W RDWY PWR TL MO 020 .30 14
 W RDWY PWR TL MO
 001
 7.30 TD
 42

 W RDWY PWR TL MO
 012
 1.30
 W RDWY PWR TL MO
 014
 1.00

 W RDWY PWR TL MO
 020
 .30
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 42.50 15 15 15

S	RVISOR=> SGMF017 GAI SA NBR=> 505801034	NAME=> DAY	AS OF 970 E E	970902
\۲	MONTH=> 07 97 PAY		POSITION=> EX GNG LAB	
CAL	L 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		42.50
09	W EX GNG LABORER	001 7.30		
09	W EX GNG LABORER	014 1.00	W EX GNG LABORER	020 .30 42.50
10	W EX GNG LABORER	001 7.30	THE ONE I ADODD	
10	W EX GNG LABORER	014 1.00	W EX GNG LABORER	42.50
	R EX GNG LABORER	001 7.30	R EX GNG LABORTR	
	R EX GNG LABORER	014 1.00 999	R EA GING LADORSK	42.50
12	R EX GNG LABORER	999		
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 LABOLER	020 .30		

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CUDE		GMS SUPERV				AS OF 970	036			
SUPE	SA NBR=>	SGMF017 GAN 509880863	G NBR=>	=> MILLER	ILLER BL 9709					
PAY	MONTH=>	07 97 PAY P	ERIOD=>	1 ASGN	POSITION=	> EX GNG LAB	ORER			
CAI	LDY	POSITION	COT	HRS CMNT	SKILL M	EAL ROOM	LIN/TRN ALLOW			
01	V									
02	v									
03	V									
04	B									
05	R									
06	v									
07	W									
08	W									
09	W									
10	W									
11	R									
12	R									
13	v									
14 14 14 15	W EX GI W EX GI	NG LABORER NG LABORER NG LABORER NG LABORER	012 020	7.30 .30 .30 7.30	W EX GI	NG LABORER	42.50 014 1.00 42.50			
15 15	W EX GI	NG LABORER NG LABORER		1.30 .30	W EX GN	NG LABORER				

•	CUDED		COR		GMS SUPER GMF017 GAL			TATUS RE	PORT AS C	070	002	037
	SS	AI	IBR.	-> 5	20947668	NAM	E=> MCNAL	LY	MD		9	70902
	١Y	MOI	TH	-> 0	7 97 PAY 1	PERIOD=	> 1 ASGN	POSITIO	N=> EX GN	IG LAB	ORER	
					OSITION						LIN/TRN	ALLOW
	01				LABORER	001						42.50
	01 02				LABORER LABORER	014 087						42.50
	02		EX	GNG	LABURER	087	8.00					42.50
-	03	¥	EX	GNG	LABORE	087	8.00					42.50
-	04	B	EX	GNG	LABORER	009	8.00					42.50
	05	R	RY	CNC	LABORER	999						42.50
		•		0110								
	06	W	EX	GNG	LABORER	999						42.50
1000	07					001	7.30					42.50
	07	W	EX	GNG	LABORER	014	1.00		GNG LABO	RER	020	.30
	08		PV	CNC	LABORER	001	7.30	TRAVEL	0391			42.50
	08				LABORER		1.30	V EX	GNG LABO	RER	014	
	08				LABORER		.30	- 24	0		•••	
-	09				LABORER	001	7.30					42.50
	09				LABORER		1.00	V EX	GNG LABO	RER	014	1.00
_	09				LABORER		.30					
	10				LABORER	001	7.30					42.50
		V	EX	GNG	LABORER	014	1.00	V EX	GNG LABO	RER	020	
	11	R	EX	GNG	LABORER	001						42.50
	11					014	1.00	R EX	GNG LABO	RER	020	
	12	R	EX	GNG	LABORER	999						42.50
	13	W	EX	GNG	LABORER	999						42.50
	14				LAPORER	001	7.30					42.50
	14				LABORER		.30		GNG LABO	RER	014	1.00
	14				LABORER	020		TRAVEL	0372			10.50
	15				LABORER		7.30					42.50
	15				LABORER	012		W EX	GNG LABO	RER	014	1.00
	15	W	EX	GNG	LABORER	020	.30					

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GMS SUPERVISOR APPROVAL STATUS REPORT 038 SUPERVISOR=> SGMF017 GANG NBR=> 9061 AS OF 970902										
S	SA NBR=> 522848880	NAME=> SANDOVAL JR M CRIOD=> 1 ASGN POSITION=> EX GNG LABO	970902							
CA	L DY POSITION	COT HRS CMNT SKILL MEAL ROOM								
01 01	W EX GNG LABORER		42.50							
02	W EX GNG LABORER W EX GNG LABORER	087 8.00	42.50							
03	W EX GNG LABORER	087 8.00	42.50							
04	B EX GNG LABORER	902 8.00 NQ								
05	R EX GNG LABORER	909								
06	W EX GNG LABORER	909								
07	W EX GNG LABORER	909								
08	V EX GNG LABORER	909 RL								
09	v									
10	V									
11	R									
12	R									
13	V									
14	v									

15 V

	5	SSA NBR=>	GMS SUPER SGMF017 GA 523319631 07 97 PAY	NG NBR= NAM	E=> MARTIN	NEZ	AS S	GNG LAB	970	039 9902
1	CA	L DY	POSITION	COT	HRS CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
-	01	W								
	02	v								
-	03	V								
5	04	В								
ł	05	R								
-	06	W								
Í	07	W								
	08	W								
	09	W								
1	10	W								
-	11	R								
		R								
	13	¥								
	14	V								
	15 15 15	W EX G	NG LABORER NG LABORER NG LABORER	001 012 020	7.30 1.30 .30	W EX	GNG LA	BORER	014 1.	42.50 00

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GMS SUPERVISOR APPROVAL STATUS REPORT040SUPERVISOR=> SGMF017GANG NBR=> 9061AS OF 970902SSA NBR=> 540926317NAME=> INGRAMR V970902											
PA	SSA NBR=> 5409 Y MONTH=> 07	26317 NAM 97 PAY PERIOD=	E=> INGRAM	POSITION	R V => EX GN	G LABO	970 RER	902			
C	AL DY POSI	TION COT	HRS CMNT	SKILL I	MEAL	ROOM	LIN/TRN	ALLOW			
01	W EX GNG LA	BORER 001	8.00					42.50			
01		BORER 014	1.00								
02	W EX GNG LAI	BORER 087	8.00					42.50			
03	W EX GNG LAI	BORER 087	8.00					42.50			
04	B EX GNG LAI	BORER 009	8.00					42.50			
05	R EX GNG LAN	BORER 999						42.50			
06	W EX GNG LAP	BORER 999						42.50			
07	W EX GNG LAP	BORER 909									
08	W EX GNG LAP	ORER 909	RL								
09	V										
10	V										
11	R										
12	R										
13	¥										

W

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041 GMS SUPERVISOR APPROVAL STATUS REPORT SUPERVISOR > SGMF017GANG NBR=> 9061AS OF 970902SSA NBR=> 543647756NAME=> KARSCHE P970902 AY MONTH=> 07 97 PAY PERIOD=> 1 ASGN POSITION=> EX GNG LABORER CAL DY POSITION COT HRS CMNT SKILL MEAL ROOM LIN/TRN ALLOW W EX GNG LABORER0018.00W EX GNG LABORER0141.00W EX GNG LABORER0878.00 42.50 01 01 42.50 02 42.50 W EX GNG LABORER 087 8.00 03 42.50 B EX GNG LABORER 009 8.00 04 42.50 999 05 R EX GNG LABORER 42.50 999 06 W EX GNG LABORER W EX GNG LABORER 001 7.30 W EX GNG LABORER 014 1.00 W EX GNG LABORER 020 .30 TRAVEL 2691 42. 42.50 07 07 W EX GNG LABORER 001 7.30 W EX GNG LABORER 012 1.30 W EX GNG LABORER 020 .30 42.50 08 W EX GNG LABORER 014 1.00 08 08

42.50 W EX GNG LABORER 001 7.30 09 W EX GNG LABORER 014 1.00 W EX GNG LABORER 012 1.00 W EX GNG LABORER 020 .30 09 09 42.50 W EX GNG LABORER 001 7.30 10 W EX GNG LABORER0141.00W EX GNG LABORER020.30R EX GNG LABORER0017.3042.5R EX GNG LABORER0141.00R EX GNG LABORER020.30 42.50 11 11 42.50 999 R EX GNG LABORER 12 42.50 999 W EX GNG LABORER 13 W EX GNG LABORER0017.30W EX GNG LABORER012.30W EX GNG LAW EX GNG LABORER020.30TRAVEL 2672W EX GNG LABORER0017.30 42.50 14 W EX GNG LABORER 014 1.00 14 14 42.50 15 15W EX GNG LABORER0121.30W EX GNG LABORER0141.0015W EX GNG LABORER020.30

CIIDET	GMS SUPERV	ISOR APPROVAL	STATUS REPORT	042
SS	A NBR=> 544605203	NAME=> BENI	AS OF 970 NTENDI T G	970902
PAY	MONTH=> 07 97 PAY P	ERIOD=> 1 ASG	N POSITION=> EX GNG LAB	ORER
CAT	DY POSTTION	COT UPS CHN	T SKILL MEAL ROOM	TTN/TTPN ALLOU
			I SKILL MERL KUUN	
01	W EX GNG LABORER			42.50
01	W EX GNG LABORER	014 1.00		10.50
02	W EX GNG LABORER	08/ 8.00		42.50
03	W EX GNG LABORER	087 8.00		42.50
04	B EX GNG LABORER	000 0 00		42.50
04.	D EA GNG LADUKER	009 8.00		42.30
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
00			TRAVEL 2167	10.50
08 08	W EX GNG LABORER W EX GNG LABORER	001 7.30 012 1.30	W EX GNG LABORER	42.50
08	W EX GNG LABORER	020 .30	W EA GNG LABURER	014 1.00
09	W RDWY PWR TL MO			42.50
	W RDWY PWR TL MO	012 2.00	W RDWY PWR TL MO	014 1.00
	W RDWY PWR TL MO	020 .30		
	W EX GNG LABORER	001 7.30		42.50
10	W EX GNG LABORER R RDWY PWR TL MO	014 1.00	W EX GNG LABORER	020 .30
11	R RDWY PWR TL MO	001 7.30 TD		
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
	W EX GNG LABORER	012 .30	W EX GNG LABORER	014 1.00
14	W EX GNG LABORER	020 .30	TRAVEL 2148	
Contraction of the second s	W RDWY PWR TL MO	001 7.30 TD		42.50
	W RDWY PWR TL MO		W RDWY PWR TL MO	014 1.00
15	W RDWY PWR TL MO	020 .30		

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						GMS SUPERV			TATUS RE	PORT	OF 970	902	043
	SU					GMF017 GANG 66379951		> 9061 E=> BENDA		TD	OF 970		70902
	-	AY	101	TH	-> 0	7 97 PAY PI	ERIOD=	> 1 ASGN	POSITIO		GNG LAB	ORER	
-		CAL				OSITION	COT	HRS CMN			ROOM	LIN/TRN	ALLOW
	-					••••••							42.50
	01					LABORER	001	8.00					42.50
	01					LABORER	014	1.00 8.00					42.50
	02		W	EX	GNG	LABORER	001	8.00					
	03		v	EX	GNG	LABORER	001	8.00					42.50
	05		-										
	04		B	EX	GNG	LABORER	009	8.00					42.50
													12 50
	05	i	R	EX	GNG	LABORER	999						42.50
	~			-	-	TABODED	999						42.50
	06		•	EX	GNG	LABORER	999						
	07		v	EX	GNG	LABORER	001	7.30					42.50
	07					LABORER	014	1.00	W EX	GNG LA	BORER	020	.30
_									TRAVEL	1977			
	08					LABORER	001	7.30					42.50
	08					LABORER	012	1.30	W EX	GNG LA	BORER	014	1.00
_	08					LABORER	020	.30					42.50
	09					LABORER LABORER	001	7.30 2.00	URY	CNG LA	BORER	014	1.00
	09					LABORER	020	.30	- DA	GING LA		•••	
	10					LABORER	001	7.30					42.50
	.0			_		LABORER	014	1.00	W EX	GNG LA	BORER	020	.30
	11					LABORER	001	7.30					42.50
	11					LABORER	014	1.00	R EX	GNG LA	BORER	020	.30
	12		R	EX	GNG	LABORER	999						42.50
•													42.50
_	13		W	EX	GNG	LABORER	999						42.30
	11			PV	CNIC	LABORER	001	7.30					42.50
	14					LABORER		.30	V EX	GNG LA	BORER	014	1.00
	14					LABORER	020	.30	TRAVEL	1958			
	15					LABORER	001	7.30					42.50
	15					LABORER	012	1.30	W EX	GNG LA	BORER	014	1.00
	15					LABORER	020	.30					

GMS SUPERVISOR APPROVAL STATUS FEPORT044SUPERVISOR=> SGMF017GANG NBR=> 9061AS OF 970902SSA NBR=> 585625973NAME=> YAZZIEA F970902PAY MONTH=> 0797 PAY PERIOD=> 1ASGN POSITION=> EX GNG LABORER

	CAL DY	POSITION	TOT	HRS CMN	T SKILL	MEAL R	DOM LIN/TH	RN ALLOW
01	W EX	GNG LABORER	001	8.00				42.50
01		GNG LABORER		1.00				42.30
02		GNG LABORER	087	8.00				42.50
				0.00				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	V EX	GNG LABORER	001	7.30				42.50
07	V EX	GNG LABORER	014	1.00	W EX	GNG LABORE	R 020	
						1549		
08		GNG LABORER	001	7.30				42.50
08		GNG LABORER	012	1.30	W EX	GNG LABORE	R 014	1.00
08		GNG LABORER	020	.30				
09		GNG LABORER	001	7.30				42.50
09		GNG LABORER	012	1.00	V EX	GNG LABORE	R 014	1.00
09		GNG LABORER	020	.30				
10		GNG LABORER	001	7.30				42.50
10		GNG LABORER	014		W EX	GNG LABORE	R 020	.30
11		GNG LABORER		7.30				42.50
11		GNG LABORER	014	1.00	R EX	GNG LABORE	R 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		GNG LABORER			V EX	GNG LABORE	R 014	
14	W EX	GNG LABORER	020	.30	TRAVEL			
15	W SP 1	RDW PWR TL MC		7.30 TD				42.50
15		RDW PWR TL MC			W SP	RDW PWR TL	MO 014	1.00
15	W SP 1	RDW PWR TL MC	020	.30				

•					GMS SUPE				ATUS RE	PORT				045
- S					GMF017 G	ANG NBR=	> 9061				AS OF	970902		70902
	SS Y	A I MOI	NBR:	=> 5 => 0	85762206 7 97 PAY	NAM PERIOD=	$E \Rightarrow NE$ > 1 A	LSON	POSITIO	R N=> H	X GNG	LABORE	R	70902
	CAL	D	r	P	OSITION	COT	HRS C	MNT	SKILL	MEAI	L RO	OM LI	N/TRN	ALLOW
-	1		FY	CNC	LABORER	001	8.00							42.50
-0					LABORER									
0					LABORER		8.00							42.50
_ 0	3	W	EX	GNG	LABORER	001	8.00							42.50
		-												42.50
• 0	4	B	EX	GNG	LABORER	009	8.00							42.50
0	5	R	EX	GNG	LABORER	999								42.50
•			PV	CNIC	LABORER	999								42.50
-	0	•	EA	GNG	LADUKER	999								42130
0	7	W	EX	GNG	LABORER	001	7.30							42.50
- 0	7	W	EX	GNG	LABORER	014	1.00		W EX TRAVEL	GNG 1635		R (020	.30
0	8	W	EX	GNG	LABORER	001	7.30							42.50
0					LABORER	012	1.30		W EX	GNG	LABORE	R ()14	1.00
0	8	W	EX	GNG	LABORER	020	.30							
0	9	W	EX	GNG	LABORER	001	7.30							42.50
0	9	W	EX	GNG	LABORER	012	1.00		W EX	GNG	LABORE	R ()14	1.00
0	9	W	EX	GNG	LABORER	020	.30							
- '	^	W	EX	GNG	LABORER	001	7.30							42.50
		W	EX	GNG	LABORER	014	1.00		W EX	GNG	LABORE	R (020	.30
- 1	1	R	EX	GNG	LABORER	001	7.30							42.50
_ 1	1	R	EX	GNG	LABORER	014	1.00		R EX	GNG	LABORE	R (020	.30
1	2	R	EX	GNG	LABORER	999								42.50
1	3	W	EX	GNG	LABORER	999								42.50
1	4	v	RDU	Y PL	T TL MO	001	7.30	TD						42.50
1					TR TL MO		.30		W RDI	TY PW	R TL M) ()14	1.00
- 1					R TL MO		.30			1616				
1					LABORER	001	7.30							42.50
1					LABORER	012	1.30		W EX	GNG	LABORE	R ()14	1.00
1					LABORER	020	.30							

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	GMS SUPERVISOR APPROVAL STATUS REPORT	046
SUPERVISOR=>	SGMF017 GANG NBR=> 9061 AS OF 9709	02
	515740355 NAME=> GRIFFEE M W	970902
PAY MONTH=>	07 97 PAY PERIOD=> 1 ASGN POSITION=> SY TRK DR M	IS ·

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c	AL DY	POSITION	COT	HRS CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01	V SY	TRK DR NS	001	8.00					42.50
01		TRK DR NS	014	1.00					
02		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	V SY	TRK DR NS	001	7.30					42.50
07		TRK DR NS	014	1.00	W SY	TRK DR	NS	020	.30
•.			••••			0636			
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		W SY	TRK DR	NS	014	1.00
09	W SY	TRK DR NS	020	.30					
10		TRK DR NS	001	7.30					42.50
10		TRK DR NS	014	1.00	W SY	TRK DR	NS	020	.30
11		TRK DR NS	001	7.30					42.50
11		TRK DR NS	014	1.00	R SY	TRK DR	NS	020	.30 42.50
12	R SY	TRK DR NS	999						42.50
13	W SY	TRK DR NS	999						42.50
14	V SV	TRK DR NS	001	7.30					42.50
14	W Sì		012	2.00	V SY	TRK DR	NS	014	1.00
14	W SY		020			0654			
-15			001	7.30					42.50
15	W SY		012	7.00	W SY	TRK DR	NS	014	1.00
15	W SY	TRK DR NS	020	.30					

GMS SUPERVISOR APPROVAL STATUS REPORT047SUPERVISOR=> SGMF017GANG NBR=> 9061AS OF 970902SSA NBR=> 519863343NAME=> MITMAC DAY MONTH=> 0797 PAY PERIOD=> 1ASGN POSITION=> SYS BUS DRIVER

-	CAL	D	Y	PO	SITION	COT	HRS CMNT	SKILL	MEAL	ROOM	LIN/TRM	ALLOW
-	01 01				DRIVER	001 014	8.00 1.00					42.50
	02				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				DRIVER	014		W SY	S BUS	DRIVER	020	.30
	08				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
-	•1	R	SYS	BUS	DRIVER	014	1.00	R SYS	S BUS	DRIVER	020	.30
		R	SYS	BUS	DRIVER	999						42.50
	13				DRIVER	999						42.50
	14	W	SYS	BUS	DRIVER	001	7.30					42.50
	14	W	SYS	BUS	DRIVER	012	2.00	W SYS	S BUS	DRIVER	014	1.00
	14	W	SYS	BUS	DRIVER	020	.30					
	15				DRIVER	001	7.30					42.50
-	.15				DRIVER	012	1.30	W SYS	S BUS	DRIVER	014	1.00
	15				DRIVER	020	.30					

S	GMS S RVISOR=> SGMF017 SA NBR=> 5857481 MONTH=> 07 97	GANG NBR	=> 9061 (E=> MONTO)	APPROVED	AS OF S	ROVED	001 970805
CAI	L DY POSITIO	N COT	HRS CMNT	SKILL MI	EAL ROO	M LIN/TR	N ALLOW
16	W REO-CL II MA	CE 001	7.30				42.50
	W REO-CL II MA			W REO-C	CL II MACH	I 020	.30
	W REO-CL II MA	CH 001	7.30				42.50
	W REO-CL II MA	CH 014	1.00	W REO-C	CL II MACE	· 020	.30
	R REO-CL II MA	CH 001	7.30	D			42.50
	R REO-CL II MA	CE 014 CE 999	1.00	R REO-C	L II MACE	020	.30 42.50
19	R REO-CL II MA	CH 999					42.50
20	W REO-CL II MA	СН 999					42.50
21	W REO-CL II MA	CH 001	7.30				42.50
21	W REO-CL II MA			W REO-C	L TT MACH	020	
				TRAVEL 15			
22	W REO-CL II MA	CH 001	7 30				42.50
22	W REO-CL II MA		1.00	W REO-C	L II MACE	020	.30
23	W REO-CL II MA	CH 001	7.30				42.50
23	W REO-CL II MA	СН 012	1.00	W REO-C	L II MACE	014	1.00
23	W REO-CL II MA		.30				
24	W REO-CL JI MA	CH 001	7.30				42.50
24	W REO-CL II MA			W REO-C	L II MACH	014	1.00
24	W REO-CL II MA	CH 020					
25	R REO-CL II MA	CH 001	7.30				42.50
25	R REO-CL II MA		1.00	R REO-C	L II MACH	020	
26	R REO-CL II MAG	CE 999					42.50
27	W RFO-CL II MAG	CH 999					42.50
28	W REO-CL II MAG W REO-CL II MAG W REO-CL II MAG	СН 001	7.30				42.50
28	W REO-CL II MAG	CH 012	.30	W REO-C	L II MACH	014	1.00
28			. 30	TRAVEL 17	24		
29	W REO-CL II MAG	CH 001	7.30				42.50
29	W REO-CL II MAG		1.00	W REO-C	D. II MACH	020	
30	W REO-CL II MAG		7.30				42.50
30	W REO-CL II MAG		.30	W REO-C	L II MACH	014	1.00
30	W REO-CL II MAG		.30				10 50
31	W REO-CL II MAG						42.50
31	W REO-CL II MAG		2.00	W REO-C	L II MACH	014	1.00
31	W REO-CL II MAG	CH 020	.30				

GMS SUPERVISOR APPROVAL STATUS REPORT002SUPERVISOR=> SGMF017 GANG NBR=> 9061 APPROVED AS OF 970902SSA NBR=> 511725649 NAME=> REMMERS J R APPROVED 970805AY MONTH=> 07 97 PAY PERIOD=> 2 ASGN POSITION=> SY TIE GNG FRMN

	CA	LD	Y	Ŀ	OSIT	ION	COT	HRS	CM	NT	SKIL	L	MEAI	4	ROOM	LIN/TRN	ALLOW
	16 16 17	V	SY	TIE	GNG	FRMN FRMN FRMN	001 014 001	7.30)	••••	W	SY	TIE	GNG	FRMN	020	42.50 .30 42.50
-	17 18	W	SY	TIE	GNG	FRMN	014	1.00)		V	SY	TIE	GNG	FRMN	020	.30 42.50
	18 19	R	SY	TIE	GNG	FRMN	014 999	1.00			R	SY	TIE	GNG	FRMN	020	.30 42.50
	20					FRMN	999										42.50
	21 21					FRMN FRMN	001 012	7.30				CV	TTP	CNC	TOM	014	42.50
	21					FRMN	020	.30			TRAVE		0431		r Mrut	014	1.00
-	22			TIE	GNG	FRMN	001	7.30	1								42.50
_	22	W				FRMN	012	1.00			W	SY	TIE	GNG	FRMN	014	1.00
	22	W				FRMN	020	.30									
-	-23	W				FRMN	001	7.30						-	-		42.50
-	23	W				FRMN FRMN	012 020	5.00				51	TIE	GNG	FRMN	014	1.00
	23 24	v				FRMN	001	7.30									42.50
-	24		SY			FRMN	012	5.00			V	SY	TTE	GNG	FRMN	014	
-	24		SY			FRMN	020	. 30				-					
			SY			FRMN	001	7.30									42.50
-	25	R	SY	TIE	GNG	FRMN	012	1.00			RS	SY	TIE	GNG	FRMN	014	1.00
_	25					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									

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SU	PERVI	SOF	-> 0			RVISOR A							0F 970	002	003
					2866		(E=> Y				E			VED	970805
P						PERIOD=									,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
						I BRIOD-		ASGN	10311	101			215 0110		
	CAL D	Y	I	POSIT	ION	COT	HRS								IN ALLOW
16															
		51	TIE	GNG	FRMN	001	7.30								42.50
16					FRMN		1.00		W	SY	TIE	GNG	FRMIN	020	.30
17		SI	TIE	GNG	FRMN	902	8.00	UA							
18	R	SY	TIE	GNG	FRMN	001	7.30								42.50
18					FRMN	014	1.00		R	ST	TIE	GNG	FRMN	020	
19					FRMN	999									42.50
20	v	SY	TIE	GNG	FRMN	999									42.50
21	U	cv	TTP	CNC	FRMN	001	7.30								42.50
21					FRMN	014	1.00		U	cv	TTP	CNC	PDMM	020	42.30
	-	51	TIP	GING	r Krus	014	1.00		TRAVE		1740		r Krus	020	. 30
22	U	CT	TTP	CNC	FRMN	001	7.30		INAVE	L	1/40	'			42.50
22					FRMN	014					TTD	CNIC	FRMN	020	.30
23					FRMN	001	1.00 7.30			31	IIE	GNG	r MIN	020	42.50
23					FRMN	012	1.00			cv	TTP	CNIC	FRMN	014	1.00
23					FRMN	020	.30		•	51	TIE	GING	r Kruv	014	1.00
24					FRMN		7.30								42.50
24					FRMN		.30		IJ	cv	TTP	CNIC	FRMN	014	
24					FRMN		.30			51	IIE	GNG	FRAN	014	1.00
25					FRMN	001									42.50
25					FRMN	014				cv	TTP	CNIC	TOM	020	
26					FRMN	999	1.00			51	IIE	GING	F KPUN	020	42.50
															42.50
27	V	SY	TIE	GNG	FRMN	999								·.	42.50
28	IJ	cv	TTP	CNC	FRMN	001	7.30								42.50
28					FRMN					ev .	TTP	CNIC	PDMM	014	
28					FRMN	020	.30		TRAVE		1980		FRIN	014	1.00
29					FRMN	001	7.30		INAVE	-	1900				42 50
29					FRMN	014	1.00			TV .	TTP	CNC	FRMN	020	42.50
30					FRMN	001	7.30			51	TTE	GING	FINN	020	42.50
30					FRMN						TTP	CNIC	FRMN	014	42.50
30					FRMN	020					TE	GING	r Kruv	014	1.00
31					FRMN	020	7.30								42.50
31					FRMN		1.00		u e		TTP	CNC	FRMN	020	.30
21		51	TIE	0140	PROUV	014	1.00				TTE (GING	- Kriv	020	. 50

					GMS	SUPER	ISOR A	PROV	AL S	TATUS	REPO	ORT			004
-	SUPERVISOR=> SGMF017 GANG NBR >> 9061APPROVEDAS OF 970902SSA NBR=> 505925082NAME=> JAMESA LAPPROVED'AY MONTH=> 0797 PAY PERIOD=> 2ASGN POSITION=> A XTRA GNG FRMN														970805
	SS	A N	BR	=> 5	0592	5082 7 PAV 1				POSTT	TON-				970005
_		101	11	=/ 0	, ,	TAL I	ERIODE	-	AJGN	10511	10111				
1	CAL	DY		P	OSIT	ION	COT	HRS	CMNT	SKIL	LN	IEAL	ROOM	LIN/TR	N ALLOW
	16	U	A .	TRA	GNG	FRMN	002	8.00							
-		-	-		0110		002								
	17	W	A	TRA	GNG	FRMN	002	8.00							
-	10				CNIC	PDMM	002	8.00					•		
	18	R	A .	AIKA	GNG	FRMN	002	0.00							
	19	R	A	TRA	GNG	FRMN	999								
	20	W	A	XTRA	GNG	FRMN	999								
	21	v		TRA	CNG	FRMN	001	7.30							42.50
	21					FRMN	014	1.00		V	A XT	TRA GN	IG FRMN	020	.30
	22			_		FRMN	001	7.30							42.50
	22	W	A	TRA	GNG	FRMN	014	1.00		V	A XI	TRA GN	IG FRMN	020	.30
	23					FRMN	001	7.30							42.50
	23					FRMN	012	1.00		W	A XI	TRA GN	IG FRMN	014	1.00
	23					FRMN		.30							42.50
	24					FRMN	001	7.30		**			IG FRMN	014	1.00
	24					FRMN	012 020	.30			AXI	KA GR	G FRAN	014	1.00
	24					FRMN	001	7.30							42.50
	15					FRMN	014	1.00		R	A XT	TRA GN	IG FRMN	020	.30
						FRMN	999								42.50
		-													
_ :	27	W	A	TRA	GNG	FRMN	999								42.50
						-	001	7 20	-						42.50
	28					FRMN	001 012	7.30		U	CV 1	TE CN	IG FRMN	014	
	28		SY			FRMN	012	.30		TRAVE		244	o rich		
	28 29	-				FRMN	001	7.30		INAVE					42.50
	29		SY			FRMN	014	1.00		W	SY 1	TE GN	IG FRMN	020	.30
	30		SY			FRMN	001	7.30	TD						42.50
	30					FRMN	012	.30		W	SY 1	TE GN	ig frmn	014	1.00
	30	W	SY			FRMN	020	.30							10 50
	31		SY			FRMN	001	7.30						020	42.50
	31	W	SY	TIE	GNG	FRMN	014	1.00		W	51 1	TE GN	IG FRMN	020	.30

CUDE		PERVISOR APPRO			005
	RVISOR=> SGMF017 SA NBR=> 51186386		RUSSELL		VED 970805
	MONTH=> 07 97 P				
	HONIDE/ 0/ 9/ F	AI FERIOD=/ 2	ASGN PUSITIO	JN=/ A AIRA GNG	r Kruv
CA	L DY POSITION	CJT HRS		MEAL ROOM	LIN/TRN ALLOW
16	W A XTRA GNG FR	MN 001 7.3			42.50
16	W A XTRA GNG FR			XTRA GNG FRMN	
16	W A XTRA GNG FR			AIRA GING FRAM	014 1.00
17	W A XTRA GNG FR				42.50
-17	W A XTRA GMG FR			XTRA GNG FRMN	
18	R A XTRA GNG FR				42.50
18	R A XTRA GNG FR			XTRA GNG FRMN	
19	R A XTRA GNG FR		-		42.50
20	W A XTRA GNG FRI	an 999			42.50
21			•		10.50
21	W A XTRA GNG FRI W A XTRA CNG FRI				42.50
£1	W A AIRA GNG FRI	IN 014 1.0	TRAVEL	XTRA GNG FRMN	020 .30
22	W A XTRA GNG FRM	N 001 7.3		0.511	12 50
22	V A XTRA GNG FR			XTI'A GNG FRMN	42.50 020 .30
23	W A XTRA GNG FR				42.50
23	W A XTRA GNG FR			XTRA GNG FRMN	014 1.00
23	W A XTRA GNG FRA		0	ATTA GING FRAM	014 1.00
24	W A XTRA CAG FRA		0		42.50
24	W A XTRA GNG FRM			XTRA GNG FRMN	
24	W A XTRA ING FRM			AINA ONO FAIN	014 1.00
25	R A XTRA G. FRM				42.50
25	R A XTRA GNG FRM			XTRA GNG FRMN	
26	R A XTRA GNG FRM				42.50
					42.50
27	W A XTRA GNG FRM	N 999			42.50
28	W A XTRA GNG FRM	N 001 7 30			12 50
28	W A XTRA GNG FRM			TRA GNG FRMN	42.50
28	W A XTRA GNG FRM			0559	014 1.00
29	W A XTRA GNG FRM			0.00	42.50
29	W A XTRA GNG FRM			TRA GNG PRMN	014 1.00
29	W A XTRA GNG FRM				014 1.00
30	W A XTRA GNG FRM				42.50
30	W A XTRA GNG FRM			TRA GNG FRMN	014 1.00
30	W A XTRA GNG FRM				
31	W A XTRA GNG FRM				42.50
31	W A XTRA GNG FRM			TRA GNG FRMN	020 .30

GMS SUPERVISOR APPROVAL STATUS REPORT030SUPERVISOR=> SGMF017GANG NBR=> 9061APPROVEDAS OF 970902SSA NBR=> 585704376NAME=> YAZZIESAPPROVED970805AY MONTH=> v797 PAY PERIOD=> 2ASGN POSITION=> RDWY PWR TL MO

1	CAL	DY	POSITION	COT	HRS CMNT	SKILL	MEAL	ROOM	LIN/TRM	ALLOW
-	16		PWR TL MO	001	7.30			TL MO	020	42.50 .30
	16 17		PWR TL MO PWR TL MO	014 001	1.00 7.30	W RDW	I PWR	IL MU	020	42.50
	17		PWR TL MO	014	1.00	W RDW	V DUR	TI NO	020	.30
	19		PWR TL MO	001	7.30			11 1.0	020	42.50
	18		PWR TL MO	014	1.00	R RDW	Y PUR	TL MO	020	.30
3	19		PWR TL MO	999						42.50
	20	W RDWY	PWR TL MO	999						42.50
	21	W RDUY	PWR TL MO	001	7.30					42.50
	21		PWR TL MO		1.00	W RDW	Y PWR	TL MO	020	
						TRAVEL				5
-	22	W RDWY	PWR TL MO	001	7.30					42.50
_	22	W ROWY	PWR TL MO	014		W RDW	Y PWR	TL MO	020	.30
	23		PWR TL MO	001	7.30					42.50
	23		PWR TL .10	012		W RDW	Y PWR	TL MO	014	1.00
	23	W RDWY			.30					
	24	W RDWY								42.50
	24	W RDW			.30	W RDW	PWR	TL MO	014	1.0.)
	24	W RDWY			.30					10 50
	~5		PWR TL MO	001	7.30					42.50
			PWR TL MO	014	1.00	R RDW	PWR	TL MO	020	.30 42.50
	26	R RDWI	PWR TL MO	999						42.50
	27	U ROUV	PWR TL MO	999						42.50
	21									
	28	W RDWY	PWR TL MO	001	7.30					42.50
	28				.30	W RDWY	PWR	TL MC	014	1.00
1	28	W RDWY	PWR TL MO	020		TRAVEL 1				
-	29	W RDWY	PWR TL MO	001	7.30					42.50
	29	W RDWY		614		W RDWY	PWR	TL MO	020	.30
	30				7.30					42.50
	30				.30	W RDWY	PWR	TL MO	014	1.00
-	30				.30					10 50
	31				7.30			-	000	42.50
	31	W RDWY	PWR TL MO	014	1.00	W RDWY	PWR	IL MO	020	.30

GMS SUPERVISOR APPROVAL STATUS REPORT031SUPERVISOR=> SGMF017GANG MBR=> 9061APPROVEDAS OF 970902SSA NBR=> 327442989NAME=> MCGINLEYM JAPPROVED970805PAY MONTH=> 0797PAY PERIOD=> 2ASGN POSITION=> EX GNG LABORER970805

CAL	DY	POSITION	COT	HRS CMNT	SKILL	MEAL , ROOM	LIN/TRN	ALLOW
16	W EX	GNG LABORER	001	7.30				42.50
16		GNG LABORER	014	1.00	V EX	GNG LABORER	020	.30
17	W EX	GNG LABORER	001	7.30				42.50
17		GNG LABORER	014	1.00	W EX	GNG LABORER	020	.30
18		GNG LABORER	001	7.30				42.50
18		GNG LABORER	014	1.00	R EX	GNG LABORER	020	.30
19	K 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		GNG LABORER		1.00	V EX	GNG LABORER	020	.30
					TRAVEL	0546		
22	W BX	GNG LABORER	002	8.00	•			
23	W EX	GNG LABORER	002	8.00				
24	-	GNG LABORER	002	8.00				
24	W EA	GNG LADURER	002	0.00				
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	1.			
29	v							
27								
30	V							

31 V

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GMS SUPERVISOR APPROVAL STATUS REPORT032SUPERVISOR=> SGMF017 GANG NBR=> 9061APPROVEDAS OF 970902SSA NBR=> 481748559NAME=> MADSENH EAPPROVED970805'AY MONTH=> 0797 PAY PERIOD=> 2ASGN POSITION=> EX GNG LABORER

	CAL	D	r	P	SITION	COT	HRS	CMNT	SKI	LL	MEAI	ROOM	LIN/TRN	ALLOW
	14		PV	CNIC	LABORER	001	7.30							42.50
	16 16				LABORER	014	1.00		v	EX	GNG	LABORER	020	.30
	17				LABORER	001	7.30							42.50
	17				LABORER	014	1.00		V	EX	GNG	LABORER	020	.30
	18				LABORER	001	7.30							42.50
	18				LABORER	014	1.00	5	R	EX	GNG	LABORER	020	.30
	19				LABORER	999								42.50
		•												
	20	W	EX	GNG	LABORER	999								42.50
	~ 1		-	-	LABORER	001	7.30	•						42.50
	21 21				LABORER	014	1.00	The second s	v	EX	GNG	LABORER	020	.30
	21		EA	GNG	LADURER	014	1.00	•	TRAVI		0337			
	22	u	PV	CNC	LABORER	001	7.30	2		_				42.50
-	22				LABORER	014	1.00		V	EX	GNG	LABORER	020	.30
-	23				LABORER	902	8.00							
	23	•	DA	GING	LADONDA									
-	24	v	RX	CNG	LABORER	001	7.30	0						42.50
-	24				LABORER		. 30		V	EX	GNG	LABORER	014	1.00
	24				LABORER		.30	0						
•	25				LABORER	001	7.30							42.50
_	25		EX		LABORER	014	1.00	0	R	EX	GNG	LABORER	020	
					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		.30		W	EX	GNG	LABORER	014	1.00
-	28	W	EX	GNG	LABORER	020	. 30							10 50
	29	W	EX		LABORER	001	7.30						000	42.50
-	29	W	EX		LABORER	014	1.00		W	EX	GNG	LABORER	020	.30 42.50
	-30	W	EX		LABORER	001	7.30				-		014	42.50
-	-30	W	EX		LABORER		.30		W	EX	GNG	LABORER	014	1.00
	30	W	EX		LABORER	020	.30							42.50
	31		EX		LABORER	001	7.30				CNIC	TABOBER	020	
	31	W	EX	GNG	LABORER	014	1.00	0	W	EX	GNG	LABORER	020	

GMS SUPERVISOR APPROVAL STATUS REPORT033SUPERVISOR=> SGMF017 GANG NBR=> 9061 APPROVED AS OF 970902033SSA NBR=> 505060102NAME=> MUMFORDG VAPPROVED970805 033 PAY MONTH=> 07 97 PAY PERIOD=> 2 ASGN POSITION=> EX GNG LABORER

•	CAL DY	POSITION	COT	HRS CMN	F SKILL MEAL ROOM	LIN/TF	N ALLOW
16	S W EX	GNG LABORER GNG LABORER	014	7.30 1.00	W EX GNG LABORER	020	42.50
17	W RD	DUY DUR TI MA	001	7.30 TD			42.50
17		WY PWR TL MO	014	1.00	W RDWY PWR TL MO	020	.30
18	REX	GNG LABORER	001	7.30			42.50
19		GNG LABORER		1.00	R EX GNG LABORER	020	.30 42.50
••		ONG LADVALA	,,,,				42.50
20		GNG LABORER					42.50
21	W EX	GNG LABORER	001	7.30			42.50
21	W EX	GNG LABORER	014	1.00	V EX GNG LABORER TRAVEL 0375	020	.30
- 22	W SP	RDW PWR TL MO	001	7.30 TD			42.50
22		RDW PWR TL MO	014		W SP RDW PWR TL MO	020	
23		ROW PWR TL MO RDW PWR TL MO	001 012	7.30 TD	W SP RDW PWR TL MO	014	42.50
23		RDW PWR TL MO	012	1.00	W SP KDW PWK TL MO	014	1.00
24		RDW PWR TL MO	001	7 20 70			42.50
24			012	.30	W SP RDW PWR TL MO	014	1.00
24			020	. 30			
25		RDW PWR TL MO		7.30 TD			42.50
25		RDW PWR TL MO		1.00	R SP RDW PWR TL MO	020	.30
26	R EX	GNG LABORER	999				42.50
27	V EX	GNG LABORER	999				42.50
28	V EX	GNG LABORER	001	7.30			42.50
28	V EX	GNG LABORER	012	.30	W EX GNG LABORER	014	1.00
28	W EX	GNG LABORER	020	. 30	W EX GNG LABORER TRAVEL 0284		
-29	W EX	GNG LABORER GNG LABORER GNG LABORER	001		V EX GNG LABORER		
29	W EX	GNG LABORER	014	1.00	V EX GNG LABORER	020	.30 42.50
30		GNG LABORER	012	30	W EX GNG LABORER	014	42.50
30		GNG LABORER	020	.30	- BA GNG LADVIER	014	
31	V EX	GNG LABORER	001	7.30			42.50
31	V EX	GNG LABORER	014	1.00	V EX GNG LABORER	020	.30

GMS SUPERVISOR APPROVAL STATUS REPORT SUPERVISOR=> SGMF017GANG NBR=> 9061APPROVEDAS OF 970902SSA NBR=> 505801034NAME=> DAYEAPPROVED970805`4Y MONTH=> 0797 PAY PERIOD=> 2ASGN POSITION=> EX GNG LABORER

1	CAL	D	r	P	DSITION	COT	HRS	CMNT	SKIL	L	MEAL	. ROOM	LIN/TRN	ALLOW
	16	W	EX	GNG	LABOPER	001	7.30)						42.50
	16	W	EX		LABORER	014	1.00		V	EX	GNG	LABORER	020	.30
	17	W	EX	GN'S	LABORER	001	7.30)						42.50
	17	W	EX	Cing	LABORER	014	1.00)	V	EX	GNG	LABORER	020	.30
1	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
						001	7 20							42.50
	21				LABORER	001	7.30		v	FY	CNC	LABORER	020	.30
1	21	*	EX	GNG	LABORER	014	1.00	,	TRAVE		0281			
	22	u	DV	CNIC	LABORER	001	7.30	,	INAVE	-				42.50
	22	v	EX	GNG	LABORER	014	1.00		v	EX	GNG	LABCRER	020	.30
	23	ū	EX		LABORER	001	7.30		-					42.50
	23	v	EX	GNG	LABORER	012	1.00		V	EX	GNG	LAHORER	014	1.00
	23	v	EX	GNG	LABORER	020	. 30							
	24	v	EX	GNG	LABORER	001	7.30							42.50
	24	V	EX	GNG	LABORER	012	.30)	W	EX	GNG	LABORER	014	1.00
	24	V	EX	GNG	LABORER	020	. 30)						
	25	R	EX	GNG	LABORER	001	7.30)						42.50
		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

RL

909

28

W EX GNG LABORER

29

30

W

W

31 W

I

S	RVISOR=> SGMF01	135 NAM	> 9061	APPROVED AS S A J	APPROVED 97	035 0805
					ROOM LIN/TRN	
16						
17	v					
18	R					
19	R					
20	V					
21	V					
22	V					
23	V					
24	V					
25	R					
26	R					
27	v					
28	W EX GNG LABOR	ER 026	8.00			42.50
29	W EX GNG LABOR	ER 016	8.00 GS			42.50
30	W EX GNG LABOR	ER 016	8.00 GS			42.50
31	W EX GNG LABOR	ER 016	8.00 GS			42.50

GMS SUPERVISOR APPROVAL STATUS REPORT SUPERVISOR=> SGMF017 GANG NBR=> 9061 APPROVED AS OF 970902 SSA NBR=> 509880863 NAME=> MILLER B L APPROVED 970805 "AY MONTH=> 07 97 PAY PERIOD=> 2 ASGN POSITION=> EX GNG LABORER

	CAL	D	Y	P	DSITION	COT	HRS CMN	TT SKILL	MEAL	ROOM	LIN/TRN	ALLOW
•	16				LABORER	001	7.30					42.50
	16				LABORER	014	1.00			ABORER		
	17 17				LABORER	001	1.30	V EX	CNC I	ABODED	020	.30
-	18				LABORER LABORER	014 001	7.30	W EA	GNG L	ADUKER	020	42.50
-					LABORER	014	1.00	R EX	CNC I	ABORER	020	.30
	18 19	1			LABORER	999	1.00	A DA	GING L			42.50
-		•			Lindontan							
	20	W	EX	GNG	LABORER	999						42.50
	21	v	EX	GNG	LABORER	001	7.30					42.50
					LABORER	014	1.00	V EX TRAVEL	GNG L	ABORER	020	.30
					The second second			TRAVEL	0361			
	22	W	EX	GNG	LABORER	001	7.30					42.50
	22				LABOFER	014	1.00	V EX	GNG L	ABORER	020	.30
	23 23				LABORER	001	7.30					42.50
	23				LABORER			W EX	GNG L	ABORER	014	1.00
	23				LABORER		.30					42.50
	24				LABORER	001	7.30		-	ABORER	014	
	24 24				LABORER		.30	WEX	GNG L	ABUKER	014	1.00
	24				LABORER		.30 7.30					42.50
	· >				LABORER LABORER	001 014	1.00	R EX	CNC I	ABORER	020	
					LABORER	999	1.00	K BA	GNG L	ADUNEN	020	42.50
_	20	r	EA	GING	LADURER	,,,,						
	27	W	EX	GNG	LABORER	999						42.50
-	28	U	EX	GNG	LABORER	001	7.30					42.50
_	28		_		LABORER	012	.30	V EX TRAVEL	GNG L	ABORER	014	1.00
	28		_		LABORER	020	.30	TRAVEL	0186			
-	29	W	EX	GNG	LABORER	001	7.30					42.50
_	29				LABORER	014		V EX	GNG L	ABORER	020	.30
	30				TR TL MO		7.30 TD					42.50
	30				TR TL MO		.30	V RDV	Y PWR	TL MO	014	1.00
	30					020	.30					42 50
	31				TR TL MO	001	7.30 TD			-	020	42.50
	31	W	RDW	Y PW	TR TL MO	014	1.00	W RDW	I PWR	IL MO	020	. 50

GMS SUPERVISOR APPROVAL STATUS REPORT										
SUPERVISOR=> SGMF017GANG NBR=> 9061APPROVEDAS OF 970902SSA NBR=> 510808812NAME=> CLAYCAMPD LAPPROVEDPAY MONTH=> 0797PAY PERIOD=> 2ASGN POSITION=> EX GNG LABORER	970805									
CAL DY POSITION COT HRS CMNT SKILL MEAL ROOM LIN/TH	RN ALLOW									
16 W										
17 W										
18 R										
19 R										
20 W										
21 V										
22 W										
23 V										
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									

•	GIO DULLATION ALLAUTAD DIALOU ADI ONI											038			
-	SUPERVISOR=> SGMF017 GANG NBR=> 9061 APPROVED AS OF 970902 SSA NBR=> 520947668 NAME=> MCNALLY M D APPROVED 97080														
						20947668			CNAL			M			9/0805
-		AY	101	NTH	=> 0	/ 9/ PAY	PERIOD=	> 2	ASGN	POST	1.101	N=> .	EX GNG LAB	UKER -	
		CAL	D	Y	P	OSITION	COT	HRS	CMNT	SKI	LL	MEA	L ROOM	LIN/TR	N ALLOW
	16		W	EX	GNG	LABORER	902	8.00	PB						
	17		U	FY	CNC	LABORER	001	7.30							42.50
	17					LABORER	014	1.00		v	EX	GNG	LABORER	020	.30
	18			EX		LABORER	001	7.30		-					42.50
						LABORER	014	1.00		R	EX	GNG	LABORER	020	.30
	18 19					LABORER	999								
	20		W	EX	GNG	LABORER	999								
	20														
-	21		W	EX	GNG	LABORER	902	8.00	UA						
															42.50
	22 22					LABORER	001	7.30		IJ	PV	CNIC	LABORER	020	
-	22			1.2.1.1.1.1.1		LABORER	001	7.30			EA	GING	LADURER	020	42.50
-	23			EX		LABORER	012	1.00		U	RY	CNC	LABORER	014	
	23			EX		LABORER	020	.30			LA	GING	Lindontait	•••	
-	24					LABORER	001								42.50
-	24					LABORER		.30		W	EX	GNG	LABORER	014	1.00
	24					LABORER		.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		¥	EX	GNG	LABORER	999								42.50
	28		W	EX	GNG	LABORER	909		RL						

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GMS SUPERVISOR APPROVAL STATUS REPORT 039 SUPERVISOR=> SGMF017 GANG NBR=> 9061 APPROVED AS OF 970902 SSA NBR=> 523319631 NAME=> MARTINEZ S APPROVED 970805 PAY MONTH=> 07 97 PAY PERIOD=> 2 ASGN POSITION=> EX GNG LABORER

CAL DY	POSITION	COT	HRS CMNT	SKILL	MEAI	ROOM	LIN/TRN	ALLOW
16 W EX	GNG LABORER	001	7.30					42.50
	GNG LABORER		1.00	W EX	GNG	LABORER	020	.30
17 W EX	GNG LABORER	001	7.30					42.50
	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
	GNG LABORER	014	1.00			LABORER	020	.30
.22 V EX	ANG I ADADED	001	7 20	TRAVEL	0881	•		42.50
	GNG LABORER GNG LABORER	014	1.30	UPY	CNC	LABORER	020	.30
		001	7 30	. DA	GING	LADUKER	020	42.50
	GNG LABORER	012	1.00	UEY	CNG	LABORER	014	1.00
		020	.30		0	Libondin	•••	
	GNG LABORER		7.30					42.50
	GNG LABORER		.30	V EX	GNG	LABORER	014	1.00
	GNG LABORER		.30					
	GNG LABORER	001	7.30					42.50
	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 V EX (GNG LABORER	001	7.30					42.50
	GIG LABORER		.30	VEX	GNG	LABORER	014	1.00
	GNG LABORER		.30	TRAVEL	1080)		
	GNG LABORER	001	7 20					42.50
29 W EX (014	1.00	V EX	GNG	LAPORER	020	.30
30 W EX (GNG LABORER		7 30					42.50
30 W EX (W EX	GNG	ABORER	014	1.00
30 W EX (.30					10 50
		001	7.30					42.50
31 W EX (GNG LABORER	014	1.00	W EX	GNG	LABORER	020	.30

GMS SUPERVISOR APPROVAL STATUS REPORT SUPERVISOR=> SGMF017 GANG NBR=> 9061 APPROVED AS OF 970902 SSA NBR=> 543647756 NAME=> KARSCH E P APPROVED 970805 'AY MONTH=> 07 97 PAY PERIOD=> 2 ASGN POSITION=> EX GNG LABORER

-	CAL	D	Y	P	OSITION	COT	HRS	CMNT	SKI	LL	MEAI	ROOM	LIN/TRN	ALLOW
	16	W	EX	GNG	LABORER	001	7.30)					•••••	42.50
	16	W	EX		LABORER	014	1.00		v	EX	GNG	LABORER	020	.30
	17	W	EX			001	7.30							42.50
	17	W	EX	GNG	LABORER	014	1.00		v	EX	GNG	LABORER	020	.30
. 1	18	R	EX	GNG	LABORER	001	7.30							42.50
1	18	R	EX	GNG	LABORER	014	1.00		R	EX	GNG	LABORER	020	.30
1	9	R	EX	GNG	LABORER	999				•				42.50
1	20	v	EX	GNG	LABORER	999								42.50
2	21	W	EX	GNG	LABORER	001	7.30	,						42.50
	21	W			LABORER	014	1.00		W TRAVI		GNG 2983	LABORER	020	.30
1 ,	2	V	EX	CNIC	LABORER	001	7.30	•	IKAVI	56	2903	•		42.50
	2	v	EX		LABORER	001	1.00		U	PY	CNC	LABORER	020	.30
	3	ū	EX		LABORER	001	7.30		-	DA	GING	LADURER	020	42.50
	3	v	EX	GNG	LABORER	012	1.00		U	RY	CNC	LABORER	014	1.00
	3	ū	EX		LABORER	020	.30				0110	Libondin		
	4	v	EX		LABORER	001	7.30							42.50
	4	v	EX	GNG	LABORER	012	. 30		V	EX	GNG	LABORER	014	1.00
	4	W	EX		LABORER	020	.30							
	5	R	EX	GNG	LABORER	001	7.30							42.50
		R	EX	GNG	LABORER	014	1.00)	R	EX	GNG	LABORER	020	.30
4	6	R	EX	GNG	LABORER	999								

W EX GNG LABORER

W EX GNG LABORER

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GMS SUPERVISOR APPROVAL STATUS REPORT SUPERVISOR=> SGMF017 GANG NBR=> 9061 APPROVED AS OF 970902 SSA NBR=> 544605203 NAME=> BENINTENDI T G 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	V RDVY	PWR TL MO	001	7.30 TD				42.50
16		PWR TL MO	014	1.00	V RDVY PVI	R TL MO	020	.30
17		PVR TL MO	001	7.30 TD				42.50
17		PWR TL MO	014	1.00	V RDWY PW	R TL MO	020	.30
18		NG LABORER	001	7.30				42.50
18		NG LABORER	014	1.00	R EX GNG I	ABORER	020	.30
19		NG LABORER	999					42.50
20	V EX G	NG LABORER	999					42.50
21	V EX GI	IG LABORER	001	7.30				42.50
21	W EX GI	NG LABORER	014	1.00	W EX GNG I	ABORER	020	.30
					TRAVEL 2459			
22	W RDWY	PWR TL MO	001	7.30 TD				42.50
22	W RDWY	PWR TL MO	014	1.00	W RDWY PWF	TL MO	020	.30
23	W EX GI	IG LABORER	001	7.30				42.50
23	V EX GI	IG LABORER	012	1.00	W EX GNG I	ABORER	014	1.00
23	W EX GN	G LABORER	020	.30				
24	W EX GN	G LABORER	001	7.30				42.50
24	W EX GN	G LABORER	012	.30	W EX GNG L	ABORER	014	1.00
-24	W EX GN	G LABORER	020	.30				
25	R EX GN	G LABORER	001	7.30				42.50
25	R EX GM	IG LABORER	014	1.00	R EX GNG L	ABORER	020	.30
26	R EX GN		999					
27	W EX GN	IG LABORER	999					

W EX GNG LABORER 909 RL 28

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GNS SUPERVISOR APEROVAL STATUS REPORT SUPERVISOR=> SGMF017 GANG NBR=> 9061 APPROVED AS OF 970902 SSA NBR=> 566379951 NAME=> BENDA T D APPROVED 970805 'AY MONTH=> 07 97 PAY PERIOD=> 2 ASGN POSITION=> EX GNG LABORER

	CAL	D	Y	P	OSIT	ION		COT	HRS	CMN	T SK	ILL	MEA	L	ROO	M LIN/TRN	ALLOW
10	5	W	SP	RDV	PWR	TL	MO	001	7.30) TD)						42.50
10	5	W	SF	RDW	PWR	TL	MO	014	1.00)		SP	RDW	PWR	TL I	020	.30
17	7	W	EX	GNG	LAB	ORE	2	001	7.30)							42.50
17	7	W	EX	GNG	LAB	ORE	2	014	1.00)		I EX	GNG	LAB	ORER	020	.30
18	3	R	EX	GNG	LAB	ORE	1	001	7.30)							42.50
18	3	R	EX	GNG	LAB	OREF	2	014	1.00)	1	R EX	GNG	LAB	ORER	020	.30
19	,	R	EX	GNG	LAB	OREF	2	999									42.50
20)	W	EX	GNG	LAB	OREF		999									42.50
21		v	EX	GNG	LAB	OREF		001	7.30	,							42.50
-21					LAB			014	1.00			EX	GNG	LABO	RER	020	.30
											TRA	EL	2269				
22		W	EX	GNG	LABO	ORER		001	7.30)							42.50
22		W	EX	GNG	LABO	ORER		014	1.00	1	1	EX	GNG	LABO	RER	020	.30
23		V	EX	GNG	LABO	RER		001	7.30	1							42.50
23		V	EX	GNG	LABO	RER		012	1.00	1	٦	EX	GNG	LABO	RER	014	1.00
23		V	EX	GNG	LABO	RER		020	.30	1							
24		W	EX	GNG	LABO	RER		001	7.30	1							42.50
24		V	EX	GNG	LABO	RER		012	.30	1	١	EX	GNG	LABC	RER	014	1.00
24		W	EX	GNG	LABO	RER		020	.30								
25		R	EX	GNG	LABO	RER		001	7.30								42.50
		R	EX	GNG	LABO	RER		014	1.00		F	EX	GNG	LABO	RER	020	.30
20		R	EX	GNG	LABO	RER		999									

W EX GNG LABORER

W EX GNG LABORER

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GMS SUPERVISOR APPROVAL STATUS REPORT SUPERVISOR=> SGMF017 GANG NBR=> 9061 APPROVED AS OF 970902 SSA NBR=> 585134336 NAME=> JIM JR H S APPROVED 97 PAY MONTH=> 07 97 PAY PERIOD=> 2 ASGN POSITION=> EX GNG LABORER												
CA	L DY POSITION	COT	HRS CMNT	SKILL	MEAL ROOM	LIN/TR	N ALLOW					
16	W						••••••					
17	v											
18	R											
19	R											
20	V											
21	W EX GNG LABORER	001	7.30				42.50					
21 22	W EX GNG LABORER W EX GNG LABORER	014	1.00	W EX	GNG LABORER	020	.30					
22	W EX GNG LABORER	001	7.30	U PV	GNG LABORER	020	42.50 .30					
2.		001	7.30	W EA	GNG LADUKER	020	.30 42.50					
23	W EX GNG LABORER	001 012	1.00	V 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 W EX GNG LABORER	012	.30	W EX	GNG LABORER	014	1.00					
24	W EX GNG LABORER	020	.30									
	R EX GNG LABORER		7.30				42.50					
25 26	R EX GNG LABORER R EX GNG LABORER	999	1.00	R EX	GNG LABORER	020	.30 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	VEX	GNG LABORER	014	1.00					
28	W EX GNG LABORER	020	.30	TRAVEL	GNG LABORER 1942	•••						
29	W EX GNG LABORER	001 /					42.30					
29	W EX GNG LABORER	014 1	.00	V EX	GNG LABORER	020	.30					
30	W EX GNG LABORER	001 7	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									
	W EX GNG LABORER		.30				42.50					
31	W EX GNG LABORER	014 1	.00	WEX	GNG LABORER	020	.30					

GMS SUPERVISOR APPROVAL STATUS REPORT SUPERVISOR=> SGMF017 GANG NBR=> 9061 APPROVEDAS OF 970902SSA NBR=> 585625973NAME=> YAZZIEA FAPPROVED970805AY MONTH=> 0797 PAY PERIOD=> 2ASGN POSITION=> EX GNG LABORER

	CAL	D	Y	P	DSITION	COT	HRS	CMNT	SKII	LL	MEAI	L 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	v	EX	GNG	LABORER	999								42.50
	21	W	EX	GNG	LABORER	001	7.30							42.50
	21	v	EX	GNG	LABORER	014	1.00	т	W		GNG 1824	LABORER	020	.30
	22	V	EX	GNG	LABORER	001	7.30			1				42.50
		W			LABORER	014	1.00		V	EX	GNG	LABORER	020	.30
	23	V	EX	GNG	LABORER	001	7.30							42.50
		V	EX	GNG	LABORER		1.00		V	EX	GNG	LABORER	014	1.00
	23	V	EX	GNG	LABORER	020	.30							
	24	V	EX	GNG	LABORER	001	7.30							42.50
	24	V	EX	GNG	LABORER	012	.30		V	EX	GNG	LABORER	014	1.00
	24	V	EX	GNG	LABORER	020	.30							
-	25	R	EX	GNG	LABORER	001	7.30							42.50
					LABORER LABORER	014 999	1.00		R	EX	GNG	LABORER	020	.30
	20	L	EA	GIAG	LADURER	,,,,								

W EX GNG LABORER 27

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W EX GNG LABORER

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	GMS SUPER	NVISOR A	PROVAL S	TATUS RE	PORT	1	045
SUP	GMS SUPER ERVISOR=> SGMF017 GA	NG NBR=	> 9061	APPROVE	D AS OF 970	0902	
	SSA NBR=> 585762206 Y MONTH=> 07 97 PAY	NAP	IE=> NELSO	N	R APPRO	JVED 9	70805
-	I MONIH=> 0/ 9/ PAI	PERIOD=	> 2 ASGN	POSITIO	N=> EX GNG LAP	SOK3K	
C.	AL 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 W EX GNG LABORER W EX GNG LABORER W EX GNG LABORER R EX GNG LABORER R EX GNG LABORER R EX GNG LABORER	014	1.00	V EX	GNG LABORER	020	.30
17	W EX GNG LABORER	001	7.30				42.50
17	W EX GNG LABORER	014	1.00	V 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	Y EX GNG LABORER	001	7.30				42.50
21	V EX GNG LABORER V EX GNG LABORER	014	1.00	VEX	CNG LABORER	020	.30
				TRAVEL	1910	020	
22	W EX GNG LABORER	001	7.30				42.50
22	W EX GNG LABORER W EX GNG LABORER	014	1.00	V EX	GNG LABORER	020	.30
23							42.50
23	W EX GNG LABORER W EX GNG LABORER W EX GNG LABORER	012	1.00	V 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	V EX	GNG LABORER	014 1	.00
24	W EX GNG LABORER W EX GNG LABORER	020	.30				
25	R EX GNG LABORER	001	7 20				10 50
25	R EX GNG LABORER	014	1.00	R EX	GNG LABORER	020	.30
26	R EX GNG LABORER 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 W EX GNG LABORER W EX GNG LABORER	012	.30	V 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 W EX GNG LABORER W EX GNG LABORER 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 W EX GNG LABORER W EX GNG LABORER	012	.30	W EX	GNG LABORER	014 1	.00
30	W EX GNG LABORER	020	.30				
31	W EX GNG LABCRER	001	7.30				42.50
31	W EX GNG LABORER	014	1.00	W EX	GNG LABORER	020	.30

GMS SUPERVISOR APPROVAL STATUS REPORT SUPERVISOR=> SGMF017 GANG NBR=> 9C51 APPROVED AS OF 970902 SSA NBR=> 515740355 NAME=> GRIFFEE M W APPROVED 970805 "AY MONTH=> 07 97 PAY PERIOD=> 2 ASGN POSITION=> SY TRK DR NS

	CAL DY F	POSITION	COT	HRS CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
16 16 17	W SY TRK W SY TRK W SY TRK	DR NS	001 014 001	7.30	W SY	TRK DR	NS	020	42.50 .30 42.50
17 17 18	W SY TRK R SY TRK	DR NS	014	7 30	W SY				.30 42.50
.18 19	R SY TRK R SY TRK	DR NS		1.00	R SY	TRK DR	NS	020	.30 42.50
20	W SY TRK	DR NS	999						42.50
21 21	W SY TRK W SY TRK	DR NS			V SY	TRK DR	NS	020	42.50 .30
22	V SY TRK	DR NS	001	7.30	TRAVEL	0436			42.50
22 22	W SY TRK W SY TRK	DR NS	020	5.00	W SY	TRK DR	NS	014	
23 23 23	W SY TRK W SY TRK W SY TRK	DR NS	001 012 020	7.30 5.00 .30	W SY	TRK DR	NS	014	42.50 1.00
24 24	W SY TRK	DR NS DR NS	001		W SY	TRK DR	NS	014	42.50 1.00
74	W SY TRK R SY TRK	DR NS DR NS	020 001	.30					42.50
20 26	R SY TRK R SY TRK		014 999	1.00	R SY	TRK DR	NS	020	.30 42.50
27	W SY TRK	DR NS	999						42.50
28 28	W SY TRK W SY TRK	DR NS			W SY		NS	014	42.50 1.00
28 29	W SY TRK W SY TRK	DR NS	020 001 014		TRAVEL		NC	020	42.50 .30
29 30 30	W SY TRK W SY TRK W SY TRK	DR NS	001		W SY				42.50 1.00
30 31	W SY TRK W SY TRK	DR NS DR NS	020 001	.30 7.30					42.50
31	W SY TRK	DR NS	014	1.00	W SY	TRK DR	1.5	020	.30

GMS SUPERVISOR APPROVAL STATUS REPORT047SUPERVISOR=> SGMF017GANG N3R=> 9061APPROVEDAS OF 970902SSA NBR=> 519863343NAME=> MITMAC DAPPROVED970805PAY MONTH=> 0797 PAY PERIOD=> 2ASGN POSITION=> SYS BUS DRIVER970805

CAL	DY	1	205	SITION	COT	HRS	CMNT	SKIL	LI	MEAL	ROOM	LIN/TRN	ALLOW
16	VS	YS BI	JS	DRIVER	001	7.30	0						42.50
16	WS	YS BI	JS	DRIVER	012	2.00	0	V :	SYS	BUS	DRIVER	014	1.00
16	WS	YS BI	JS	DRIVER DRIVER	020	.30	0						
17	WS	YS BI	JS	DRIVER	001	7.30	0						42.50
17				DRIVER		1.00		W	SYS	BUS	DRIVER	020	.30 42.50
18				DRIVER		7.30	0	_			DRIVER		42.50
18						1.00)	R	SYS	BUS	DRIVER	020	.30 42.50
19				DRIVER	999								42.30
20	W S	YS BI	IS	DRIVER	999				4.				42.50
21	W S	YS BI	IS	DRIVER		7.30	2					000	42.50
21	W S	YS BU	IS	DRIVER	014	1.00)	W	SYS	BUS	DRIVER	020	. 30
								TRAVE	L	1083			42.50
22				DRIVER		7.30	2		eve	DIIC	DRIVER	014	1 00
22	W S	YS BL	IS	DRIVER	012	.30	2		515	DUS	DELVER	014	1.00
22	WS	YS BL	IS	DRIVER	020	.30							42.50
_23	W S	YS BL	IS	DRIVER DRIVER DRIVER	001	7.30	2			DIIC	DRIVER	014	1 00
23	W S	YS BL	S	DRIVER	012	1.00			515	DUS	DRIVER	014	1.00
23				DRIVER		7.30	•						42.50
24				DRIVER	001	.30	Ś		eve	BIIC	DRIVER	014	1.00
24				DRIVER	012 020	.30	Ś		515	005	DILLVER	0.4	
24 25	W D	IS DU	5	DRIVER	001								42.50
25	R D C	IS DU	10	DRIVER	014	1.00	ś	R	SYS	BUS	DRIVER	020	.30
26				DRIVER	999	1.00		• •			21.2 . 2		42.50
20	K D	15 00	5	DRIVER	,,,,								
27	W S	YS BL	IS	DRIVER	999								42.50
28	V S	YS BL	IS	DRIVER	001	7.30)						42.50
28				DRIVER	012	.30)	V :	SYS	BUS	DRIVER	014	1.00
28				DRIVER		.30)	TRAVE	L (0934			
29				DRIVER	001	7.30							42.50
29	W S	YS BL	IS	DRIVER	014	1.00)	W	SYS	BUS	DRIVER	020	.30
30				DRIVER	001	7.30)						42.50
30	W S	YS BL	IS	DRIVER	012	.30)	W	SYS	BUS	DRIVER	014	1.00
30	W S	YS BL	IS	DRIVER DRIVER	020	. 30							
31	W S	YS BL	IS	DRIVER	001	7.30)				DRIVER		42.50
31	W S	YS BL	IS	DRIVER	014	1.00)	WS	SYS	BUS	DRIVER	020	. 30

REPORT OF ALL EMPLOYEES ASSIGNED TO A GANG FOR GANC NBR: 9081 AS OF 67/31/97

GANG NO	0 :	9081	GANG TYPE:	01		DE	PT :	42				
COMPAN	Y :	01	COST CNTR:	E9081			PRV:	STSOO	3			
REGION	:	SY	DIVISION :				ME :	MELGOZ		G	R	
CALEND	AR:	J	STRT DATE:	122496	ENI		ATE:	123199		-		
ROSTER	POS	POS NAME	SSA NBR	EMPLOYEE	NAME		ST	START	PRVD	PC	WK	
9026	061	A XTRA GNG F	505683255	ARELLANO	F	. 1	W	070497	3253	5	Y	
9626	415	SY TRK DR NS	585524969	ARMSTRONG	1	1	W ·	031297	3Z99	7	Y	
9026	096	EX GNG LABOR	527551510	EENALLY		1 A	W	042297	3Z61	3	Y	
9026	061	A XTRA GNG F	507907740	COX	F	L	W	032897	3Z99	5	Y	
9026	964	TRK MACH OPR	509765707	DIXON JR	F	L	W	042597	3299	5	Y	
9026	096	EX GNG LABOR	508230581	ERDEI	1	R	W	050297	3299	5	H	
9026	096	EX GNG LABOR	507060126	GALAVEZ	T	D	W	941197	3Z99	5	H	
9026	P54	TRK MACH OPR	508062926	GRAHAM	J		*	040497	3Z99	5	Y	
9026	096	EX GNG LABOR	466601785	GUARDIOLA	JR G		W	022897	3 Z 99	7	Y	
9026	046	SY TIBA GNG	506729217	HILL JR	F	D	W	022897	3Z99	1	Y	
9026	064	TRK MACH OPR	585905607	IGNACIO	L		W	022897	3Z99	7	Y	
9026	064	TRK MACH OPR	467257633	JACKSON	۷	L	W	041197	3299	1	G	
9026	064	TRK MACH OPR	527173295	MARTINEZ	J	J	W	022897	3Z61	7	Y	
9026	064	TRK MACH OPR	585045328	MARTINEZ	c	L	W	e22897	3Z99	7	Y	
9026	064	TRK MACH OPR	508560964	RIVERA	J	C	W	022897	3Z99	7	H	
9026	896	EX GNG LABOR	506961004	RIVERA	M	J	W	041197	3Z99	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	3Z61	1	Y	
9026	064	TRK MACH OPR	505046689	SOLANO	E	E	W	032197	3Z99	5	Y	
9026	096	EX GNG LABOR	506023441	SOLANO	R	E	W	040497	0800	5	Y	
9026	064	TRK MACH OPR	506847645	SZWANEK	K	E	W	042297	3299	7	Y	
9026	096	EX GNG LABOR	512542564	TIORMAN	R	L	W	032197	3299	5	Y	
9026	064	TRK MACH OPR	525065571	TOLEDO	R		W	040. 37	3261	1	Y	
9026	374	SYS MATERIAL	520800104	WARREN	v		W	030797	3Z61	7	Ŷ	
9026	964	TRK MACH OPR	585867785	WOODY	D	R	W	022897	3299	7	Y	
9026	096	EX GNG _ABOR	526692766	YAZZIE	S		W	040797	3Z61	3	Ŷ	
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... END OF EMPLOYEE BY GANG REPORT ...

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GMS593

GMS SUPERVISOR APPROVAL STATUS REPORT001SUPERVISOR=, STS0053 GANG NBR=> 9081AS OF 970902SSA NBR=> 506729217NAME=> HILL JRR D970902PAY MONTH=> 07 97 PAY PERIOD=> 1ASGN POSITION=> SY TIBA GNG FRMNALLOWCAL DYPOSITIONCOT HRS CMNT SKILL MEALROOM LIN/TRNALLOW01W SY TIBA GNG FRMN001 8.0042.5001W SY TIBA GNG FRMN014 1.0042.5002W SY TIBA GNG FRMN087 8.0042.50

42.50

W SY TIBA GNG FRMN 087 8.00

03

42.50 04 B SY TIBA GNG FRMN 009 8.00 42.50 999 05 R SY TIBA GNG FRMN 42.50 999 .06 W SY TIBA GNG FRMN 42.50 001 7.30 07 W SY TIBA GNG FRMN W SY TIBA GNG FRMN 014 1.00 W SY TIBA GNG FRMN 012 2.00 07
 W SY TIBA GNG FRMN
 012
 2.00
 W SY TIBA GNG FRMN
 012
 2.00
 W SY TIBA GNG FRMN
 014
 1.00

 W SY TIBA GNG FRMN
 001
 7.30
 42.50
 42.50

 W SY TIBA GNG FRMN
 012
 2.00
 W SY TIBA GNG FRMN
 014
 1.00
 07 42.50 08 08 W SY TIBA GNG FRMN 020 .30 08 001 7.30 42.50 09 W SY TIBA GNG FRMN W SY TIBA GNG FRMN 014 1.00 VI SY TIBA GNG FRMN 012 2.30 09 09 W SY TIBA GNG FRMN 020 .30 001 7.30 W SY TIBA GNG FRMN 42.50 10 012 2.30 W SY TIBA GNG FRMN 014 1.00 10 W SY TIBA GNG FRMN W SY TIBA GNG FRMN 020 .30 10 42.50 001 7.30 R SY TIBA GNG FRMN 11 012 1.30 R SY TIBA GNG FRMN 014 1.00 R SY TIBA GNG FRMN 11 020 .30 R SY TIBA GNG FRMN 11 42.50 999 R SY TIBA GNG FRMN 12 42.50 999 W SY TIBA GNG FRMN 13 42.50 W SY TIBA GNG FRMN 001 7.30 14 012 4.00 W SY TIBA GNG FRMN 014 1.00 W SY TIBA GNG FRMN 14 020 .30 W SY TIBA GNG FRMN 14 W SY TIBA GNG FRMN 001 7.30 42.50 15 W SY TIBA GNG FRMN 012 2.00 W SY TIBA GNG FRMN 014 1.00 15 W SY TIBA GNG FRMN 020 .30 15

							VISOR A				EPORT			002
							NG NBR=				P J	5 OF 970		970902
	17	MO	NT	R=> 5 H=> 0	17 9	7 PAY 1	PERTOD-	E=> A	ASCN	POSITIO		TRA GNG		970902
								••						
	CAI	D	Y	I	OSIT	ION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TR	N ALLOW
-														
_	01	W												
	02	v												
-		-												
-	03	V												
														10 50
-	04	B	A	XTRA	GNG	FRMN	009	8.00						42.50
-	05	D		VTDA	CNC	FRMN	999							42.50
	05	r	•	AINA	GING	FRAN	,,,,							
_	06	W	A	XTRA	GNG	FRMN	999							42.50
	07					FRMN	001	7.30						42.50
	07	W	A	XTRA	GNG	FRMN	014	1.00				IG FRMN	020	.30
										TRAVEL	0378			42.50
	08					FRMN	001	7.30					01/	
	08					FRMN	012	1.30		WA	XTRA GN	ig frmn	014	1.00
-	08					FRMN		.30						42.50
	09 09					FRMN FRMN	001 014	7.30		T A	VTE CN	G FRMN	020	.30
-	10					FRMN	001	7.30		• •	AINA UN		020	42.50
	10					FRMN	014	1.00		VA	XTRA GN	G FRMN	020	.30
						FRMN	001	7.30			ATTON UN			42.50
	11	-				FRMN	014	1.00		RA	XTRA GN	G FRMN	020	.30
	12					FRMN	999							42.50
	13	¥	A	XTRA	GNG	FRMN	999							42.50
_														42.50
	14		_			FRMN	001	7.30				G FRMN	014	
	14					FRMN	012	4.00		TRAVEL		G FRMN	014	1.00
	14					FRMN	020	7.30		INAVEL	0304			42.50
	15 15					FRMN	012	1.00		U A	TTRA CN	G FRMN	014	
	15					FRMN	020	.30			and div			
	12		~	AIRA	GING	- Mille	020							

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	GMS SUPERVI	SOR APPROVAL	STATUS REPORT	003
SUPE	RVISOR=> STS0053 GANG	NBR=> 9081	AS OF 970902 R L	970902
PAY	MONTH=> 07 97 PAY PE	RIOD=> 1 ASG	N POSITION=> A XTRA GNG FRMN	
CAI		COT HRS CMN	SKILL MEAL ROOM LIN/TR	N ALLOW
01	W A XTRA GNG FRMN			42.50
	W A XTRA GNG FRMN			
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 XTTA 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 02.3	.30
08	I A STRA CHIC PRIM	001 7.30	TRAVEL 0410	42.50
08	W A XTRA GNG FRMN W A XTRA GNG FRMN	012 1.30	W A XTRA GNG FRMN 014	
08	W A XTRA GNG FRMN	012 1.30	A AIRA GNG FRAN 014	1.00
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 01-	1.00
14	W A XTRA GNG FRMN		TRAVEL 0396	
15	V A XTRA GNG FRMN	001 7.30		42.50
15			W A XTRA GNG FRMN 014	1.00
15	W A XTRA GNG FRMN	020 .30		

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CUDED	UTEO				RVISOR A ANG NBR=					AS OF	070	002		004
SS	A NB	R=> 5	2508	4406		E=> W	ASHI	IGTON	M				9709	902
CAL	DY	P	OSIT	ION	COT	HRS	CMNT	SKILL	MEAL	R	MOO	LIN/T	RN	ALLOW
01				FRMN										42.50
01 02				FRMN FRMN	014 087	1.00 8.00								42.50
03	W A	XTRA	GNG	FRMN	087	8.00								42.50
04	BA	XTRA	GNG	FRMN	009	8.00								42.50
05	RA	XTRA	GNG	FRMN	999									42.50
06	W A	XTRA	GNG	FRMN	999									42.50
07	W A	XTRA	GNG	FRMN	909		RL							
08	v													
09	W													
10	W													
11	R													
	R													
3	W													
14	v													
15	v													

CUDE		VISOR APPROVAL		005
	RVISOR=> STS0053 GA		AS OF 970	970902
PAY	MONTH=> 07 97 PAY	PERIOD=> 1 ASC	N POSITION=> TRK MACH (970902
				····
CA	L DY POSITION	COT HRS CMN	T SKILL MEAL ROOM	LIN/TRN ALLOW
01		001 8.00		42.50
02	W TRK MACH OPR W TRK MACH OPR	014 1.00 087 8.00		42.50
02	W INK MACH UPK	08/ 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	
•,	W THE HACE OFF	014 1.00	TRAVEL 1780	020 .30
08	W TRK MACH OPR	001 7.30	INNEE 1700	42.50
08	W TRK MACH OPR		W TRK MACH OPR	
08	W TRK MACH OPR	020 .30		
09	W TRK MACH OPR	001 7.30		42.50
09	W TRK MACH OPR		W TRK MACE 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	
11		001 7.30		42.50
11			R TRK MACH OPR	
-12	R TRK MACH OPR	999		42.50
13	W TRK MACH OPR	999		42.50
	W THE INCL OF	,,,,		42.30
14	W TRK MACH OPR	001 7.30		42.50
14	W TRK MACH OPR	012 4.00	W TRK MACH OPR	
14	W TRK MACH OPR	020 .30		
15		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		

						RVISOR			ATUS	REP	ORT			006
						ANG NBR	=> 908 1E=> S	1			A	S OF 970	902	970902
					046689 97 PAY							K MACH O		970902
	CAL	D	Y	POS	ITION	COT	HRS	CMNT	SKII	L	MEAL	ROOM	LIN/TR	N ALLOW
-	01	W	TRK	MACH	OPR	001	8.00							42.50
	01	W	TRK	MACH	OPR	014								
	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
		•		······	VIN									
	06	W	TRK	MACH	OPR	999								42.50
	07	U	TOP	MACH	OPP	001	7.30							42.50
	07			MACH		014			V	TRK	MACH	OPR	020	
_		-			••••				TRAVE					
	08	V	TRK	MACH	OPR	001	7.30							42.50
	38			MACE		012	1.30		W	TRK	MACH	OPR	014	1.00
	08			MACH		020	.30							
	09			MACH		001	7.30							42.50
100 million - 1	09			MACH		012	1.00		W	TRK	MACH	OPR	014	1.00
	09			MACH		020	.30							
-	0			MACH		001	7.30							42.50
				MACH		012	1.00		W	TRK	MACH	OPR	014	1.00
-	U			MACH		020	.30							
	11			MACH		001	7.30							42.50
	11	R	TRK	MACH	OPR	014	1.00		R	TRK	MACH	OPR	020	
	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
	4			MACH		012	4.00					OPR	014	1.00
10000	4			MACH		020	.30		TRAVE	LC	282			
				MACH		001	7.30							42.50
	5			MACH		012	1.30		W ·	TRK	MACH	OPR	014	1.00
1	15	W	TRK	MACH	OPR	020	.30							

			G	MS SUPE	RVISOR A ANG NBR= NAM PERIOD=	PPROVA	L ST	TATUS	REP	ORT			007
SUPE	RVIS	0R=>	STS	0053 G	ANG NBR=	> 9081				A:	S OF 970	902	20002
S	SA NI	BR=>	506	847645	NAM	E = > SZ	WANE	R	TON	K E	MACH O	DD .	970902
PAY	MON	rH=>	• 07	97 PAY	PERIOD=	> 1 A	ISGN	PUSIT	TON	=> 1K	K MACH U	rĸ	
CA	L DY	•	POS	ITION	COT	HRS C	MNT	SKIL	LI	MEAL	ROOM	LIN/TR	N ALLOW
01	W 1	TRK	MACH	OPR	001	8.00							42.50
-01	W 1	rrk	MACH	OPR	014 087	1.00							10 50
02	W 1	TRK	MACH	OPR	087	8.00							42.50
03	U 7	TRK	MACH	OPR	087	8.00							42.50
•••		inter	Incu	UIN		0.00							
04	B 1	TRK	MACH	OPR	009	8.00							42.50
05	RI	rrk	MACE	OPR	999								42.50
06		TDV	MACH	OPP	999								42.50
00									•				
07	W 1	TRK	MACH	OPR	001	7.30							42.50 1.00
07	W 1	RK	MACH	OPR	012	2.00		V	TRK	MACH	OPR	014	1.00
07	W 1	TRK	MACH	OPR	020	.30		TRAVE	L	0104			
08		TDV	MACH	ADD	001	/ 4/1							42.10
08	W 1	RK	MACH	OPR	012 020	2.00		W	TRK	MACH	OPR	014	1.00
08	W 1	RK	MACH	OPR	020	.30							
09	W 1	rk	MACH	OPR	001	7.30						014	42.50
09	W 1	RK	MACH	OPR	012	2.30		W	TRK	MACH	OPR	014	1.00
09	W 1	RK	MACH	OPR	020 001	.30							
10	W 1	RK	MACH	OPR	001	7.30							42.50 1.00
10			MA CTT	000	012	1 20		W	TRK	HACH	OPR	014	1.00
10	W 1	RK	MACH	OPR	012 020 001 012	.30							
11	RT	RK	MACH	OPR	001	7.30							42.50
11	RI	RK	MACH	OPR	012	1.30		R	TRK	MACH	OPR	014	1.00
11	RI	RK	MACH	OPR	020	.30							
12	RI	RK	MACH	OPR	999								
-12		TOP	MACH	OPR	000								
13	W 1	MA	MACH	UTK	,,,,								
14	W 1	RK	MACH	OPR	902	8.00	PB						
15		TOP	MACH	OPP	001	7 30							42.50
15	17 7	NA	MACH	OPP	012	2 00			TRK	MACH	OPR	014	1.00
15	W 1	MA	MACE	OPP	012 020	30		-		······			
15	WI	202	run cu	ULK	020								

008 GMS SUPERVISOR APPROVAL STATUS REPORT SUPERVISOR=> STS0053 GANG NBR=> 9081
 PERVISOR=>
 STS0053
 GANG
 NBR=>
 9081
 AS

 SSA
 NBR=>
 508062926
 NAME=>
 GRAHAM
 J
 A
 AS OF 970902 97090. 'AY MONTH=> 07 97 PAY PERIOD=> 1 ASGN POSITION=> TRK MACH OPR

CAI	. DY	POS	ITION	COT	HRS	CMNI	SKILL	MEAL	ROOM	LIN/TR	N ALLOW
01	W TRE	MACH	OPR	001	8.00)					42.50
01				014							
02	W TRE	MACH		087	3.00						42.50
03	W TRE	MACH	OPR	087	8.00	,					42.50
04	B TRK	MACH	OPX	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				1.00		V TR	K MACH	OPR	020	
			••••	•••			TRAVEL				
08	W TRK	MACH	OPR	001	7.30						42.50
08	W TRK	MACH	OPR		1.30		V TR	K MACH	OPR	014	
08	W TRK	MACH	OPR	020	.30						
09	W TRK	MACH	OPR	001	7.30						42.50
09	W TRK			012	1.30		W TR	K MACH	OPR	014	1.00
09	W TRK				. 30						
10	W TRK			001	7.30						42.50
	W TRK			012	1.00		W TR	K MACH	OPR	014	1.00
10	W TRK				.30						
11	R TRK			001							42.50
11	R TRK			014	1.00		R TR	K 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 TR	K MACH	OPR	014	1.00
15	W TRK	MACH	OPR	020	.30						

SUPERVISOR=> STS0053 GANG NBR=> 9081 AS OF 970902 SSA NBR=> 50R560964 NAME=> RIVERA J C 970902 PAY MONTH=> 07 97 PAY PERIOD=> 1 ASGN POSITION=> TRK MACH OPR 42.50 CAL DY POSITION COT HRS CMNT SKILL MEAL ROOM LIN/TRN ALLOW 01 W TRK MACH OPR 001 8.00 42.50 42.50 01 W TRK MACH OPR 014 1.00 42.50 42.50 02 W TRK MACH OPR 087 8.00 42.50 42.50 03 W TRK MACH OPR 087 8.00 42.50 42.50 04 B TRK MACH OPR 009 8.00 42.50 05 R TRK MACH OPR 001 7.30 42.50 06 W TRK MACH OPR 001 7.30 42.50 07 W TRK MACH OPR 011 7.30 42.50 08 W TRK MACH OPR 011 7.30 W TRK MACH OPR 014 1.00 08 W TRK	REPORT 009	TATUS REPOR	PROVAL S	ERVISOR A	MS SUP	G			
PAY MONTH=> 07 97 PAY PERIOD=> 1 ASGN POSITION=> 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 009 8.00 42.50 06 W TRK MACH OPR 001 7.30 42.50 07 W TRK MACH OPR 001 7.30 42.50 07 W TRK MACH OPR 011 7.30 42.50 07 W TRK MACH OPR 011 7.30 W TRK MACH OPR 020 .30 08 W TRK MACH OPR 012 1.30 W TRK MACH OPR 014 1.00 08 W TRK MACH OPR 012 7.30 W TRK MACH OPR 014 1.00							SOR=	UPERVI	SU
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 087 8.00 42.50 05 R TRK MACH OPR 909 42.50 06 W TRK MACH OPR 999 42.50 07 W TRK MACH OPR 011 7.30 42.50 07 W TRK MACH OPR 014 1.00 W TRK 08 W TRK MACH OPR 012 1.3	J C 970902	A	=> RIVER	NAM	560964	> 508	NBR=	SSA	
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 009 8.00 42.50 05 R TRK MACH OPR 999 42.50 06 W TRK MACH OPR 999 42.50 06 W TRK MACH OPR 001 7.30 42.50 07 W TRK MACH OPR 001 7.30 42.50 08 W TRK MACH OPR 014 1.00 W TRK MACH OPR 020 .30 08 W TRK MACH OPR 012 1.30 W TRK MACH OPR 014 1.00 08 W TRK MACH OPR 010 7.30 42.50 42.50 42.50 08 W TRK MACH OPR 012 1.30 W TRK MACH OPR 014 1.00 09 W TRK MACH OPR 020 .30 42.50<	ION=/ INC MACH OIN	PUSITION=/	I ASGN	I PERIOD=	97 PA	> 0/	NTH=	PAI MU	r
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 087 8.00 42.50 05 R TRK MACH OPR 009 8.00 42.50 06 W TRK MACH OPR 999 42.50 06 W TRK MACH OPR 001 7.30 W TRK MACH OPR 020 .30 07 W TRK MACH OPR 001 7.30 W TRK MACH OPR 020 .30 08 W TRK MACH OPR 011 7.30 W TRK MACH OPR 014 1.00 08 W TRK MACH OPR 012 1.30 W TRK MACH OPR 014 1.00 09 W TRK MACH OPR 010 7.30 W TRK MACH OPR 014 1.00 09 W TRK MACH OPR 012 1.30 W TRK MACH OPR 014 1.00 09 W TRK MACH OPR 012 1.30 W TRK MACH		SKILL ME	HRS CMNT	COT	ITION	POS	Y	CAL D	
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 009 8.00 42.50 05 R TRK MACH OPR 099 999 42.50 06 W TRK MACH OPR 999 42.50 06 W TRK MACH OPR 001 7.30 42.50 07 W TRK MACH OPR 001 7.30 42.50 07 W TRK MACH OPR 001 7.30 42.50 08 W TRK MACH OPR 011 7.30 W TRK MACH OPR 020 08 W TRK MACH OPR 012 1.30 W TRK MACH OPR 014 1.00 09 W TRK MACH OPR 012 1.30 W TRK MACH OPR 014 1.00 09 W TRK MACH OPR 012 1.30 W TRK MACH OPR 014 1.00 09 W TRK MACH OPR 012 1.30 <td< td=""><td>42.50</td><td></td><td></td><td></td><td>OPP</td><td>MACH</td><td>TOU</td><td>1 1</td><td>01</td></td<>	42.50				OPP	MACH	TOU	1 1	01
02 W TRK MACE 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 06 W TRK MACH OPR 999 42.50 07 W TRK MACH OPR 001 7.30 07 W TRK MACH OPR 011 7.30 07 W TRK MACH OPR 011 7.30 08 W TRK MACH OPR 011 7.30 08 W TRK MACH OPR 011 7.30 08 W TRK MACH OPR 012 1.30 09 W TRK MACH OPR 011 7.30 09 W TRK MACH OPR 011 7.30 09 W TRK MACH OPR 012 1.30 09 W TRK MACH OPR									
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 06 W TRK MACH OPR 999 42.50 07 W TRK MACH OPR 001 7.30 07 W TRK MACH OPR 011 7.30 07 W TRK MACH OPR 011 7.30 08 W TRK MACH OPR 011 7.30 08 W TRK MACH OPR 012 1.30 08 W TRK MACH OPR 020 .30 09 W TRK MACH OPR 011 7.30 09 W TRK MACH OPR 020 .30 09 W TRK MACH OPR 012 1.30 09 W TRK MACH OPR 020 .30	42.50								
O4 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 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 TRAVEL 0322 42.50 08 W TRK MACH OPR 011 7.30 W TRAVEL 0322 42.50 08 W TRK MACH OPR 012 1.30 W TRK MACH OPR 014 1.00 08 W TRK MACH OPR 012 .30 W TRK MACH OPR 014 1.00 09 W TRK MA									
05 R TRK MACH OPR 999 42.50 06 W TRK MACH OPR 999 42.50 06 W TRK MACH OPR 909 42.50 07 W TRK MACH OPR 001 7.30 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 001 7.30 W TRK MACH OPR 014 1.00 08 W TRK MACH OPR 012 1.30 W TRK MACH OPR 014 1.00 08 W TRK MACH OPR 020 .30 42.50 42.50 09 W TRK MACH OPR 012 1.30 W TRK MACH OPR 014 1.00 09 W TRK MACH OPR 012 1.30 W TRK MACH OPR 614 1.00 09 W TRK MACH OPR 012 1.30 W TRK MACH OPR 614 1.00 09 W TRK MACH OPR 020 .30 .30 .42.50	42.50		8.00	087	OPR	MACH	TRK	3 W	03
05 R TRK MACH OPR 999 42.50 06 W TRK MACH OPR 999 42.50 06 W TRK MACH OPR 909 42.50 07 W TRK MACH OPR 001 7.30 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 001 7.30 W TRK MACH OPR 014 1.00 08 W TRK MACH OPR 012 1.30 W TRK MACH OPR 014 1.00 08 W TRK MACH OPR 020 .30 42.50 42.50 09 W TRK MACH OPR 012 1.30 W TRK MACH OPR 014 1.00 09 W TRK MACH OPR 012 1.30 W TRK MACH OPR 614 1.00 09 W TRK MACH OPR 012 1.30 W TRK MACH OPR 614 1.00 09 W TRK MACH OPR 020 .30 .30 .42.50	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 001 7.30 42.50 07 W TRK MACH OPR 014 1.00 W TRK MACH OPR 020 .30 08 W TRK MACH OPR 001 7.30 W TRK MACH OPR 012 42.50 08 W TRK MACH OPR 012 1.30 W TRK MACH OPR 014 1.00 08 W TRK MACH OPR 020 .30 42.50 42.50 09 W TRK MACH OPR 011 7.30 W TRK MACH OPR 014 1.00 09 W TRK MACH OPR 001 7.30 42.50 42.50 09 W TRK MACH OPR 012 1.30 W TRK MACH OPR 014 1.00 09 W TRK MACH OPR 012 1.30 W TRK MACH OPR 014 1.00 09 W TRK MACH OPR 012 1.30 W TRK MACH OPR 014 1.00 09 W TRK MACH OPR 020 .30 .30 .30 .30	42.50		8.00	009	OPR	MACH	TRK	4 B	04
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 001 7.30 W TRK MACH OPR 012 .30 08 W TRK MACH OPR 011 1.30 W TRK MACH OPR 014 1.00 08 W TRK MACH OPR 012 1.30 W TRK MACH OPR 014 1.00 08 W TRK MACH OPR 020 .30 42.50 09 W TRK MACH OPR 011 7.30 42.50 09 W TRK MACH OPR 011 7.30 42.50 09 W TRK MACH OPR 011 7.30 42.50 09 W TRK MACH OPR 012 1.30 W TRK MACH OPR 014 09 W TRK MACH OPR 012 1.30 W TRK MACH OPR 014 1.00 09 W TRK MACH OPR 020 .30 .30 .30 .30 .30	42.50			999	OPR	MACH	TRE	5 8	05
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 001 7.30 W TRK MACH OPR 020 .30 08 W TRK MACH OPR 012 1.30 W TRK MACH OPR 014 1.00 08 W TRK MACH OPR 012 1.30 W TRK MACH OPR 014 1.00 08 W TRK MACH OPR 020 .30 42.50 42.50 09 W TRK MACH OPR 011 7.30 42.50 09 W TRK MACH OPR 012 1.30 W TRK MACH OPR 014 09 W TRK MACH OPR 012 1.30 W TRK MACH OPR 014 1.00 09 W TRK MACH OPR 020 .30 42.50 42.50					UIN	Inter			05
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 001 7.30 W TRK MACH OPR 012 .30 08 W TRK MACH OPR 011 7.30 W TRK MACH OPR 014 1.00 08 W TRK MACH OPR 012 1.30 W TRK MACH OPR 014 1.00 08 W TRK MACH OPR 020 .30 42.50 42.50 08 W TRK MACH OPR 011 7.30 W TRK MACH OPR 014 1.00 09 W TRK MACH OPR 011 7.30 W TRK MACH OPR 014 1.00 09 W TRK MACH OPR 012 1.30 W TRK MACH OPR 014 1.00 09 W TRK MACH OPR 012 1.30 W TRK MACH OPR 014 1.00 09 W TRK MACH OPR 020 .30 W TRK MACH OPR 014 1.00	42.50			999	OPR	MACH	TRK	6 W	06
07 W TRK MACH OPR 014 1.00 W TRK MACH OPR 020 .30 08 W TRK MACH OPR 001 7.30 TRAVEL 0322 42.50 08 W TRK MACH OPR 012 1.30 W TRK MACH OPR 014 1.00 08 W TRK MACH OPR 012 1.30 W TRK MACH OPR 014 1.00 08 W TRK MACH OPR 020 .30 42.50 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 09 W TRK MACH OPR 012 1.30 W TRK MACH OPR 014 1.00 09 W TRK MACH OPR 012 1.30 W TRK MACH OPR 014 1.00 09 W TRK MACH OPR 020 .30 .30 .30 .30		•							
TRAVEL 0322 42.50 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 42.50 42.50 09 W TRK MACH OPR 001 7.30 42.50 42.50 09 W TRK MACH OPR 012 1.30 W TRK MACH OPR 014 1.00 09 W TRK MACH OPR 012 1.30 W TRK MACH OPR 014 1.00 09 W TRK MACH OPR 020 .30 42.50 42.50	42.50	7	7.30	001	OPR	MACH	TRK	7 W	
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 .30 014 1.00 09 W TRK MACH OPR 001 7.30 42.50 09 W TRK MACH OPR 012 1.30 W TRK MACH OPR 014 09 W TRK MACH OPR 012 1.30 W TRK MACH OPR 014 1.00 09 W TRK MACH OPR 012 1.30 W TRK MACH OPR 014 1.00 09 W TRK MACH OPR 020 .30 .30	TRK MACH OPR 020 .30	W TRK M	1.00	014	OPR	MACH	TRK	7 W	07
O8 W TRK MACH OPR O12 1.30 W TRK MACH OPR O14 1.00 08 W TRK MACH OPR 012 1.30 W TRK MACH OPR 014 1.00 08 W TRK MACH OPR 020 .30 42.50 09 W TRK MACH OPR 012 1.30 W TRK MACH OPR 014 1.00 09 W TRK MACH OPR 012 1.30 W TRK MACH OPR 014 1.00 09 W TRK MACH OPR 012 1.30 W TRK MACH OPR 014 1.00 09 W TRK MACH OPR 020 .30 .30		TRAVEL 03							
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 614 1.00 09 W TRK MACH OPR 020 .30 W TRK MACH OPR 614 1.00									
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 W TRK MACH OPR 014 1.00	TRK MACH OPR 014 1.00	W TRK P							
09 W TRK MACH OPR 012 1.30 W TRK MACH OPR 014 1.00 09 W TRK MACH OPR 020 .30	10 50								
09 W TRK MACH OPR 020 .30									
	TRK MACH UPK 014 1.00	W TRK P							
	42.50								
			/.30	001					
	IRK MACH OFR 014 1.00	W IRK H							
10 W TRK MACH OPR 020 .30 42 50	42.50								
II A TAK TAKU OTA OTA TISO	TRE MACE OPP 020 30	D 707 N	1.30						
11 R TRK MACH OPR 014 1.00 R TRK MACE OPR 020 .30	42.50	R IRK F	1.00						
12 R TRK MACH OPR 999 42.50	42.30			999	OPR	MACH	TRK	2 R	12
- 13 W TRK MACH OPR 999 42.50	42.50			999	OPR	MACH	TRK	2 1	- 13
									15
14 W TRK MACH OPR 001 7.30 42.50	42.50		7.30	001	OPR	MACH	TRK	4 V	14
14 W TEK MACH OPR 012 4.00 W TEK MACH OPR 014 1.00	TRK MACH OPR 014 1.00	W TRK M	4.00	012					
14 W TRK MACH OPR 020 .30 TRAVEL 0308	L 0308	TRAVEL 03	.30	020					A
15 W TRK MACH OPR 902 8.00 PB									

-												TATUS	REF						010
	SL				> STS			ING	NBR=	> 90	81				S OF	9709		970	002
					> 509			PER	NAM IOD=	E=>	ASGN	I JR FOSIT	TION	R L I=> TR	K MAC	H OP		970	902
1		CAL	D	Y	POS	ITIO	N		COT	HRS	CMNT	SKI	LL	MEAL	RO	OM 1	LIN/TR	N	ALLOW
-	01		V	TRK	MACH	OPP			001	8.0	0								42.50
	01				MACH					1.0	200								
	02		W	TRK	MACH	OPR	. \		087	8.0	0								42.50
	03		V	TRK	MACH	OPR			087	8.0	0								42.50
Ľ	04		B	TRK	MACH	OPR			009	8.0	0								42.50
	05		R	TRK	MACH	OPR			999										42.50
•	06		v	TRK	MACH	OPR		9	999										42.50
	.07		v	TRK	MACH	OPR		(001	7.3	0								42.50
	07				MACH				012	6.0	õ	V TRAVE	TRK	MACH	OPR		014	1.0	00
	07				MACH					.3	Ō	TRAVE	L	0688					
	08				MACH				001	7.3									42.50
	08				MACH			(012	6.0	D	V	TRK	MACH	OPR		014	1.0	00
	08		V	TRK	MACH	OPR		(020	.30	0								
	09		V	TRK	MACH	OPR		(001	7.30	0								42.50
	09				MACH			(012	6.00		V	TRK	MACH	OPR		014	1.0	00
-	09				MACH				020	.30									
-	• •				MACH			(001	7.30	0								42.50
					MACH)12	4.00		v	TRK	MACH	OPR		014	1.0	0
•	10				MACH			C		.30									
_	11		-		MACH			C		7.30									42.50
	11				MACH			C		1.00)	R	TRK	MACH	OPR		020	.3	10
•	12		R	TRK	MACH	OPR		9	999										42.50
1	13		V	TRK	MACH	OPR		9	99										42.50
-	14		V	TRK	MACH	OPR		C	001	7.30)								42.50
-	14		W	TRK	MACH	OPR		0	12	4.00)	W.	TRK	MACH	OPR		014	1.0	0
	14		W	TRK	MACH	OPR		0	20	.30)	TRAVE	L	0674					
	15		V	TRK	MACH	OPR		0	01	7.30									42.50
	15		W	TRK	MACH	OPR				2.00		W '	TRK	MACH	OPR		014	1.0	0
	15		V	TRK	MACH	OPR		0	20	. 30)								

				G	MS SUI	ERVI	SOR A	PPRO	VAL S	TATUS	REP	ORT				011
SU	PER	I	50R=2	> STS	0053	GANG	NBR=	> 908	31	_		A	SOFS	70902	07	0902
	SSA		BK=	> 525	0655/1	V DE	NAM	E=> 1	COLED	POST	TTON	K TP		OPP		0902
. •	AL F		10=,	. 01	9/ 11	I FE		- 1	ASGN	FUSI	1100	=/ 11	K IMOL			
	CAL	D	r	POS	ITION		COT	HRS	CMNT	SKI	LL	MEAL	ROC	M LIN	RN	ALLOW
-																
01		W	TRK	MACH	OPR OPR OPR		001	8.00	2							42.50
01		W	TRK	MACH	OPR		014	1.00	2							42.50
02		•	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		U	TRK	MACH	OPR		001	7.30	1							42.50
07		v	TRK	MACH	OPR		014	1.00	,	v	TRK	MACH	OPR	020)	.30
										TRAVE	EL	1210				
08		W	TRK	MACH	OPR OPR 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					OPR				•							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					OPR				1							42.50
10		W	TRK	MACH	OPR		012	2.00	•	W	TRK	MACH	OPR	014	1	.00
10		W	TRK	MACH	OPR OPR		020	.30								
11		R	TRK	MACH	OPR		001	7.30								42.50
11					OPR			1.00	1	R	TRK	MACH	OPR	020	•	.30
12		R	TRK	MACH	OPR		999									42.50
13		W	TRK	MACH	OPR		999									42.50
			TDV	MACR	OPP		001	7.30								42.50
14			TDV	MACH	OPR OPR		012	4.00		IJ	TPF	MACH	OPP	014	1	.00
					OPR		020	4.00		TRATE	INK	1224	UFR	014	1	
14					OPR		020	7 20		IRAVE		1224				42.50
15			TRK	MACH	OPR		012	2.00			TOU	MACH	OPP	014	1	42.50
15					OPR		012	2.00			IKK	MACH	OFR	014	1	.00
15		W	TRK	MACH	OPR		020	.30								

•	•				GI	IS SUPERVI	SOR A	PPRO	VAL ST	TATUS	REPO	RT			012
S		SSA		BR=>	> STSC	0053 GANG 173295 97 PAY PE	NBR=	> 908 E=> 1	B1 MARTIN	IEZ		AS JJ	OF 970	9	70902
						TION	COT		CMNT	SKIL				LIN/TRN	ALLOW
															42.50
	1				MACH		001	8.0							
	1				MACH		014 087	1.0							42.50
C	2		W	TRK	MACH	OPR	087	0.00	,						
. 0	13		u	TRK	MACH	OPR	087	8.0	0						42.50
	-		-		imon										
C	4		B	TRK	MACH	OPR	009	8.0	D						42.50
C)5		R	TRK	MACH	OPR	999								42.50
															42.5
-0)6		W	TRK	MACH	OPR	999								42.3
	-						001	7.3	•						42.5
	7				MACH		001 014	1.0		U	TRK	MACH	OPR	020	
C)7		•	TRK	MACH	OPR	014	1.0		TRAVE		210	••••		
0	8		U	TRK	MACH	OPR	001	7.3	0						42.5
	8				MACH		012	1.3		V	TRK	MACH	OPR	014	1.00
	8				MACH		020	.3	0						
	9				MACH		001	7.3							42.5
	9		V	TRK	MACH	OPR	012	1.3		W	TRK	MACH	OPR	014	1.00
C	9		V	TRK	MACH	OPR	020	.3							42.5
'	0				MACH		001	7.3						01/	42.5
					MACH		012	2.0		V	TRK	MACH	OPR	014	1.00
	U				MACH		020	.3							42.5
	1				MACH		001	7.3		P	TPF	MACH	OPR	020	
	1				MACH		014 999	1.0	0	K	INK	MACH	UIK		42.5
	2		R	TRK	MACH	OPR	999								
-1	2			TDV	MACH	OPP	999								42.5
-1				INK	MACH	UIK									
	4		U	TRK	MACH	OPR	001	7.3	0						42.5
	4				MACH		012	4.0		W	TRK	MACH	OPP	014	1.00
120015	4				MACH		020	.3		TRAVE		1224			
	5				MACH		001	7.3	0						42.3
	5		W		MACH		012	2.0		V	TRK	MACH	OPR	014	1.00
	5		W		MACH		020	.3	0						

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GMS SUPERVISOR APPROVAL STATUS REPORT AS OF 970902 SUPERVISOR=> STS0053 GANG NBR=> 9081 PERVISOR=> STS0053 GANG NBR=> 9081 A SSA NBR=> 585045328 NAME=> MARTINEZ C L 970902 PAY MONTH=> 07 97 PAY PERIOD=> 1 ASGN POSITION=> TRK MACH OPR

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CAL	D	r	POS	ITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TR	ALLOW
.01	v	TRK	MACH	OPR	 001	8.00)					42.50
01				OPR	014	1.00)					
02			MACH		087	8.00						42.50
03	W	TRK	MACH	OPR	087	8.00)					42.50
04	5	TRK	MACH	OPR	009	8.00)					42.50
05	R	TRK	MACH	OPR	999							42.50
06	v	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 T TRAVEL		H OPR	020	.30
-08	W	TRK	MACH	OPR	001	7.30)					42.50
08			MACH		012	1.30)	WT	RK MAC	H OPR	014	1.00
08			MACH		020	.30)					
09	W	TRK	MACH	OPR	001	7.30)					42.50
. 09	W	TRK	MACH	OPR	012	1.30)	W T	RK MAC	H OPR	014	1.00
09	W	TRK	MACH	OPR	020	.30						
10			MACE		001	7.30)					42.50
10	W	TRK	MACH	OPR	012	2.00		W T	RK MAC	H OPR	014	1.00
10			MACH		020	.30						
11			MACH		001	7.30						42.50
11			MACH		014	1.00)	RT	RK MAC	H OPR	020	.30
12	R	TRK	MACH	OPR	999							42.50
13	W	TRK	MACH	OPR	999							42.50
.14	V	TRK	MACH	OPR	001	7.30)					42.50
14			MACH		012	4.00)	W T	RK MAC	H OPR	014	1.00
14			MACH		020	.30)	TRAVEL	1174			
15	W	TRK	MACH	OPR	001	7.30)					42.50
15	W	TRK	MACH	OPR	012			W T	RK MAC	H OPR	014	1.00
15	W	TRK	MACH	OPR	020	.30)					

			GMS SU	PERVISOR A	PPROVAL S	TATUS RE	PORT			014
	CC	A NDD-	59596779	GANG NBR= 5 NAM AY PERIOD=	R-> VOODY		DR		7	70902
	CAL	DY	POSITION	COT	HRS CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
	01	W TRK	MACH OPR	001	8.00					42.50
_	01		MACH OPR		1.00					
	02		MACH OPR		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	V 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 TR		OPR	020	.30
-	~~			001	7.30	INAVEL	1210			42.50
	08		MACH OPR MACH OPR	012	1.30	U TR	K MACH	OPR	014	
•	08		MACH OPR		.30					
_	09		MACH OPR	001	7.30					42.50
	09		MACH OPR	012	1.30	W TR	K MACH	OPR	014	1.00
	09		MACH OPR		.30					
	10		MACH CPR	001	7.30					42.50
1			MACH OPR	012	2.00	W TR	K MACH	OPR	014	1.00

	09	W TRK	MACH	OPR	012	1.30	W IKK MACH	UFK	014	
	09	W TRK	MACH	OPR	020	.30				
	10	W TRK	MACH	CPR	001	7.30				42.50
	-	W TRK			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			014	1.00	R TRK MACH	OPR	020	.30
	12	R TRK	MACH	OPR	999					42.50
	13	V TRK	MACH	OPR	999					42.50
										42.50
	14	V TRK	MACH	OPR	001	7.30				
	14		MACH		012	4.00	W TRK MACH	OPR	014	1.00
	14		MACH		020	.30	TRAVEL 1224			5
	15		MACH		001	7.30				42.50
	15		MACH		012	2.00	W TRK MACH	OPR	014	1.00
-	15		MACH		020	.30				

	•••••••								•				
	. :			G	MS SUPERV	ISOR A	PPROV	AL ST	ATUS RE	PORT			015
SI	JPER	I	SOR=	> STS	0053 GAN 905607	G NBR=	> 908	1		A	S OF 970	902	
	SSA	1 4	NBR=2	> 585	905607	NAM	E=> I	GNACI	0	L			970902
	PAY 1	101	TH=	> 07	97 PAY P	ERIOD=	> 1	ASGN	POSITIO	N=>TR	K MACH O	PR	
		-		-	-		TRO	-	CUTII	MEAT	ROOM	TTN /TT	N ALLOW
	CAL			PUS			IRS	CMNI	SKILL	MEAL			N ALLOW
01					OPR								42.50
01		V	TRK	MACH	OPR	014	1.00	1					
02	2	W	TRK	MACH	OPR OPR	087	8.00	1					42.50
.03	1	W	TRK	MACH	OPR	087	8.00	1					42.50
		_			1.1								
04	•	B	TRK	MACH	OPR	009	8.00						42.50
05		D	TDV	MACH	OPR	000							42.50
05		r	IKK	MACE	UPR	999							42.30
		V	TRK	MACH	OPR	999							42.50
		-			••••								
07	•	V	TRK	MACH	OPR	001	7.30						42.50
07					OPR				W TR	K MACH	OPR	020	.30
									TRAVEL	1210			
08					OPR								42.50
08					OPR	012	1.30		W TR	K MACH	OPR	014	1.00
08					OPR	020 001	.30						10 50
09					OPR	001	7.30			W MACH	OPR	014	42.50
09					OPR		1.30		W TR	K MACE	UPR	014	1.00
10					OPR OPR	001							42.50
10					OPR		2.00		U TR	K MACH	OPR	014	1.00
10							.30			K IMOL			
11		R	TRK	MACH	OPR OPR	001	7.30						42.50
11		R	TRK	MACH	OPR	014	1.00		R TR	K MACH	OPR	020	.30
12		R	TRK	MACH	OPR	999							42.50
.13		W	TRK	MACH	OPR	999							42.50
14					OFR	001	7.30				OPR	01/	42.50
14					OPR						OPR	014	1.00
14		W	TRK	MACH	OPR	020	.30		TRAVEL	1224			42.50
15		U	TRE	MACH	OPR OPR	012	2 00			K MACH	OPR	014	1.00
15		U	TRK	MACH	OPR	020	.30		• 10	i inch	U. K	014	
13		-	In	incu	UIN	020							

T

GMS SUPERVISOR APPROVAL STATUS REPORT AS OF 970902 SUPERVISOR=> STS0053 GANG NBR=> 9081 SUPERVISOR=> STS0053GANG NBR=> 9081AS OF 970902SSA NBR=> 585947138NAME=> THOMASD`AY MONTH=> 0797 PAY PERIOD=> 1ASGN POSITION=> TRK MACH OPR 970902

1	CAL	D	Y	POS	ITION	COT	HRS	CMNT	SKI	LL	MEAL	ROOM	LIN/TRN	ALLOW
	01 01				OPR OPR	001 014	8.00							42.50
	02	W	TRK	MACH	OPR	087	8.00	1						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
1	07	V	TRK	MACH	OPR	001	7.30							42.50
•	07	V	TRK	MACH	OPR	014	1.00		W TRAVE			CPR	020	.30
	08	W	TRK	MACH	OPR	001	7.30							42.50
	03			MACH		012	1.30		v	TRK	MACH	OPR	014	1.00
	06	W	TRK	MACH	OPR	020	.30							
	09	V	TRK	MACH	OPR	001	7.30							42.50
Λ	09	V	TRK	MACH	OPR	012	1.30		W	TRK	MACH	OPR	014	1.00
-	09			MACH			.30							
_	10			MACH		001	7.30							42.50
		W		MACH		012	2.00		V	TRK	MACH	OPR	014	1.00
		W		MACH			.30							
	11			MACH		001	7.30							42.50
	11			MACH		014	1.00		R	TRK	MACE	OPR	020	.30
	12	R	TRK	MACH	OPR	999								42.50
	13	V	TRK	MACH	OPR	999								42.50
	1,4	W	TRK	MACE	OPR	002	8.00							
	15	W	TRK	MACH	OPR	002	8.00							

GMS SUPERVISOR APPROVAL STATUS REPORT017SUPERVISOR=> STS0053GANG NBR=> 9081AS OF 970902SSA NBR=> 466601785NAME=> GUARDIOLA JRGPAY MONTH=> 0797 PAY PERIOD=> 1ASGN POSITION=> 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		1.00					
02 W EX GNG LABORER		8.00					42.50
02 W EA GNG LABORER	007	0.00					
03 W EX GNG LABORER	087	8.00					42.50
							42.50
04 B EX GNG LABORER	009	8.00					42.50
05 R EX GNG LABORER	999						42.50
							42.50
U6 W EX GNG LABORER	999						42.50
	001	7 30 70					42.50
07 W A XTRA GNG FRMN 07 W A XTRA GNG FRMN		7.30 TD 1.00	U A	YTPA CNC	PRMN	020	.30
07 W A XTRA GNG FRMN	014	1.00	TRAVEL	0378	riun	020	
08 W A XTRA GNG FRMN	001	7.30 TD	INAVES	03/0			42.50
08 V A XTRA GNG FRMN	012	1.30	U A	TTRA GNG	FRMN	014	
08 W A XTRA GNG FRMN		.30	• •	ATTON ONO		•••	
09 V A XTRA GNG FRMN		7.30 TD					42.50
09 W A XTRA GNG FRMN	012	1.30	VA	TTRA GNG	FRMN	014	
09 W A XTRA GNG FRMN		.30					
10 W A XTRA GNG FRMN		7.30 TD					42.50
10 W A XTRA GNG FRMN	012	2.00	VA	XTRA GNG	FRMN	014	1.00
10 W A XTRA GNG FRMN		.30					
11 R A XTRA GNG FRMN		7 20 70					42.50
11 R A XTRA GNG FRMN	014	1.00	RA	XTRA GNG	FRMN	020	.30
12 R EX GNG LABORER							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	WA	XTRA GNG	FRMN	014	1.00
14 W A XTRA GNG FRMN		.30		0364			
15 W A XTRA GNG FRMN	001	7.30 TD					42.50
15 W A XTRA GNG FRMN		4.00	WA	XTRA GNG	FRMN	014	1.00
15 W A XTRA GNG FRMN	020	.30					

SUPER	VISO	R=> S			PPROVAL ST		PORT	OF 970	902	018
SS	A NBI	R=> 5	05151045	NAM	E=> MITCHE > 1 ASGN	M	LD		97	0902
CAL	DY	P	OSITION	COT	HRS CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLO
01			LABORER	001	8.00					42.5
01 02			LABORER LABORER	014 087	1.00 8.00					42.5
03	W EX	GNG	LABORER	087	8.00					42.5
04	BE	GNG	LABORER	009	8.00					42.5
05	REX	GNG	LABORER	999						42.5
06	W EX	GNC	LABORER	999						42.
07	W EX	GNG	LABORER	909	RL					
08	W					ЧL				
09	W									
10	v									
11	R									
	R									
13	v									
14	v									
	v									

					GMS SUE	ERVI	SOR A	PPROVAL	STATUS R	EPORT			019
2	UPER SS PAY	NIS MON	SOR= IBR= ITH=	> S > 5(> 0	TSO053 05683255 7 97 PA	GANG	NBR= NAM RIOD=	> 9081 E=> AREL > 1 ASG	LANO N POSITIO	AS PJ ON=> EX	GNG LAB	902 97 ORER	0902
111.925					STTION		COT	HRS CMN	T SKILL	MEAL	ROOM	LIN/TRN	ALLOW
0	1	W	EX	GNG	LABORER LALORER LABORER	1	001 014	8.00					42.50 42.50
.0	3				LABOREF								42.50
	4	B											
	5	R											
- 0		v					•						
0	7	v											
c	8	V							: •.				
0	9	v											
1	0	W											
1	1	R											
1	2	R											
1	3	v											
1	4	V											
1	5	W											

						GMS SUPE	RVIS	OR A	PPRO	VAL ST	TATUS B	EPOR	r		020
	SU	PERV	ISC	DR= BR=	> S	TS0053 G 06023441	ANG	NBR=	> 908 E=> 9	81 501.ANC	,	R	AS OF 97 E	0902	970902
							PER						EX GNG LA		
1	•	CAL	DY		P	OSITION		COT	HRS	CMNT	SKILL	ME	AL ROOM	LIN/TR	N ALLOW
-	01					LABORER			8.00						42.50
	01					LABORER LABORER		014 087	1.00						42.50
-	03		WE	X	GNG	LABORER		087	8.00)					42.50
	04	1	BE	X	GNG	LABORER	(009	8.00)					42.50
	05	1	RE	X	GNG	LABORER		999							42.50
-	06	1	J E	X	GNG	LABORER		999							42.50
I	07					LABORER		001	7.30						42.50
-	07	I	IE	X	GNG	LABORER	(014	1.00		W E TRAVEL	X GN0 029	LABORER	020	. 30
	08	١	IE	X	GNG	LABORER	(001	7.30)	12				42.50
	08					LABORER		014	1.00		VE	K GNG	LABORER	020	.30
	09	1	IE	X	GNG	LABORER	(001	7.30)					42.50
	09		0.000			LABORER	(014	1.00		VE	X GNG	LABORER	020	.30
	10	١	IE	X	GNG	LABORER	(001	7.30)					42.50
-	10	1	E	X	GNG	LABORER	()14	1.00)	VE	K GNG	LABORER	020	. 30
-	••	F	E	X	GNG	LABORER	(001	7.30						42.50
		F	E	X	GNG	LABORER	()14	1.00)	RE	K GNG	LABORER	020	. 30
-	12	F	E	X	GNG	LABORER	9	999							42.50
	13	1	E	X	GNG	LABORER	9	999							42.50
-	14		E	x	GNG	LABORER	0	001	7.30	1					42.50
-	14					LABORER	10111	12	.30		VE	GNG	LABORER	014	
	14					LABORER			.30		TRAVEL	038			
	15					LABORER		01	7.30						42.50
	15					LABORER		12	1.00		VE	GNG	LABORER	014	1.00
	15					LABORER		20	.30						

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	ISOR APPROVAL		021
SUPERVISOR=> STS0053 GAN SSA NBR=> 506961004	IG NBR=> 9081 NAME=> RIVE	AS OF 970 RA MJ	902 970902
PAY MONTH=> 07 97 PAY P			
CAL DY POSITION	COT HRS CMN	T 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
	007 0.00		42.30
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
08 W EX GNG LABORER	001 7.30	TRAVEL 0322	42.50
08 W EX GNG LABORER	014 1.00	W EX GNG LABORER	
09 W EX GNG LABORER	001 7.30	W EA GING LADUNER	42.50
09 W EX GNG LABORER	014 1.00	W EX GNG LABORER	
10 W EX GNG LABORER	001 7.30		42.50
10 W EX GNG LABORER	014 1.00	W EX GNG LABORER	
11 R EX GNG LABORYR	001 7.30		42.50
11 R EX GNG LABORER		R EX GNG LABORER	
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		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		

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			• • • • •	GMS SUPE	RVISOR A	PPROVAL ST	ATUS RE	PORT			022
SUPERVISOR=>STS0053GANG NBR=>9081AS OF 970902SSA NBR=>507060126NAME=>GALAVEZT D970902AY MONTH=>0797PAY PERIOD=>1ASGN POSITION=>EX GNG LABORER											70902
	SS	A NBR	=> 5	07060126	PERTOD_	E=> GALAVE	POSTTIO	N=> EX	GNG LAB	ORER	
	41	MONID	=> 0	/ 9/ FAI	FERIOD=	I ASON	1001110				
-	CAL	DY	P	OSITION	COT	HRS CMNT	SKILL	MEAL	ROOM		
								•••••			42.50
-	01			LABORER	001	8.00					42.50
-	01			LABORER		1.00					42.50
	02	W EX	GNG	LABORER	087	8.00					
-	03	UPY	CNC	LABORER	087	8.00					42.50
-	05	. 54	GING								
	04	B EX	GNG	LABORER	009	8.00					42.50
	··· ·										42.50
-	05	R EX	GNG	LABORER	999						42.30
	~		-	I ADODDD	999						42.50
	. 06	WEX	GNG	LABORER	,,,,						
	07	VEX	GNG	LABORER	001	7.30					42.50
	07			LABORER	014	1.00	W EX		BORER	020	.30
							TRAVEL	0296			12 50
	08			LABORER		7.30	č			000	42.50
	08			LABORER		1.00	W EX	GNG LA	BORER	020	42.50
-	09			LABORER	001	7.30				020	.30
_	09			LABORER	014	1.00	W EX	GNG LA	BORER	020	42.50
	10			LABORER	001	7.30				070	.30
	10			LABORER	014	1.00	W EX	GNG LA	BORER	020	42.50
	11			LABORER	001	7.30				020	.30
				LABORER	014	1.00	REX	GNG LA	BORER	020	42.50
	12	R EX	GNG	LABORER	999						42.50
				LABORER	999						42.50
	13	WEA	GNG	LADUKER	,,,,						
	14	UPY	CNC	LABORER	001	7.30					42.50
	14			LABORER	012	.30	W EX	GNG LA	BORER	014	1.00
	14			LABORER	020	.30		0382			
	15			LABORER	001	7.30					42.50
-	15			LABORER	012	1.00	W EX	GNG LA	BORER	014	1.00
-	15			LABORER	020	.30					
	15		0110								

-CIII	PDU		~		GMS SUPE								002	023
					TS0053 G	ANG NBR=	> 908	PDET		•	D P	5 OF 970		970902
PA	YM	ON	TH	-> 0	7 97 PAY	PERIOD=		ASGN	POSITI	ION	=> EX	GNG LAB	ORER	370302
·· ··														
	AL	DI		P	OSITION									N ALLOW
01		W	EX	GNG	LABORER		8.00							42.50
-01					LABORER		1.00							
02					LABORER		8.00							42.50
03				CNC	LABORER	097	8.00							42.50
•••			LA	GING	LADUKER	087	0.00							42.30
04	1	B	EX	GNG	LABORER	009	8.00							42.50
05	1	RI	EX	GNG	LABORER	999								42.50
04														10 50
06			EX	GNG	LABORER	999								42.50
-07	1	1	EX	GNG	LABORER	001	7.30							42.50
07	١	1	EX	GNG	LABORER		1.00					BORER	020	.30
									TRAVEL	. (0666			
08					LABORER		7.30							42.50
08					LABORER		1.30		VĘ	X	GNG LA	BORER	014	1.00
08					LABORER		.30							
09					LABORER	001	7.30							42.50
09					LABORER		1.00		VE	XC	SNG LA	BORER	020	.30
10					LABORER	001	7.30							42.50
10					LABORER				VE	XG	SNG LA	BORER	020	
11					LABORER		7.30							42.50
11					LABORER		1.00		RE	XC	SNG LA	BORER	020	.30
12	F	RE	X	GNG	LABORER	999								42.50
13	۲	I	X	GNG	LABORER	999								42.50
-14	1	E	X	GNG	LABORER	001	7.30							42.50
14	L	E	X	GNG	LABORER		.30		VE	XG	ING LA	BORER	014	1.00
- 14	L	E	X	GNG	LABORER	020	.30		TRAVEL	C	652			
15	T	E	X	GNG	LABORER		7.30							42.50
15	L	E	X	GNG	LABORER	012	1.00		VE	XG	NG LA	BORER	014	1.00
15	L	E	X	GNG	LABORER	020	.30							

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						GMS SUPE				TATUS	REE	PORT			024
l		SS	AN	IBR:	> 50	TSO053 G 09880863 7 97 PAY	NA	ME=> M	ILLE	POSI	۶ 1013	BI	AS OF 970 L Ex GNG LAE	9	70902
		CAL	D	r	P	DSITION	con	E HIRS				MEAI	ROOM	LIN/TRN	ALLOW
-	01		W												
	02		W												
-	03		W												
	04		R												
_	-		-												
	05														
_	06	•	v												
	07	•	B R W W EX GNG LABORER 001 7.30 W EX GNG LABORER 014 1.00 W EX GNG LABORER 014 1.00 W EX GNG LABORER 001 7.30 W EX GNG LABORER 014 1.00 W EX GNG LABORER 020 .30 W EX GNG LABORER 014 1.00 W EX GNG LABORER 020 .30 W EX GNG LABORER 014 1.00 W EX GNG LABORER 020 .30 (2.50) W EX GNG LABORER 014 1.00 W EX GNG LABORER 020 .30 (2.50) (2.50)												
	07									W	EX	GNG	LABORER	020	
_	08			S.L. States							DV	CNIC	TABODED	020	
	08										EA	GNG	LADUKER	020	
	09									v	EX	GNG	LABORER	020	
_	10			EX		LABORER	001								42.50
	10					LABORER	014			W	EX	GNG	LABORER	020	.30
	11					LABORER	00								42.50
	11					LABORER	014			R	EX	GNG	LABORER	020	.30
						LABORER	999	•							4250
-	13		W	EX	GNG	LABORER	999	,							42.50
	14		v	EX	GNG	LABORER	909	,	RL						

v

SUPPT		RVISOR APP		US REPO	AS OF 970	002	025
	RVISOR=> STS0053 GA SA NBR=> 512542564		> THORMAN	¥.,			70902
	MON'I'H=> 07 97 PAY						10552
				011101-			
CAI	DY POSITION	COT H	RS CMINT S	KILL M	EAL ROOM	LIN/TRN	ALLOW
01	W EX GNG LABORER	001 8	.00				42.50
01	W EX GNG LABORER		.00				
02	W EX GNG LABORER		.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
00	W LA GING LADUKER	,,,,					42.30
07	W EX GNG LABORER	001 7.	.30				42.50
07	W EX GNG LABORER			W EX G	NG LABORER	020	.30
					660		
08	W EX GNG LABORER	001 7.	.30				42.50
. 08	W EX GNG LABORER		.00	W EX G	NG LABORER	020	.30
09	W EX GNG LABORER		. 30				42.50
09	W EX GNG LABORER		.00	W EX G	NG LABORER	020	.30
10	W EX GNG LABORER		.30				42.50
10	W EX GNG LABORER		.00	W EX G	NG LABORER	020	.30
11	R EX GNG LABORER		.30				42.50
11	R EX GNG LABORER		.00	R EX G	NG LABORER	020	.30
12	R EX GNG LABORER	999					42.50
13	W EX GNG LABORER	999					42.50
14	W EX GNG LABORER	.01 7.	30				42.50
14	W EX GNG LABORER			U FY C	NG LABORER	014	
14	W EX GNG LABORER	012 .	30 TR	AVEL O		014	
15	W EX GNG LABORER		30				42.50
15	W EX GNG LABORER			U PY C	NG LABORER	014	
15	W EX GNG LABORER		30	. DA GI	ABORER	014	
15	W EA GNG LABURER	020 .	30				

	SUPERV SSA 'AY M		SOR:	> S > 5	GMS SUPERVI TSO053 GANG 26692766 7 97 PAY PE	NBR= NAM	> 9081 E=> YAZ	ZIE	AS S B	OF 970 Ng lab	902 90 RER - 9	026 970902
	CAL	D	r	P	OSITION	COT	HRS CM	NT SKILL	MEAL	ROOM	LIN/TRN	ALLOW
		W	EX	GNG	LABORER	001	8.00	••••••				42.50
					LABORER	014	1.00					
0	02	W	EX	GNG	LABORER	087	8.00					420
0)3	W	EX	GNG	LABORER	087	8.00					42.50
0)4	B	EX	GNG	LABORER	009	8.00					42.50
0)5	R	EX	GNG	LABORER	999						42.50
0	6	W	EX	GNG	LABORER	999						42.50
0	7	v	EX	GNG	LABORER	001	7.30					42.50
					LABORER	014	1.00	W EX		RER	020	
_								TRAVEL	1432			
					LABORER		7.30					42.50
					LABORER			V EX	GNG LABO	ORER	020	.30
					LABORER		7.30					42.50
					LABORER	014	1.00	W EX	GNG LABO	ORER	020	.30
					LABORER	001	7.30	W EX				42.50
					LABORER	014	1.00	W EX	GNG LABO	RER	020	.30
. '					LABORER							42.50
						999	1.00	R EX	GNG LABO	RER	020	.30 42.50
• •	2	R	EA	GIG	LADUKER	333						42.50
1	3	W	EX	GNG	LABORER	999						42.50
1	4	W	EX	GNG	LABORER		7.30					42.50
1	4	W	EX	GNG	LABORER	012	.30	W EX	GNG LABO	RER	014	1.00
1		W	EX	GNG	LABORER		.30	TRAVEL	1446			
1							7.30					42.50
_ 1					LABORER	012		V EX	GNG LABO	RER	014	1.00
1	5 1	W	EX	GNG	LABORER	020	.30					

SUPERVISOR=> STSOD53 GANG NER=> 9081 AS OF 970902 970902 SSA NER=> 526872991 NAME=> YAZZIE H B 970902 PAY MONTH=> 07 97 PAY PERIOD=> 1 ASGN POSITION=> FX GNG LABORER 970902 CAL DY POSITION COT HERS CHNT SKILL MEAL ROOM LIN/TEN ALLOV 01 V EX GNG LABORER 001 8.00 42.50 01 V EX GNG LABORER 087 8.00 42.50 03 V EX GNG LABORER 087 8.00 42.50 04 B EX GNG LABORER 087 8.00 42.50 05 R EX GNG LABORER 099 8.00 42.50 06 V EX GNG LABORER 017 7.30 42.50 07 V EX GNG LABORER 017 7.30 42.50 07 V EX GNG LABORER 011 7.30 42.50 07 V EX GNG LABORER 011 7.30 42.50 08 V EX GNG LABORER 011 7.30 42.50 08 V EX GNG LABORER 014 1.00 V EX GNG LABORER 020 09 V EX GNG LABO		RVISOR APPROVAL S		027
CAL DY POSITION COT HES CHNT SKILL MEAL ROOM LIN/TEN ALLOW 01 V EX GNG LABORER 001 8.00 42.50 01 V EX GNG LABORER 014 1.00 42.50 02 V EX GNG LABORER 087 8.00 42.50 03 V 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 V EX GNG LABORER 919 42.50 07 V EX GNG LABORER 011 7.30 42.50 07 V EX GNG LABORER 011 7.30 42.50 08 V EX GNG LABORER 011 7.30 42.50 09 V EX GNG	SUPERVISOR=> STS0053 GA	ANG NBR=> 9081	AS OF 970	902 970902
CAL DY POSITION COT HES CHNT SKILL MEAL ROOM LIN/TEN ALLOW 01 V EX GNG LABORER 001 8.00 42.50 01 V EX GNG LABORER 014 1.00 42.50 02 V EX GNG LABORER 087 8.00 42.50 03 V 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 V EX GNG LABORER 919 42.50 07 V EX GNG LABORER 011 7.30 42.50 07 V EX GNG LABORER 011 7.30 42.50 08 V EX GNG LABORER 011 7.30 42.50 09 V EX GNG	PAY MONTH-> 07 97 PAY	PERTOD=> 1 ASCN	POSTTION=> EX GNG LAB	ORER
OIL USATION OIL LLD USATION USAti				
01 V EX GNG LABORER 014 1.00 02 V EX GNG LABORER 087 8.00 42.50 03 V 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 V EX GNG LABORER 999 42.50 07 V EX GNG LABORER 919 42.50 07 V EX GNG LABORER 001 7.30 V EX GNG LABORER 020 .30 07 V EX GNG LABORER 014 1.00 V EX GNG LABORER 020 .30 08 V EX GNG LABORER 014 1.00 V EX GNG LABORER 020 .30 08 V EX GNG LABORER 014 1.00 V EX GNG LABORER 020 .30 09 V EX GNG LABORER 014 1.00 V EX GNG LABORER 020 .30 10 V EX GNG LABORER 014 1.00 V EX GNG LABORER 020 .30 11 R EX GNG LABORER 014 1.00 V EX GNG LABORER 020<	CAL DY POSITION	COT HRS CMNT	SKILL MEAL ROOM	LIN/TRN ALLOW
01 V EX GNG LABORER 014 1.00 02 V EX GNG LABORER 087 8.00 42.50 03 V 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 V EX GNG LABORER 999 42.50 07 V EX GNG LABORER 919 42.50 07 V EX GNG LABORER 001 7.30 V EX GNG LABORER 020 .30 07 V EX GNG LABORER 014 1.00 V EX GNG LABORER 020 .30 08 V EX GNG LABORER 014 1.00 V EX GNG LABORER 020 .30 08 V EX GNG LABORER 014 1.00 V EX GNG LABORER 020 .30 09 V EX GNG LABORER 014 1.00 V EX GNG LABORER 020 .30 10 V EX GNG LABORER 014 1.00 V EX GNG LABORER 020 .30 11 R EX GNG LABORER 014 1.00 V EX GNG LABORER 020<		001 0 00		42 50
02 W EX GNG LABORER 067 8.00 42.50 03 W EX GNG LABORER 067 8.00 42.50 04 B EX GNG LABORER 009 8.00 42.50 05 R EX GNG LABORER 009 8.00 42.50 06 W EX GNG LABORER 999 42.50 06 W EX GNG LABORER 999 42.50 07 W EX GNG LABORER 001 7.30 07 W EX GNG LABORER 001 7.30 08 W EX GNG LABORER 001 7.30 08 W EX GNG LABORER 014 1.00 09 W EX GNG LABORER 014 1.00 10 W EX GNG LABORER 014 1.00 11 R EX GNG LABORER 014 <t< td=""><td></td><td></td><td></td><td>42.30</td></t<>				42.30
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 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 08 W EX GNG LABORER 011 7.30 W EX GNG LABORER 020 .30 08 W EX GNG LABORER 014 1.00 W EX GNG LABORER 020 .30 09 W EX GNG LABORER 014 1.00 W EX GNG LABORER 020 .30 10 W EX GNG LABORER 014 1.00 W EX GNG LABORER 020 .30 11 R EX GNG LABORER 014 1.00 W EX GNG LABORER 020 .30 12 R EX GNG LABORER 011 7.30 W EX GNG LABORER 020 .30 11 R EX GNG LABORER 014<				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 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 08 W EX GNG LABORER 001 7.30 V EX GNG LABORER 020 .30 08 W EX GNG LABORER 001 7.30 V EX GNG LABORER 020 .30 09 W EX GNG LABORER 014 1.00 V EX GNG LABORER 020 .30 10 W EX GNG LABORER 014 1.00 W EX GNG LABORER 020 .30 11 R EX GNG LABORER 014 1.00 W EX GNG LABORER 020 .30 11 R EX GNG LABORER 014 1.00 R EX GNG LABORER 020 .30 12 R EX GNG LABORER 017 7.30 R EX GNG LABORER 020 .30 11 <td></td> <td></td> <td></td> <td></td>				
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 08 W EX GNG LABORER 011 7.30 42.50 42.50 08 W EX GNG LABORER 011 7.30 42.50 42.50 09 W EX GNG LABORER 011 7.30 42.50 42.50 09 W EX GNG LABORER 011 7.30 42.50 42.50 10 W EX GNG LABORER 011 7.30 42.50 42.50 10 W EX GNG LABORER 011 7.30 42.50 42.50 10 W EX GNG LABORER 011 7.30 42.50 42.50 11 R EX GNG LABORER 011 7.30 42.50 42.50 11 R EX GNG LABORER 014 1.00 W EX GNG LABORER 020 .30 12 R EX GNG LABORER 014 1.00 R EX GNG LABORER	03 W EX GNG LABORER	087 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 08 W EX GNG LABORER 011 7.30 42.50 42.50 08 W EX GNG LABORER 011 7.30 42.50 42.50 09 W EX GNG LABORER 011 7.30 42.50 42.50 09 W EX GNG LABORER 011 7.30 42.50 42.50 10 W EX GNG LABORER 011 7.30 42.50 42.50 10 W EX GNG LABORER 011 7.30 42.50 42.50 10 W EX GNG LABORER 011 7.30 42.50 42.50 11 R EX GNG LABORER 011 7.30 42.50 42.50 11 R EX GNG LABORER 014 1.00 W EX GNG LABORER 020 .30 12 R EX GNG LABORER 014 1.00 R EX GNG LABORER				
06 W EX GNG LABORER 999 42.50 07 W EX GNG LABORER 001 7.30 W EX GNG LABORER 014 1.00 W EX GNG LABORER 020 .30 08 W EX GNG LABORER 001 7.30 W EX GNG LABORER 014 1.00 W EX GNG LABORER 020 .30 08 W EX GNG LABORER 001 7.30 W EX GNG LABORER 020 .30 09 W EX GNG LABORER 001 7.30 W EX GNG LABORER 020 .30 09 W EX GNG LABORER 014 1.00 W EX GNG LABORER 020 .30 10 W EX GNG LABORER 014 1.00 W EX GNG LABORER 020 .30 11 R EX GNG LABORER 011 7.30 W EX GNG LABORER 020 .30 11 R EX GNG LABORER 011 7.30 W EX GNG LABORER 020 .30 12 R EX GNG LABORER 011 7.30 W EX GNG LABORER 020 .30 13 W EX GNG LABORER 011 7.30 W EX GNG LABORER 021 .30	04 B EX GNG LABORER	009 8.00		42.50
06 W EX GNG LABORER 999 42.50 07 W EX GNG LABORER 001 7.30 W EX GNG LABORER 014 1.00 W EX GNG LABORER 020 .30 08 W EX GNG LABORER 001 7.30 W EX GNG LABORER 014 1.00 W EX GNG LABORER 020 .30 08 W EX GNG LABORER 001 7.30 W EX GNG LABORER 020 .30 09 W EX GNG LABORER 001 7.30 W EX GNG LABORER 020 .30 09 W EX GNG LABORER 014 1.00 W EX GNG LABORER 020 .30 10 W EX GNG LABORER 014 1.00 W EX GNG LABORER 020 .30 11 R EX GNG LABORER 011 7.30 W EX GNG LABORER 020 .30 11 R EX GNG LABORER 011 7.30 W EX GNG LABORER 020 .30 12 R EX GNG LABORER 011 7.30 W EX GNG LABORER 020 .30 13 W EX GNG LABORER 011 7.30 W EX GNG LABORER 021 .30	05 P FY CNC LABORER	000		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 08 W EX GNG LABORER 001 7.30 W EX GNG LABORER 020 .30 08 W EX GNG LABORER 011 1.00 W EX GNG LABORER 020 .30 09 W EX GNG LABORER 011 7.30 W EX GNG LABORER 020 .30 10 W EX GNG LABORER 011 7.30 W EX GNG LABORER 020 .30 10 W EX GNG LABORER 014 1.00 W EX GNG LABORER 020 .30 10 W EX GNG LABORER 014 1.00 W EX GNG LABORER 020 .30 11 R EX GNG LABORER 011 7.30 W EX GNG LABORER 020 .30 11 R EX GNG LABORER 014 1.00 W EX GNG LABORER 020 .30 12 R EX GNG LABORER 014 1.00 R EX GNG LABORER 020 .30 13 W EX GNG LABORER 012 .30 W EX GNG LABORER<	OJ K EA GNG LADURER	,,,		42.30
07 W EX GNG LABORER 001 7.30 W EX GNG LABORER 014 1.00 W EX GNG LABORER 020 .30 08 W EX GNG LABORER 001 7.30 W EX GNG LABORER 020 .30 08 W EX GNG LABORER 001 7.30 W EX GNG LABORER 020 .30 08 W EX GNG LABORER 014 1.00 W EX GNG LABORER 020 .30 09 W EX GNG LABORER 014 1.00 W EX GNG LABORER 020 .30 10 W EX GNG LABORER 014 1.00 W EX GNG LABORER 020 .30 10 W EX GNG LABORER 014 1.00 W EX GNG LABORER 020 .30 11 R EX GNG LABORER 014 1.00 W EX GNG LABORER 020 .30 11 R EX GNG LABORER 011 7.30 W EX GNG LABORER 020 .30 12 R EX GNG LABORER 014 1.00 R EX GNG LABORER 020 .30 13 W EX GNG LABORER 011 7.30 W EX GNG LABORER 012 .30 <	06 W EX GNG LABORER	999		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 014 1.00 W EX GNG LABORER 020 .30 09 W EX GNG LABORER 014 1.00 W EX GNG LABORER 020 .30 10 W EX GNG LABORER 014 1.00 W EX GNG LABORER 020 .30 10 W EX GNG LABORER 014 1.00 W EX GNG LABORER 020 .30 10 W EX GNG LABORER 014 1.00 W EX GNG LABORER 020 .30 11 R EX GNG LABORER 014 1.00 W EX GNG LABORER 020 .30 12 R EX GNG LABORER 014 1.00 R EX GNG LABORER 020 .30 13 W EX GNG LABORER 999 42.50 42.50 .42.50 14 W EX GNG LABORER 011 7.30 W EX GNG LABORER 014				
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 42.50 09 W EX GNG LABORER 001 7.30 42.50 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 42.50 10 W EX GNG LABORER 014 1.00 W EX GNG LABORER 020 .30 11 R EX GNG LABORER 014 1.00 W EX GNG LABORER 020 .30 11 R EX GNG LABORER 011 7.30 42.50 42.50 13 W EX GNG LABORER 999 42.50 42.50 14 W EX GNG LABORER 011 7.30 42.50 14 W EX GNG LABORER 012 .30 W EX GNG LABORER 014 1.00 14 W EX GNG LABORER 012 .30 <td></td> <td></td> <td></td> <td></td>				
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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 014 1.00 W EX GNG LABORER 020 .30 11 R EX GNG LABORER 011 7.30 42.50 42.50 11 R EX GNG LABORER 011 7.30 42.50 42.50 12 R EX GNG LABORER 011 7.30 R EX GNG LABORER 020 .30 13 W EX GNG LABORER 999 42.50 42.50 42.50 14 W EX GNG LABORER 011 7.30 42.50 42.50 14 W EX GNG LABORER 012 .30 W EX GNG LABORER 014 1.00 14 W EX GNG LABORER 012 .30			TRAVEL 1332	10 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 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 014 1.00 W EX GNG LABORER 020 .30 11 R EX GNG LABORER 001 7.30 42.50 42.50 11 R EX GNG LABORER 014 1.00 R EX GNG LABORER 020 .30 12 R EX GNG LABORER 014 1.00 R EX GNG LABORER 020 .30 13 W EX GNG LABORER 999 42.50 42.50 14 W EX GNG LABORER 001 7.30 V EX GNG LABORER 014 1.00 14 W EX GNG LABORER 012 .30 V EX GNG LABORER 014 1.00 14 W EX GNG LABORER 012 .30 V EX GNG LABORER 014 1.00 14 W EX GNG LABORER 00			U EY CHC LABORED	
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 W EX GNG LABORER 014 1.00 W EX GNG LABORER 020 .30 11 R EX GNG LABORER 011 7.30 W EX GNG LABORER 020 .30 11 R EX GNG LABORER 001 7.30 W EX GNG LABORER 020 .30 12 R EX GNG LABORER 014 1.00 R EX GNG LABORER 020 .30 12 R EX GNG LABORER 999 42.50 .42.50 13 W EX GNG LABORER 999 42.50 14 W EX GNG LABORER 001 7.30 W EX GNG LABORER 014 1.00 14 W EX GNG LABORER 012 .30 W EX GNG LABORER 014 1.00 14 W EX GNG LABORER 001 7.30 W EX GNG LABORER 014 1.00 14 W EX GNG LABORER			W EX GNG LABURER	
10W EX GNG LABORER0017.3042.5010W EX GNG LABORER0141.00W EX GNG LABORER020.3011R EX GNG LABORER0017.3042.5042.5011R EX GNG LABORER0141.00R EX GNG LABORER020.3012R EX GNG LABORER99942.5042.5013W EX GNG LABORER99942.5042.5014W EX GNG LABORER0017.3042.5014W EX GNG LABORER012.30W EX GNG LABORER01414W EX GNG LABORER012.30W EX GNG LABORER01415W EX GNG LABORER0017.3042.5015W EX GNG LABORER0121.00W EX GNG LABORER01415W EX GNG LABORER0121.00W EX GNG LABORER01415W EX GNG LABORER0121.00W EX GNG LABORER014			U PY CNC LABORER	
10W EX GNG LABORER0141.00W EX GNG LABORER020.3011R EX GNG LABORER0017.3042.5011R EX GNG LABORER0141.00R EX GNG LABORER020.3012R EX GNG LABORER99942.5042.5013W EX GNG LABORER99942.5014W EX GNG LABORER90942.5014W EX GNG LABORER0017.3042.5014W EX GNG LABORER012.30W EX GNG LABORER01414W EX GNG LABORER012.30TRAVEL144615W EX GNG LABORER0017.3042.5015W EX GNG LABORER0121.00W EX GNG LABORER014			EA GING LABURER	
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 42.50 13 W EX GNG LABORER 999 42.50 42.50 14 W EX GNG LABORER 001 7.30 42.50 14 W EX GNG LABORER 001 7.30 42.50 14 W EX GNG LABORER 012 .30 W EX GNG LABORER 014 14 W EX GNG LABORER 012 .30 W EX GNG LABORER 014 1.00 14 W EX GNG LABORER 012 .30 W EX GNG LABORER 014 1.00 15 W EX GNG LABORER 001 7.30 42.50 42.50 15 W EX GNG LABORER 012 1.00 W EX GNG LABORER 014 1.00			W FX CNC LABORER	
11 R EX GNG LABORER 014 1.00 R EX GNG LABORER 020 .30 12 R EX GNG LABORER 999 999 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 14 W EX GNG LABORER 012 .30 W EX GNG LABORER 014 1.00 14 W EX GNG LABORER 012 .30 TRAVEL 1446 42.50 15 W EX GNG LABORER 001 7.30 42.50 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			EA GING LABORER	
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 001 7.30 42.50 14 W EX GNG LABORER 012 .30 W EX GNG LABORER 014 1.00 14 W EX GNG LABORER 012 .30 W EX GNG LABORER 014 1.00 14 W EX GNG LABORER 020 .30 TRAVEL 1446 42.50 15 W EX GNG LABORER 001 7.30 42.50 42.50 15 W EX GNG LABORER 012 1.00 W EX GNG LABORER 014 1.00			P PY CNG LABOPER	
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 012 .30 W EX GNG LABORER 014 1.00 14 W EX GNG LABORER 020 .30 TRAVEL 1446 42.50 15 W EX GNG LABORER 001 7.30 42.50 42.50 15 W EX GNG LABORER 012 1.00 W EX GNG LABORER 014 1.00			K BA GRO ENDOUGA	
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 42.50 15 W EX GNG LABORER 001 7.30 42.50 42.50 15 W EX GNG LABORER 011 7.30 42.50 15 W EX GNG LABORER 012 1.00 W EX GNG LABORER 014 1.00	TE A EA GING EADONER			40.00
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 42.50 15 W EX GNG LABORER 001 7.30 42.50 42.50 15 W EX GNG LABORER 012 1.00 W EX GNG LABORER 014 1.00	13 W EX GNG LABORER	999		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 42.50 15 W EX GNG LABORER 001 7.30 42.50 42.50 15 W EX GNG LABORER 012 1.00 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	14 W EX GNG LABORER			
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	14 W EX GNG LABORER			014 1.00
15 W EX GNG LABORER 012 1.00 W EX GNG LABORER 014 1.00	14 W EX GNG LABORER		TRAVEL 1446	
	15 W EX GNG LABORER			
15 W EX GNG LABORER 020 .30			W EX GNG LABORER	014 1.00
	15 W EX GNG LABORER	020 .30		

GMS SUPERVISOR APPROVAL STATUS REPORT028SUPERVISOR=> STS0053GANG NBR=> 9081AS OF 970902SSA NBR=> 527551510NAME=> BENALLYM A970902`AY MONTH=> 0797 PAY PERIOD=> 1ASGN POSITION=> EX GNG LABOKER

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	CAL	D	Y	P	OSITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
D	01		EY	GNG	LABORER	001	8.00	·····					42.50
	01				LABORER	014	1.00						
	02				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	v	EX	GNG	LABORER	999							42.50
-	07	U	PY	CNC	LABORER	001	7.30	,					42.50
	07				LABORER	014	1.00)	W EX TRAVEL	GNG 1464	LABORER	020	.30
-	08		PV	CNIC	LABORER	C01	7.30		INAVEL	1404			42.50
	08		EX		LABORER	014	1.00		UPY	CNC	LABORER	020	.30
•	09		EX		LABORER	001	7.30		. DA	GING	LADVINDIN	020	42.50
_	09		EX		LABORER	014	1.00		VET	CNG	LABORER	020	.30
	10		EX		LABORER	001	7.30			0			42.50
	10		EX		LABORER	014	1.00		W RX	GNG	LABORER	020	.30
	11		EX		LABORER	001	7.30						42.50
1		_	EX		LABORER	014	1.00		R EX	GNG	LABORER	020	.30
•	12				LABORER	999							42.50
	13	v	EX	GNG	LABORER	999							42.50
-	14	W	EX	GNG	LABORER	001	7.30)					42.50
-	14	W	EX		LABORER	012	.30		W EX	GNG	LABORER	014	1.00
	14	W	EX		LABORER	020	. 30		TRAVEL	1478			
	15	W	EX	GNG	LABORER	001	7.30)					42.50
	15	V	EX	GNG	LABORER	012	1.00)	V EX	GNC	LABORER	014	1.00
	15	W	EX	GNG	LABORER	020	. 30)					

GMS SUPERVISOR APPROVAL STATUS REPORT029SUPERVISOR=> STS0053 GANG NBR=> 9081AS OF 970902SSA NBR=> 585848975NAME=> SLIVERSM JPAY MONTH=> 0797 PAY PERIOD=> 1ASGN POSITION=> EX GNG LABORER

CAL	DY	P	OSITION	COT	HRS CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
01	W EX	GNG	LABORER	001	8.00					42.50
01			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		7.30					42.50
07	W EX	GNG	LABORER	014	1.00	W EX TRAVEL	GNG LAB	OPER	020	.30
08	W EX	GNG	LABORER	001	7.30					42.50
08			LABORER	014	1.00	V EX	GNG LAB	ORER	020	.30
09			LABORER	001	7.30					42.50
09			LABORER	014	1.00	V EX	GNG LAB	ORER	020	.30 42.50
-10			LABORER	001	7.30		-		020	.30
10			LABORER	014	1.00	W EX	GNG LAB	JREK	020	42.50
11			LABORER	001	1.00		GNG LAB	DED	020	.30
11 12			LABORER	014 999	1.00	K EA	GING LAD	JEER	020	42.50
12	K EX	GNG	LABURER	999						42.50
13	W EX	GNG	LABORER	999						42.50
14	W EX	GNG	LABORER	001	7.30					42.50
14			LABORER		.30	V EX	GNG LAB	ORER	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		V EX	GNG LAB	ORER	014	1.00
15	W EX	GNG	LABORER	020	.30					
			GMS SUPER	VISOR A	PPROVAL S	TATUS REPORT			030	
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-	_ SUE		STS0053 GAL	NG NBR=	> 9081	AS	OF 970	902	970902	
			520800104	NAM	E=> WARREN	N V L POSITION=> SYS	MATERI		970902	
	c	CAL DY	POSITION	COT	HRS CMNT	SKILL MEAL	ROOM	LIN/TR	N ALLOW	
	01	W SYS	MATERIAL FRM	001	8.00				42.50	
-	01		MATERIAL FRM		1.00					
	02	W SYS	MATERIAL FRM	087	8.00				42.50	
-	03	U CVC	MATERIAL FRM	087	8.00				42.50	
		• 515	MAIERIAL FAN	007	0.00					
	04	B SYS	MATERIAL FRM	009	8.00				42.50	
_	~~								42.50	
	05	R SIS	MATERIAL FRM	999					42.50	
-	06	W SYS	MATERIAL FRM	999					42.50	
									10 50	
	07		MATERIAL FRM	001	7.30			020	42.50 .30	
	07	W SYS	MATERIAL FRM	014	1.00	W SYS MATER TRAVEL 1042	IAL FRM	020	. 30	
	08	U SYS	MATERIAL FRM	001	7.30	1141122 1042			42.50	
	08		MATERIAL FRM	012	1.30	W SYS MATER	IAL FRM	014	1.00	
_	08		MATERIAL FRM	020	.30					
-	09		MATERIAL FRM	001	7.30				42.50	
	09		MATERIAL FRM	012	1.30	W SYS MATER	IAL FRM	014	1.00	
-	09		MATERIAL FRM	020	.30					
_	10		IBA GNG FRMN	001	7.30				42.50	
			IBA GNG FRMN	014	1.00	W SY TIBA G	NG FRMN	020	.30	
	11		IBA GNG FRMN	001	7.30				42.50	
	11		IBA GNG FRMN	014	1.00	R SY TIBA G	NG FRMN	020	.30	
	12	R SYS	MATERIAL FRM	999					42.50	
•	13	UCVC	MATERIAL FRM	999					42.50	
-	15	- 515								
	14	W SYS	MATERIAL FRM	001	7.30				42.50	
	14		MATERIAL FRM		.30	W SYS MATER	IAL FRM	014	1.00	
-	14		MATERIAL FRM	020	.30	TRAVEL 1056			10 50	
	15		MATERIAL FRM	001	7.30				42.50	
	15		MATERIAL FRM	012	1.00	W SYS MATER	IAL FRM	014	1.00	
	15	W SYS I	MATERIAL FRM	020	.30					

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SSA NER=> 585524969 NAME=> ARMSTRONG J 970902 PAY MONTH=> 07 97 PAY PERIOD=> 1 ASGN POSITION=> SY TRK DR NS 42.50 01 W SY TRK DR NS 001 8.00 42.50 02 W SY TRK DR NS 014 1.00 42.50 03 W SY TRK DR NS 087 8.00 42.50 04 B SY TRK DR NS 087 8.00 42.50 05 R SY TRK DR NS 009 8.00 42.50 06 W SY TRK DR NS 001 7.30 42.50 07 W SY TRK DR NS 010 7.30 42.50 07 W SY TRK DR NS 011 7.30 42.50 07 W SY TRK DR NS 012 3.00 W SY TRK DR NS 014 1.00 08 W SY TRK DR NS 012 7.30 42.50 42.50 08 W SY TRK DR NS 012 1.30 W SY TRK DR NS 014 1.00 08		GMS SUPER	VISOR APPROVAL	STATUS REPORT	031									
PAY MONTH-> 07 97 PAY PERIOD=> 1 ASGN POSITION=> 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 02 W SY TRK DR NS 004 8.00 42.50 03 W SY TRK DR NS 007 8.00 42.50 04 B SY TRK DR NS 0087 8.00 42.50 05 R SY TRK DR NS 009 8.00 42.50 06 V SY TRK DR NS 009 8.00 42.50 07 V SY TRK DR NS 001 7.30 42.50 07 V SY TRK DR NS 001 7.30 42.50 07 V SY TRK DR NS 001 7.30 42.50 08 V SY TRK DR NS 012 1.30 V SY TRK DR NS 014 1.00 08 V SY TRK DR NS 012 1.30 V SY TRK DR NS 014 1.00 09 V SY TRK DR NS 012 1.30 V SY TRK DR NS 014 1.00 10 V SY	SUPERVISOR=> STS0053 GANG NBR=> 9081 AS OF 970902													
CAL DY POSITION COT HES CHNT SKILL MEAL ROOM LIN/TRN ALLOW 01 V SY TRK DR NS 001 8.00 42.50 01 V SY TRK DR NS 014 1.00 42.50 02 V SY TRK DR NS 087 8.00 42.50 03 V 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 099 8.00 42.50 06 V SY TRK DR NS 999 42.50 07 V SY TRK DR NS 011 7.30 42.50 07 V SY TRK DR NS 012 3.00 V SY TRK DR NS 014 1.00 07 V SY TRK DR NS 012 1.30 V SY TRK DR NS 014 1.00 08 V SY TRK DR NS 012 1.30 V SY TRK DR NS 014 1.00 09 V SY TRK DR NS 012 1.30 V SY TRK DR NS 014 1.0	PAY	MONTH-> 07 07 PAV	PERTOD-> 1 ASC	IN POSTTION-> SY TRK DR	970902 NS									
01 W SY TRK DR NS 001 8.00 42.50 01 W SY TRK DR NS 014 1.00 42.50 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 009 8.00 42.50 06 W SY TRK DR NS 099 42.50 07 W SY TRK DR NS 011 7.30 42.50 07 W SY TRK DR NS 011 7.30 42.50 07 W SY TRK DR NS 012 3.00 W SY TRK DR NS 014 1.00 08 W SY TRK DR NS 012 1.30 W SY TRK DR NS 014 1.00 08 W SY TRK DR NS 012 1.30 W SY TRK DR NS 014 1.00 09 W SY TRK DR NS 012 1.30 W SY TRK DR NS 014 1.00 09 W SY TRK DR NS 012<		NONTE / U/ J/ TAI	TERIOD=/ I ASC	IN POSITION=/ ST THE DE										
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 009 8.00 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 07 W SY TRK DR NS 001 7.30 42.50 07 W SY TRK DR NS 001 7.30 42.50 08 W SY TRK DR NS 001 7.30 42.50 08 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 001 7.30 42.50 42.50 10 W SY TRK DR NS 012 1.30 W SY TRK DR NS 014 1.00 11 <td>CAL</td> <td>DY POSITION</td> <td>COT HRS CMN</td> <td>T SKILL MEAL ROOM</td> <td>LIN/TRN ALLOW</td>	CAL	DY POSITION	COT HRS CMN	T SKILL MEAL ROOM	LIN/TRN ALLOW									
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 009 8.00 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 07 W SY TRK DR NS 001 7.30 42.50 07 W SY TRK DR NS 001 7.30 42.50 08 W SY TRK DR NS 001 7.30 42.50 08 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 001 7.30 42.50 42.50 10 W SY TRK DR NS 012 1.30 W SY TRK DR NS 014 1.00 11 <td></td> <td></td> <td></td> <td></td> <td></td>														
03 W SY TRK DR NS 067 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 001 7.30 42.50 07 W SY TRK DR NS 012 3.00 W SY TRK DR NS 014 1.00 08 W SY TRK DR NS 012 1.30 W SY TRK DR NS 014 1.00 08 W SY TRK DR NS 012 7.30 42.50 09 W SY TRK DR NS 012 1.30 W SY TRK DR NS 014 1.00 08 W SY TRK DR NS 012 7.30 W SY TRK DR NS 014 1.00 09 W SY TRK DR NS 012 7.30 W SY TRK DR NS 014 1.00 09 W SY TRK DR NS 011 7.30 42.50 42.50 10 W SY TRK DR NS 012 7.30 W SY TRK DR NS 014 1.00 11 R SY TRK DR NS 011 7.30 42.50 30 12 R SY TRK DR NS 011 7.30 K SY TRK DR NS 42.50<		W SY TRK DR NS	001 8.00		42.50									
03 W SY TRK DR NS 067 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 001 7.30 42.50 07 W SY TRK DR NS 012 3.00 W SY TRK DR NS 014 1.00 08 W SY TRK DR NS 012 1.30 W SY TRK DR NS 014 1.00 08 W SY TRK DR NS 012 7.30 42.50 09 W SY TRK DR NS 012 1.30 W SY TRK DR NS 014 1.00 08 W SY TRK DR NS 012 7.30 W SY TRK DR NS 014 1.00 09 W SY TRK DR NS 012 7.30 W SY TRK DR NS 014 1.00 09 W SY TRK DR NS 011 7.30 42.50 42.50 10 W SY TRK DR NS 012 7.30 W SY TRK DR NS 014 1.00 11 R SY TRK DR NS 011 7.30 42.50 30 12 R SY TRK DR NS 011 7.30 K SY TRK DR NS 42.50<		W SI TKK DR NS	014 1.00		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 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 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 001 7.30 42.50 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 012 1.30 W SY TRK DR NS 014 1.00 09 W SY TRK DR NS 012 1.30 W SY TRK DR NS 014 1.00 09 W SY TRK DR NS 012 1.30 W SY TRK DR NS 014 1.00 10 W SY TRK DR NS 012 2.00 W SY TRK DR NS 014 1.00	~~	· SI IRK DR NS	00/ 0.00		42130									
05 R SY TRK DR NS 999 42.50 06 V SY TRK DR NS 999 42.50 07 V SY TRK DR NS 001 7.30 42.50 07 V SY TRK DR NS 012 3.00 V SY TRK DR NS 014 1.00 07 V SY TRK DR NS 012 3.00 V SY TRK DR NS 014 1.00 08 V SY TRK DR NS 012 1.30 V SY TRK DR NS 014 1.00 08 V SY TRK DR NS 012 1.30 V SY TRK DR NS 014 1.00 08 V SY TRK DR NS 012 1.30 V SY TRK DR NS 014 1.00 08 V SY TRK DR NS 012 1.30 V SY TRK DR NS 014 1.00 09 V SY TRK DR NS 012 1.30 V SY TRK DR NS 014 1.00 09 V SY TRK DR NS 012 1.30 V SY TRK DR NS 014 1.00 10 V SY TRK DR NS 012 2.00 V SY TRK DR NS 014	03	W SY TRK DR NS	087 8.00		42.50									
05 R SY TRK DR NS 999 42.50 06 V SY TRK DR NS 999 42.50 07 V SY TRK DR NS 001 7.30 42.50 07 V SY TRK DR NS 012 3.00 V SY TRK DR NS 014 1.00 07 V SY TRK DR NS 012 3.00 V SY TRK DR NS 014 1.00 08 V SY TRK DR NS 012 1.30 V SY TRK DR NS 014 1.00 08 V SY TRK DR NS 012 1.30 V SY TRK DR NS 014 1.00 08 V SY TRK DR NS 012 1.30 V SY TRK DR NS 014 1.00 08 V SY TRK DR NS 012 1.30 V SY TRK DR NS 014 1.00 09 V SY TRK DR NS 012 1.30 V SY TRK DR NS 014 1.00 09 V SY TRK DR NS 012 1.30 V SY TRK DR NS 014 1.00 10 V SY TRK DR NS 012 2.00 V SY TRK DR NS 014														
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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 012 3.00 W SY TRK DR NS 014 1.00 07 W SY TRK DR NS 012 1.30 W SY TRK DR NS 014 1.00 08 W SY TRK DR NS 001 7.30 42.50 42.50 08 W SY TRK DR NS 001 7.30 42.50 42.50 09 W SY TRK DR NS 001 7.30 42.50 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 012 1.30 W SY TRK DR NS 014 1.00 09 W SY TRK DR NS 012 2.00 W SY TRK DR NS 014 1.00 10 W SY TRK DR NS 012 2.00 W SY TRK DR NS 014 1.00	-	D CV MDV DD NC	000		42 50									
07 W SY TRK DR NS 001 7.30 W SY TRK DR NS 012 3.00 W SY TRK DR NS 014 1.00 07 W SY TRK DR NS 012 3.00 W SY TRK DR NS 014 1.00 08 W SY TRK DR NS 001 7.30 TRAVEL 1160 42.50 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 012 1.30 W SY TRK DR NS 014 1.00 09 W SY TRK DR NS 012 1.30 W SY TRK DR NS 014 1.00 09 W SY TRK DR NS 012 1.30 W SY TRK DR NS 014 1.00 09 W SY TRK DR NS 012 1.30 W SY TRK DR NS 014 1.00 10 W SY TRK DR NS 012 2.00 W SY TRK DR NS 014 1.00 11 R SY TRK DR NS 014 1.00 R SY TRK DR NS 020 .30 11 R SY TRK DR NS 014 1.00 R SY	05	R SI TRK DR NS	999		42.30									
07 W SY TRK DR NS 001 7.30 W SY TRK DR NS 012 3.00 W SY TRK DR NS 014 1.00 07 W SY TRK DR NS 012 3.00 W SY TRK DR NS 014 1.00 08 W SY TRK DR NS 001 7.30 TRAVEL 1160 42.50 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 012 1.30 W SY TRK DR NS 014 1.00 09 W SY TRK DR NS 012 1.30 W SY TRK DR NS 014 1.00 09 W SY TRK DR NS 012 1.30 W SY TRK DR NS 014 1.00 09 W SY TRK DR NS 012 1.30 W SY TRK DR NS 014 1.00 10 W SY TRK DR NS 012 2.00 W SY TRK DR NS 014 1.00 11 R SY TRK DR NS 014 1.00 R SY TRK DR NS 020 .30 11 R SY TRK DR NS 014 1.00 R SY	06	W SY TRK DR NS	999		42.50									
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				V SY TRK DR NS										
15 W SY TRK DR NS 020 .30	15	W SY TRK DR NS	020 .30											

		-			GMS SUPERVI	SOR A	PPROV	AL ST	ATUS RE	PORT			032
					SO053 GANG	NBR=	> 908	31			AS OF 970	902	
					7683529 97 Pay Pe	NAM	E=> F	UDAT	DOCTOTO	DC		and the second	970902
-	AI	MU	NTH=	> 0/	97 PAI PE	RIOD=.	> 1	ASGN	PUSITIO	N=> 3	15 DUS UK	IVER	
	CAL	. D	Y	PO	SITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TR	ALLOW
	01	v	SYS	BUS	DRIVER	001	8.00	,					42.50
	01				DRIVER	014	1.00						
	02	W	SYS	BUS	DRIVER	087	8.00)					42.50
-	~~												42.50
-	. 03	W	SYS	BUS	DRIVER	087	8.00)					42.50
	04	B	SYS	BUS	DRIVER	009	8.00	,					42.50
-		-			2112 1 211								
-	-05	R	SYS	BUS	DRIVER	999							42.50
													42.50
-	06	W	SYS	BUS	DRIVER	999							42.50
-	07	v	SYS	BUS	DRIVER	001	7.30						42.50
	07	W			DRIVER	014	1.00		W SY	S BUS	DRIVER	020	.30
									TRAVEL	0504			
	08			_	DRIVER	001	7.30						42.50
	08				DRIVER	012	1.30		W SY	S BUS	DRIVER	014	1.00
	08 09				DRIVER DRIVER	020 001	7.30						42.50
	09				DRIVER	012	1.30		W SY	S BUS	DRIVER	014	1.00
	09				DRIVER	020	.30		4				
	10	W	SYS	BUS	DRIVER	001	7.30	•					42.50
4					DRIVER	C12	2.00		W SY	S BUS	DRIVER	014	1.00
	10				DRIVER	020	.30						42.50
	11				DRIVER	001	7.30		D CV	-	DRIVER	020	.30
	11 12				DRIVER	999	1.00		K 51.	5 005	DRIVER	020	42.50
•	12	~	515	203	DICIVER								
-	13	W	SYS	BUS	DRIVER	999							42.50
													10 50
-	14				DRIVER	001	7.30				DETURE	014	42.50 1.00
-	14				DRIVER	012 020	4.00		TRAVEL	0490	DRIVER	014	1.00
	14 15				DRIVER	001	7.30		INAVED	0490			42.50
-	15				DRIVER	012	2.00		W SY	S BUS	DRIVER	014	1.00
-	15				DRIVER	020	.30						

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GMS SUPERVISOR APPROVAL STATUS REPORT001SUPERVISOR=> STS0053 GANG NBR=> 9081APPROVEDAS OF 970902SSA NBR=> 506729217NAME=> HILL JRR DAPPROVED970805 PAY MONTH=> 07 97 PAY PERIOD=> 2 ASGN POSITION=> SY TIBA GNG FRMN

CA	L DY	PO	SITI	ON										N ALLOW
16				FRMN	001	7.30)							42.50 1.00
16				FRMN	012	1.30)	W	SY	TIBA	GNG	FRMN	014	1.00
16 17	W SY W SY				020	.30	2							12 50
	W SY				001 014	7.30			ev	TTRA	CNIC	TOM	020	42.50 .30
18	R SY				001	7 20	•						020	12 50
	R SY				014	1.00	5	R	SY	TTRA	GNG	PEAN	020	.30
	R SY				999	1.00			5.		0110		020	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	1	W	SY	TIBA	GNG	FRMN	020	.30
								TRAV	EL	0281				
22				FRMN	001	7.30	1							42.50 .30 42.50
22				FRMN	014	1.00		W	SY	TIBA	GNG	FRMN	020	.30
23	W SY				001	7.30								42.50
23	W SY				012			W	SY	TIBA	GNG	FRMN	014	1.00
23 24	W SY W SY					.30								42.50
24	W SY				012	1 30		U	ev	TTRA	CNC	PPMN	014	42.50 1.00
24	W SY				020	.30		-	51	TIDA	GING	FRAN	014	1.00
25	R SY				001	7.30								42.50
25	R SY							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	GMG	FRMN	001	7.30								42.50
28	W SY	TIBA	GNG	FRMN	014	1.00		W	ST	TIBA 0496	GNG	FRMN	020	42.50 .30
29	W SY	TIBA	GNG	FRMN	001	7.30								42.50
29	V SY				014	1.00		W	SY	TIBA	GNG	FRMN	020	.30
30	W SY				001	7.30								42.50
30	W SY				012	1.30		V	SY	TIBA	GNG	FRMN	014	1.00
30	W SY	TIBA	GNG	FRMN FRMN	020	.30								
31	W SY	TIBA	GNG	FRMN	001	7.30								42.50
								W	SY	TIBA	GNG	FRMN	014	1.00
31	W SY	TIBA	GNG	FRMN	020	.30								

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

-	CAL	D	r	P	OSIT	LON	COT	HRS	CMNT	SKIL	L	MEAL	•	ROOM	LIN/TRN	ALLOW
	16			XTRA	CNC	TOMN	001	7.30								42.50
	16			XTRA			014	1.00		V	A	XTRA	GNG	FRMN	020	.30
	17			XTRA			001	7.30								42.50
	17 17			XTRA			014	1.00		V	A	XTRA	GNG	FRMN	020	.30
	18		_	XTRA			001	7.30								42.50
-	18			XTRA			014	1.00		R	A	XTRA	GNG	FRMN	020	.30
	19			XTRA			999									42.50
-		-	••													
	20	W	A	XTRA	GNG	FRMN	999									42.50
																42.50
_	21			XTRA			001	7.30					CNIC	PDMM	020	.30
-	21	W	A	XTRA	GNG	FRMN	014	1.00		TRAVE				P KPUN	020	
										TRAVE	-	0201				42.50
-	22			XTRA			001	7.30				VTDA	CNC	FRMN	020	.30
-	22			XTRA			014	1.00		• •		AINA	GING	FIGH	020	42.50
	23			XTRA			001	1.00		u		TPA	CNC	FRMN	014	1.00
	23			XTRA			012 020	.30		• •		AINA	GING	r iuu.	014	
	23			XTRA			001	7.30								42.50
	24			XTRA			014	1.00		U		TRA	GNG	FRMN	020	.30
	24 25	W		XTRA			001	7.30								42.50
	25			XTRA			014	1.00		R	A	XTRA	GNG	FRMN	020	.30
	"			XTRA			999	1.00		••••						42.50
		r	•	AINA	GING	FRAN										
-	27	U		XTRA	GNG	FRMN	999									42.50
	-28	V	A	XTRA	CNG	FRMN	001	7.30)							42.50
-	28			XTRA			014	1.00)	W .	A			FRMN	020	.30
-										TRAVE	L	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		XTRA			014	1.00		W.	A	XTRA	GNG	FRMN	020	.30
	31	W		XTRA			001	7.30								42.50
	31	W		XTRA			012	.30		W.	A	XTRA	GNG	FRMN	014	1.00
	31	W	A	XTRA	GNG	FRMN	020	.30)							

SI	IDEDU	TC		GMS	SUPE	RVISOR A	PPROVAL > 9081	STATUS	R	EPORT		07 970	902	003
50			BR=>				E = COX			R				970805
P	AY M	ON	(H=> (07 9	7 PAY	PERIOD=	> 2 AS	GN POSI	TI	0N=> .	A XT	RA GNG	FRMN	
	CAL	DY	1	POSIT	ION	COT	HRS CM	NT SKI	LL	MEA	L	ROOM	LIN/TH	IN ALLOW
16		W	XTRA	GNG	FRMN	001	7.30							42.50
16						012	2.00	V	A	XTRA	GNG	FRMN	014	1.00
16					FRMN		.30							
17					FRMN	001	7.30							42.50
17					FRMN	014	1.00	W	A	XTRA	GNG	FRMN	020	.30
18					FRMN		7.30	_						42.50
18					FRMN	014	1.00	R	A	XTRA	GNG	FRMN	020	.30
19		K A	XTRA	GNG	FRMN	999								42.50
20	•	A	XTRA	GNG	FRMN	999								42.50
21	1	IA	XTRA	GNG	FRMN	001	7.30							42.50
21					FRMN	014	1.00	v	A	XTRA	GNG	FRMN	020	.30
								TRAVI	SL	0323	3			
22		A	XTRA	GNG	FRMN	001	7.30							42.50
22					FRMN		5.30	W	A	XTRA	GNG	FRMN	014	1.00
22					FRMN	020	.30							
23					FRMN	001	7.30							42.50
23					FRMN	012	1.00	v	A	XTRA	GNG	FRMN	014	1.00
23					FRMN	020	.30							10 50
24			XTRA			001	7.30	v	:			-		42.50
24			XTRA			012		¥	A	XTRA	GNG	FREN	014	1.00
24 25			XTRA				.30 7.30							42.50
25			XTRA			012	5.00	P		TTA	CNC	PDWN	014	
25			XTRA				.30	r	~	AINA	GING	r Krin	014	1.00
26			XTRA			999	. 30							42.50
27	1	A	XTRA	GNG	FRMN	999								42.50
28	1	A	XTRA	GNG	FRMN	001	7.30							42.50
28					FRMN	014	1.00	W	A	XTRA	GNG	FRMN	020	.30
								TRAVE						
29	ĩ	A	XTRA	GNG	FRMN	001	7.30							42.50
29			XTRA			014	1.00	V	A	XTRA	GNG	FRMN	020	.30
30			XTRA			001	7.30							42.50
30			XTRA			012	1.30	¥	Ą	XTRA	GNG	FRMN	014	1.00
30			XTRA			020	.30							12 50
-31			XTRA			001	7.30			-	CNIC	PDM	01/	42.50
31			XTRA			012	.30	V	A	XTRA	GNG	FRAN	014	1.00
31		A	XTRA	GING	FRMN	020	.30							

GMS SUPERVISOR APPROVAL STATUS REPORT SUPERVISOR=> STS0053 GANG NBR=> 9081 APPROVED AS OF 970902 SSA NBR=> 467257633 NAME=> JACKSON V L APPROVED PAY MONTH=> 07 97 PAY PERIOD=> 2 ASGN FOSITION=> TRK MACH OPR 970805 .

	CAL	DY	POS	ITION	COT	HRS	CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
	16	W TRK	MACH	OPR	001	7.30						42.50
	16	W TRK			014	1.00		V TR	K MACH	OPR	020	.30
	17	W TRK			001	7.30	1					42.50
	17	W TRK	MACH	OPR	014	1.00)	W TR	K MACH	OPR	020	.30
	18	R TRK	MACH	OPR	001	7.30	1					42.50
	18	R TRK	MACH	OPR	014	1.00	1	R TR	K MACH	OPR	020	.30
	19	R TRK	MACH	OPR	999							42.50
	20	W TRK	MACH	OPR	999							42.50
	20	W INP.	MACH	UIK								
	21	W TRK	MACH	OPR	001	7.30	•					42.50
	21	W TRK	MACH	OPR	014	1.00	•			OPR	020	.30
1								TRAVEL	1593			
	22	W TRK	MACH	OPR	902	8.00	PB					
_	23	W TRK	MACH	OPE	902	8.00	PR					
	25	• 166	MACH	UIN		0.00						
-	24	W TRK	MACH	OPR	902	8.00	PB					
-												42.50
	25	R TRK			001	7.30		-	-	0.00	020	.30
-	25	R TRK			014	1.00		R TR	K MACH	OPR	020	42.50
-	26	R TRK	MACH	OPR	999							42.50
		W TRK	MACH	OPP	999							42.50
-		. INK	rinoid	UIN								
-	28	W TRK	MACH	OPR	001	7.30)					42.50
	28	W TRK	MACH	OPR	014	1.00	1		K MACH	OPR	020	.30
-								TRAVEL	1482			
-	29	W TRK			001	7.30						42.50
	29		MACH		014	1.00		W TR	K MACH	OPR	020	.30 42.50
-	30		MACH		001	7.30			W MACH	OPP	020	.30
_	30		MACH		014	1.00		W TR	K MACH	UFR	020	42.50
	31		MACH		001	7.30		U TP	K MACH	OPR	014	1.00
	31	W TRK	MACH		012	.30		• 11	i inch			
	31	W TRK	MACH	UPK	020	. 30						

GMS SUPERVISOR APPROVAL STATUS REPORT SUPERVISOR=> STS0053 GANG NBR=> 9081 APPROVED AS OF 970902 SSA NBR=>505046689NAME=>SOLANOEEAPPROVED970805PAY MONTH=>0797PAY PERIOD=>2ASGN POSITION=>TRKMACH OPR

CAL	DY	POS	ITION	COT	HRS	CMNT	SKT	LL	MEAL	ROOM	LIN/TRN	ALLOW
. 16	U TRI	MACH	OPR	001	7.30)						42.50
16	U TRI	MACH	OPR OPR OPR OPR	014	1.00	5	V	TRK	MACE	OPR	020	.30
17	U TRI	MACH	OPR	001	7.30	5						42.50
17 1	W TRI	MACH	OPR	012	5.00	5	W	TRK	MACH	OPR	014	1.00
17 1	W TR	MACH	OPR	020	.30	5						
18 1	R TRI	MACH	OPR									42.50
18 1	R TR	MACH	OPR	014	1.00)	R	TRK	MACH	OPR	020	.30
19 1	R TRI	MACH	OPR									42.50
20	W TRI	MACE	OPR	999								42.50
21	-	MACH	OPR	001	7.30	,						42.50
21	TR	MACH	OPR OPR	014	1.00	5	V	TRK	MACH	OPR	020	.30
	- 110	. Inch	UIN	014			TRAVI	EL (0281			
22 1	TRE	MACH	OPR	001	7.30)						42.50
			OPR	014	1.00	5	V	TRK	MACH	OPR	020	42.50
23 1	TRE	MACH	OPR	001	7.30)						42.50
23	TRE	MACH	OPR	012	1.00)	V	TRK	MACH	OPR	014	42.50 1.00
23 1	TRE	MACH	OPR OPR OPR	020	.30							
24 1	TRE TRE	MACH	OPR	001	7.30)						42.50
24 1	TR	MACH	OPR OPR OPR OPR	012	1.30)	V	TRK	MACH	OPR	014	1.00
24 1	TRE	MACH	OPR	020	. 30)						
25 1	R TRE	MACH	OPR	001	7.30)						42.50
25 1	R TRE	MACH	OPR	014	1.00)	R	TRK	MACH	OPR	020	.30
26 1	R TRE	MACH	OPR	999								42.50
_27	TRI	MACH	OPR	999								42.50
28 1	TRE	MACH	OPR	001	7.30)						42.50
28 1	TRE	MACH	OPR	014	1.00)	V	TRK	MACH	OPR	020	.30
							TRAVI	SL (0304			
29 1	TRE	MACH	OPR	001	7.30)						42.50
29 1	TRE	MACH	OPR OPR	014	1.00)	V	TRK	MACH	OPR	020	.30
30 1	I TRE	MACH	OPR	001	1.30)						42.50
30 1	TRK	MACH	OPR	012	1.30		V	TRK	MACH	OPR	014	1.00
30 1	TRE	MACH	OPR	020	. 30							
31 1	I TRK	MACH	OPR	001	7.30)					014	42.50
31 1	TRK	MACH	OPR OPR	012	.30)	W	TRK	MACH	OPR	014	1.00
31 1	TRK	MACH	OPR	020	. 30)						

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GMS SUPERVISOR APPROVAL STATUS REPORT 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	D	1	POST	TIC	N	COT	HRS	CMNT	SKIL	L ME	BAL	R	MOOM	LIN/TRN	ALLOW
							001	7.30								42.50
	16		RDWY				001	1.00	{	U	RDUY	PUR	TL.	MO	020	.30
	16		RDVY				001	7.30	•							42.50
	17		RDWY				014	1.00	Ś	U	RDUY	PUR	TL	MO	020	.30
	17		RDWY				001	7.30								42.50
	8		RDWY			NO	014	1.00	Ś	P	RDUY	PUR	TL.	MO	020	.30
	8		RDWY				999	1.00	,	~						42.50
-	.9	K	RDWY	PWR	TL	nu	,,,,									
	20	W	RDWY	PWR	TL	MO	999									42.50
	21		RDWY	BUTD	TI	NO	001	7.30	,							42.50
	21		RDWY				014	1.00	5	V	RDWY	PWR	TL	MO	020	.30
	41	•	KD#1	LAV	11	но	014			TRAVE						
	22	U	RDWY	PUR	TI.	MO	001	7.30								42.50
	22		RDWY				014	1.00	5	V	RDWY	PWR	TL	MO	020	.30
	23		RDWY				001	7.30								42.50
	23		RDWY				012	1.00	5	v	RDWY	PWR	TL	MO	014	1.00
	23		RDWY			MO	020	.30	5							
	24		RDWY				001	7.30)							42.50
	24		RDWY				012	. 30		W	RDWY	PWR	TL	MO	014	1.00
	24		RDWY				020	.30)							
	-		RDWY				001	7.30	0							42.50
			RDWY				014	1.00	0	R	RDWY	PWR	TL	MO	020	.30
•	20		RDWY				999									42.50
	27	v	RDWY	PWR	TL	MÓ	999									42.50
			RDWY		TI	NO	001	7.30	n							42.50
	28 28		RDWI				012	.30		V	RDWY	PVR	TL	MO	014	1.00
	28		RDWY				020	.30		TRAVE						
	29		RDWY				001	7.30	•							42.50
	29		RDWY			MO	014	1.00	ō	V	RDWY	PVR	TL	MO	020	.30
	30		RDWY			MO	001	7.30								
	30		RDWY					.30	0	V	RDWY	PWR	TL	MO	014	1.00
	30		RDWY					.30								
	31		RDWY				001	7.30	0							42.50
	31		RDWY				014	1.00	0	V	RDWY	PWR	TL	MO	020	.30
		-	10-1													

and all

GMS SUPERVISOR APPROVAL STATUS REPORT SUPERVISOR=> SGMF017GANG NBR=> 9061APPROVEDAS OF 970902SSA NBR=> 585314163NAME=> PINTOM VAPPROVED970805PAY MONTH=> 0797 PAY PERIOD=> 2ASGN POSITION=> RDWY PWR TL MO

CAL	DY	POSITION	COT	HRS CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
	V RDVY	PWR TL MO	001	7.30					42.50
16			014	1.00	V RD	WY PWR	TL MO	020	.30
17			001	7.30					42.50
17	W RDWY		014	1.00	V RD	WY 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 RDI	WY 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		PWR TL MO	014	1.00	W RDV	Y PWR	TL MO	020	.30
*					TRAVEL	1516			
22		PWR TL MO	001	7.30					42.50
22		PWR TL MO	014	1.00	W RDV	TY PWR	TL MO	020	.30
23		PWR TL MO	001	7.30					42.50
23		PWR TL MO	012		W RDV	IY PWR	TL MO	014	1.00
		PWR TL MO		.30					42.50
24		PWR TL MO	001	7.30					
24		PWR TL MO			W RDV	YY PWR	TL MO	014	1.00
24		PWR TL MO		.30					42.50
25		PWR TL MO	001	7.30			-	020	
25		PWR TL MO	014	1.00	K KDV	I PWR	TL MO	020	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		PWR TL MO	012	.30	W RDS	Y PWR	TL MO	014	1.00
28	W RDWY	PWR TL MO	020	.30	TRAVEL	1724			
29	W RDWY	PWR TL MO	U01	7.30					42.50
29	W RDWY	PWR TL MO	014		W RDW	TY PWR	TL MO	020	. 30
30	W RDWY	PWR TL MO	001	7.30					42.50
30		PWR TL MO			W RDW	TY PWR	TL MO	014	1.00
30	W RDWY	PWR TL MO		.30					
31		PWR TL MO	001	7.30				000	42.50
31	W RDWY	PWR TL MO	014	1.00	W RDV	Y PWR	TL MO	020	. 30

GMS SUPERVISOR APPROVAL STATUS REPORT -SUPERVISOR=> SGMF017 GANG NBR=> 9061 APPROVED AS OF 970902 SSA NBR=> 512866908 NAME=> MERRILL B L APPROVED 970805 'AY MONTH=> 07 97 PAY PERIOD=> 2 ASGN POSITION=> RDWY PWR TL MO

	C	AL DY	POSITION	COT	HRS CMNT	SKILL M	EAL	ROOM	LIN/TRN	ALLOW
	10	U DOUV	PWR TL MO	001	7.30					42.50
	16 16		PWR TL MO	014	1.00	V RDVY	PWR	TL MO	020	.30
	17		PWR TL MO	001	7 30					42.50
	17		PWR TL MO	012	2.00	W RDWY	PWR	TL MO	014	1.00
	17		PWR TL MO		.30					
	18		PWR TL MO	001	7.30					42.50
	18		PWR TL MO	014	1.00	R RDWY	PWR	TL MO	020	. 30
-	19		PWR TL MO	399						42.50
-	••									
	20	W RDWY	PWR TL MO	999						42.50
-										10 50
-	21	W RDWY	PWR TL MO		7.30					42.50
	21	W RDWY	PWR TL MO	014	1.00	W RDWY		TL MO	020	.30
•	•					TRAVEL O)457			12 50
	22	W RDWY	PWR TL MO	001	7.30					42.50
1	22	W RDWY	PWR TL MO	014	1.00	W RDWY	PWR	TL MO	020	42.50
1	23		PWR TL MO	001	7.50				014	
	23		PWR TL MO	012	1.00	W RDWY	PWR	TL MO	014	1.00
	23		PWR T'L MO	020	.30					42.50
	24		PWR TL MO	001		W RDWY			014	
-	24		PWR TL MO		.30	W RDWY	PWR	TL MO	014	1.00
-	24		PWR TL MO	020	.30					42.50
			PWR TL MO	001	7.30			-	020	
-	23		PWR TL MO	014	1.00	R RDWY	PWR	TL MU	020	42.50
	26	R RDWY	PWR TL MO	999						42.30
										42.50
	27	W RDWY	PWR TL MO	999						42.20
					7 20					42.50
	28		PWR TL MO	001	7.30	U POUV		TL MO	014	
	28		PWR TL MO	012			0290	IL NO	014	
-	28		PWR TL MO	020	.30	IRAVEL O	1290			42.50
-	29		PWR TL MO	001	7.30	W RDWY	PUP	TL MO	020	
	29		PWR TL MO	014 902	8.00 PB	W KDWI				
-	30	W RDWY	PWR TL MO	902	8.00 PB					
	31	W RDWY	PWR TL MO	902	8.00 PB					

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S	SA NBR=>	SGMF017 GANG 525069385	NBR=	> 9061 E=> BALDWI	TATUS REPORT APPROVED AS IN J POSITION=> RDW	APPRO	VED 9	027 970805
CA	L DY	POSITION	COT	HRS CMNT	SKILL MEAL	ROOM	LIN/TR	N ALLOW
16	W RDWY	PWF TL MO	002	8.00				
17	V RDWY	PWR TL MO	002	8.00	R			
18	R RDWY	PWR TL MO	002	8.00				
19	R RDWY	PWR TL MO	999					
20	W RDWY	PWR TL MO	999					
21	V RDVY	PWR TL MO	001	7.30				42.50
21			014	1.00	W RDWY PWR	TL MO	020	.30
22		PWR TL MO	001	7.30				42.50
22			014		W RDWY PWR	TL MO	020	.30
23		PWR TL MO	001	7.30				42.50
23 23		PWR TL MO			W RDWY PWR	TL MO	014	1.00
23		PWR TL MO PWR TL MO		.30				42.50
24				.30	W RDWY PWR	TI. MO	014	
24							014	
25		PWR TL MO	001	7.30				42.50
25		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			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				1.00	W RDWY PWR	TL MO	020	.30
30				7.30				42.50
30		PWR TL MO	012	.30	W RDWY PWR	TL MO	014	1.00
30		PWR TL MO	020	.30				10 50
31		PWR TL MO	001	7.30	W RDWY PWR		020	42.50
31	A KDAX	PWR TL MO	014	1.00	W KDWI PWR	IL HO	020	.30

024 GMS SUPERVISOR APPROVAL STATUS REPORT SUPERVISOR=> SGMF017 GANG NBR=> 9061 APPROVED AS OF 970902 SSA NBR=> 585484756 NAME=> CAYADITTO E APPROVED 970805 AY MONTH=> 07 97 PAY PERIOD=> 2 ASGN POSITION=> SP RDW PWR TL MO POSITION COT HRS CMNT SKILL MEAL ROOM LIN/TRN ALLOW CAL DY W SP RDW PWR TL MO 002 8.00 16 W SP RDW PWR TL MO 002 8.00 17 .18 002 8.00 R SP RDW PWR TL MO 19 999 R SP RDW PWR TL MO 999 20 W SP RDW PWR TL MO 42.50 001 7.30 21 W SP RDW PWR TL MO W SP RDW PWR TL MO 020 .30 014 1.00 21 W SP RDW PWR TL MO 42.50 001 7.30 22 W SP RDW PWR TL MO 020 .30 W SP RDW PWR TL MO 22 014 1.00 W SP RDW PWR TL MO 42.50 001 7.30 23 W SP RDW PWR TL MO W SP RDW PWR TL MO 014 1.00 012 1.00 23 W SP RDW FWR TL MO 23 W SP RDW PWR TL MO 020 .30 42.50 001 7.30 24 W SP RDW PWR TL MO W SP RDW PWR TL MO 014 1.00 012 .30 W SP RDW PWR TL MO 24 .30 W SP RDW PWR TL MO 020 24 42.50 001 7.30 25 R SP RDW PWR TL MO R SP RDW PWR TL MO 020 .30 014 1.00 25 R SP RDW PWR TL MO 42.50 999 R SP RDW PWR TL MO 42.50 999 W SP RDW PWR TL MO 27 42.50 001 7.30 W SP RDW PWR TL MO 28 W SP RDW PWR TL MO 014 1.00 TRAVEL 1724 012 .30 28 W SP RDW PWR TL MO 020 .30 W SP RDW PWR TL MO 28 42.50 W SP RDW PWR TL MO 001 7.30 29 020 .30 014 1.00 W SP RDW PWR TL MO W SP RDW PWR TL MO 29 42.50 001 7.30 W SP RDW PWR TL MO 30 W SP RDW PWR TL MO 014 1.00 012 .30 W SP RDW PWR TL MO 30 020 .30 W SP RDW PWR TL MO 30 42.50 001 7.30 W SP RDW PWR TL MO 31 W SP RLW PWR TL MO 020 .30 014 1.00 W SP RDV PWR TL MO

GMS SUPERVISOR APPROVAL STATUS REPORT SUPERVISOR=> SGMF017 GANG NBR=> 9061 APPROVED AS OF 970902 SSA NBR=> 585486493 NAME=> WOODY JR APPROVED 970805 PAY MONTH=> 07 97 PAY PERIOD=> 2 ASGN POSITION=> SP RDW PWR TL MO

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CAI	LDY	POSIT	ION	COT	HRS CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
16		RDW PWR		001	7.30					42.50
16		RDV PVR		014	1.00	W SP	RDW PWR	TL MO	020	.30 42.50
17 17		RDV PVR		001 014	7.30		RDW PWR	-	020	.30
18		RDW PWR		001	7 20					42.50
18		RDW PWR		014	1.00	R SP	ROU PUR	TL MO	020	.30
19		RDV PVR		999	1.00					42.50
20	W SP	RDV PVR	TL MO	999						42.50
21	W SP	RDV PVR	TL MO	001	7.30					42.50
21	W SP	RDV PVR	TL MO	014	1.00			TL MO	020	.30
						TRAVEL				
22		MACH O		001	7.30 TD 1.00					42.50
22		MACH O		014	1.00	W TRE	MACH O	R	020	42.50
23 23		MACH O		001 012	7.30 TD		MACH OI	æ	014	42.50
23		MACH O		020	7.30 TD 1.00 .30	W IN	C MACH UI	A	014	1.00
24		MACH O		001	7.30 TD					42.50
24		MACH O		012	.30	V TRE	MACH OI	R	014	42.50 1.00
24		MACH O		020	.30					
25	R TRE	MACH O	PR	001	7.30 TD					42.50
25		MACH O		014	1.00	R TRK	MACH OI	PR	020	.30
26	R SP	RDW PWR	TL MO	999						42.50
27	W SP	RDW PWR	TL MO	999						42.50
28	V SP	RDW PWR	TL MO	001	7.30					42.50
28		RDV PVR			.30	W SP	RDW PWR	TL MO	014	1.00
28	W SP	RDW PWR	TL MO	020	.30		1736			
29		RDV PVR		001	7.30					42.50
29		RDV PVR		014	1.00 7.30	W SP	RDW PWR	TL MO	020	.30
30		RDW PWR		001	7.30					42.50
30		RDW PWR			.30	W SP	KDW PWR	TL MO	014	1.00
30		RDW PWR			.30					42.50
31 31		RDV PWR RDV PWR		001 014	7.30	UCP	RDW PWR	TI NO	020	
31	W SP	KDW PWR	IL MO	014	1.00	w SP	KDW PWK	IL HU	020	

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GMS SUPERVISOR APPROVAL STATUS REPORT SUPERVISOR=> SGMF017 GANG NBR=> 9061 APPROVEDAS OF 970902SSA NBR=> 585196239NAME=> SMITH JRAAPPROVED970805`AY MONTH=> 0797 PAY PERIOD=> 2ASGN POSITION=> SP RDW PWR TL NO

	CAL	D	Y	P	OSIT	ION		COT	HRS	CMNT	SKI	LL	MEAI		ROO	M	LIN/TR	ALLOW	
-	16	W	SP	RDW	PWR	TL	MO	001	7.30)								42.50	
-	16	W	SP	RDW	PWR	TL	MO	014	1.00)	V	SP	RDW	PVR	TL	MO	020	.30	
	17		SP	RDW	PWR	TL	MO	001	7.30)								42.50	
•	17	W	SP	RDW	PWR	TL	MO	014	1.00		V	SP	RDW	PWR	TL	MO	020	.30	
_	18		SP	RDW				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	PVR	TL	MO	999										42.50	
_	20	W	SP	RDW	PVR	TL	мо	999										42.50	
-	21	W	SP	RDW	PVR	TL	MO	001	7.30)								42.50	
_	21	W	SP	RDW	PWR	TL	MO	014	1.00)	V	SP	RDW	PWR	TL	MO	020	.30	
											TRAVI	EL	1492	2					
	22	W	SP	RDW	PWR	TL	MO	001	7.30									42.50	
		W		RDW				014	1.00		W	SP	RDW	PWR	TL	MO	020	.30	
	23	W		RDW				001	7.30									42.50	
	23			RDW				012	1.00		v	SP	RDW	PWR	TL	MO	014	1.00	
	23			RDW				020	.30										
	24			RDW				001	7.30									42.50	
	24			RDW				012	.30		W	SP	RDW	FWR	TL	MO	014	1.00	
	24			RDW				020	.30									10 50	
-	25			RDW				001	7.30		-							42.50	
				RDW				014	1.00		R	SP	RDW	PWR	TL	MO	020	.30 42.50	
-	20	R	SP	RDW	PWR	TL	MO	999										42.50	
	27	W	SP	RDW	PVR	TL	MO	999										42.50	
	28		-	RDW		-	MO	001	7.30									42.50	
	28			RDW				012	.30		U	CD	PDU	DUR	TI	MO	014	1.00	
	28	v		RDW				020	.30		TRAVE		1726			no	014	1.00	
	29			RDW				001	7.30									42.50	
	29			RDW	Contraction of the second second	Contraction of the second		014	1.00		W	SP	RDV	PVR	TL	MO	020	.30	
	-30			RDW				001	7.30									42.50	
	30			RDW				012	.30		V	SP	RDW	PWR	TL	MO	014	1.00	
				RDW				020	.30										
	31			RDW				001	7.30									42.50	
	31	W		RDW		122.57		012	2.30		W	SP	RDW	PWR	TL	MO	014	1.00	
	31	W	SP	RDW	PWR	TL	MO	020	.30										

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GMS SUPERVISOR APPROVAL STATUS REPORT SUPERVISOR=> SGMF017 GANG NBR=> 9061 APPROVED AS OF 970902 SSA NBR=> 585360093 NAME=> WOODY L R APPROVED 970805 PAY MONTH=> 07 97 PAY PERIOD=> 2 ASGN POSITION=> SP RDW PWR TL MO

CAI	LDY	P	OSIT	ION		COT	HRS	CMNT	SKI	LL	MEAL	L	RO	M	LIN/TR	N ALLO	W
16	W SP	PDU	DUP	TL	MO	001	7.3	n								42.	.50
16	W SP					014		õ	V	SP	RDW	PVR	TL	MO	020	.30	
17	V SP		PWR			001	7.30									42.	.50
17	W SP					014	1.00	5	V	SP	RDW	PVR	TL	MO	020	.30	
18	R SP		PWR			001	7.30									42.	50
18	R SP		PWR			014	1.00		R	SP	RDW	PWR	TL	MO	020	.30	
19	R SP					999				_						42.	50
20	W SP	RDW	PVR	TL	MO	999										42.	50
21	W SP	RDW	PVR	TL	MO	001	7.30									42.	50
21	W SP	RDW	PWR	TL	MO	014	1.00		V				TL	MO	020	.30	
									TRAVI	EL	1516	5					
22	W SP	RDW	PVR	TL	MO	001	7.30)								42.	50
22	W SP	RDW	PWR	TL	MO	014	1.00	5	W	SP	RDW	PWR	TL	MO	020	.30	
23	W SP		PWR			001										42.	50
23	W SP		FWR			012	1.00		v	SP	RDW	PWR	TL	MO	014	1.00	
23	W SP		PVR			020	.30										
24	W SP		PWR			001	7.30)								42.	
24	W SP		PWR			012	. 30		V	SP	RDW	PWR	TL	MO	014	1.00	
24	W SP		PWR			020	. 30										
25	R SP	RDW			MO	001	7.30									42.	50
25	R SP		PWR	_		014	1.00)	R	SP	RDW	PWR	TL	MO	020	.30	
26	R SP	RDW	PWR	TL	MO	999										42.	50
					~											42.	50
27	W SP	RDW	PWR	TL	MO	999										42.	50
28	W SP	RDV		-	MO	001	7.30	,								42.	50
28	W SP		PWR		MO	012	.30	<u>.</u>	U	CP	RDU	PUR	TI.	MO	014	1.00	
28	W SP		PWR		MO	020	.30		TRAVE		1724				0.4		
29	W SP		PWR	TL	MO	001	7.30		110.11							42.	50
29	W SP		PWR		MO	014	1.00	5	v	SP	RDV	PUR	TL.	MO	020	the second s	
30		RDW	PVR		MO	001	7.30									42.	50
30	W SP		PWR	TL	MO	012	.30)	v	SP	RDV	PVR	TL	MO	014	1.00	
30		RDW	PVR	TL	MO	020	. 30										
31		RDW			MO	001	7.30									42.	50
31	W SP					014	1.00)	V	SP	RDW	PWR	TL	MO	020		

GMS SUPERVISOR APPROVAL STATUS REPORT SUPERVISOR=> SGMF017 GANG NBR=> 9061 APPROVED AS OF 970902 SSA NBR=> 585041945 NAME=> GORDO B APPROVED 970805 'AY MONTH=> 07 97 PAY PERIOD=> 2 ASGN POSITION=> SP RDW PWR TL MO

		CAL	D	Z	P	OSIT	ION		COT	HRS	CMNT	SKI	LL	MEAL	L	ROC	M	LIN/TRN	ALLOW
	16		W	SP	RDW	PWR	TL	MO	001	7.30)								42.50
-	16			SP		PWR			014	1.00		V	SP	RDW	PWR	TL	MO	020	.30
	17		W	SP		PWR			001	7.30)								42.50
•	17	•	W	SP	RDW	PVR	TL	MO	014	1.00)	V	SP	RDW	PWR	TL	MO	020	.30
_	18		R	SP	KOW	PWR	TL	MO	001	7.30									42.50
	18		R	SP	RD	PWR	TL	MO	014	1.00)	R	SP	RDW	PVR	TL	MO	020	.30
	19	1	R	SP	RDW	PVR	TL	MO	999										42.50
	20	,	W	SP	RDW	PVR	TL	MO	999										42.50
-	21		V	SP	RDV	PVR	TL.	MO	001	7.30)								42.50
•	21					PWR			014	1.00		W TRAVI		RDW 1516		TL	MO	020	.30
	22			-	DIT	DIT	-	NO	001	7.30	•	INAVI		1510	,				42.50
_	22		-	SP	RDW	PWR			014		5	U	SP	RDU	PUR	TI.	MO	020	
						PWR			001	7.30			51						42.50
	23			SP		PWR			012	1.00		V	SP	RDW	PVR	TL	MO	014	1.00
-	23			SP		PWR		MO	020	30									
-	24			SP		PWR		MO	001	7.30									42.50
	24			SP		PWR		MO	012	.30		W	SP	RDW	PWR	TL	MO	014	1.00
-	24					PWR		MO	620	. 30									
_	25		R	SP	RDW	PWR	TL	MO	115	7.30)		:						42.50
						PWR		MO	51 .	1.00)	2	SP	RDW	PWR	TL	MO	020	.30
	25		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
-	23		W	SP	RDW	PWR	TL	MO	012	.30)	W	SP			TL	MO	014	1.00
	2.8		W	SP	RDW	PWR	TL	MO	020	.30)	TRAVE	SL	1724	•				
-	29		W	SP	RDV	PUR	TL	MO	001	7.30									42.50
	29		W	SP	RDW.	PWR	TL	MO	014			W	SP	RDW	PWR	TL	MO	020	.30
	30		W	SP	RDW	PWR	TL	MO	001	7.30									42.50
	30					PWR		MO	012	. 30		W	SP	RDW	PWR	TL	MO	014	1.00
	30			SI	RDW			MO	020										10 50
	31					PWR		MO	001	7.30)					-		000	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 SUPERVISOR=> SGMF017 GANG NBR=> 9061 / PPROVED AS OF 970902 SSA NBR=> 585082700 NAME=> CHARLE1 D L APPROVED PAY MONTH=> 07 97 PAY PERIOD=> 2 ASGN POSITION=> SP RDW PWR TL MO 970805

	CAL	DY		P	OSIT	ION		COT	HRS	CMNT	SKI	LL	MEA	L	RO	M	LIN/TR	ALLOW
16	1	1	SP	RDW	PWR	TL	MO	001	7.3	0								42.50
16	1	1	SP	RDW	PWR	TL	MO	014	1.0	0	V	SP	RDW	PWR	TL	MO	020	.30
17	٦	1 :	SP	RDW	PWR	TL	MO	001	7.3	0								42.50
17	١	1 :	SP	RDW	PWR	TL	MO	014	1.0		V	SP	RDW	PWR	TL	MO	020	.30
18					PWR			001	7.3	0								42.50
- 18					PUR			014	1.0	0	R	SP	RDW	PWR	TL	MO	020	.30
19	1	2 :	SP	RDW	PWR	TL	MO	999										42.50
20	1	1 9	SP	RDW	PWR	TL	MO	999										42.50
21	1	1 9	SP	RDV	PVR	TL	MO	001	7.30	D								42.50
21					PWR	_		014	1.00		V	SP	RDW	PWR	TL	MO	020	.30
											TRAVI	EL	150	2				
22	1	1 5	SP	RDW	PWR	TL	MO	001	7.30)								42.50
22	ĩ	1 5	SP	RDW	PWR	TL	MO	014	1.00)	W	SP	RDW	PWR	TL	MO	020	.30
23	1	1 5	SP	RDW	PWR	TL	MO	001	7.30)								42.50
23	ĩ	1 5	SP	RDW	PWR	TL	MO	012			W	SP	RDW	PWR	TL	MO	014	1.00
23		1 5	SP	RDW	PWR	TL	MC	020	. 30									
24		1.1			PWR	_		001	7.30)								42.50
24		1 5			PWR		MO	012	. 30		W	SP	RDW	PWR	TL	MO	014	1.00
24		1 5			PWR		MO	020	.30									N
25					PWR			001	7.30									42.50
25					PWR			014	1.00)	R	SP	RDW	PWR	TL	MO	020	.30
26	R		SP	RDW	PWR	TL	MO	999										42.50
27	W	5	SP	RDW	PWR	TL	MO	999										42.50
28	W	5	P	RDW	PWR	TL	MO	001	7.30)								42.50
28		5			PWR			012	. 30		V	SP	RDV	PWR	TL	MO	014	1.00
28		5			PWR		MO	020	. 30		TRAVE	EL	1736	5				
29	W	S	P	RDW	PWR	TL	MO	001	7.30)								42.50
29	W	S	P	RDW	PWR	TL	MO	014	1.00)	V	SP	RDW	PWR	TL	MO	020	
30	W	S	P	RDW	PWR	TL	MO	001	7.30									42.50
30	W	S	F	RDW	PWR	TL	MO	012	. 30)	W	SP	RDW	PWR	TL	MO	014	1.00
30	W	S			PWR		MO	020	. 30									
31	W	_			PWR		MO	001	7.30									42.50
31	W	S	P	RDW	PWR	TL	MO	014	1.00)	W	SI	RDW	PWR	TL	MO	020	.30

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GMS SUPERVISOR APPROVAL STATUS REPORT 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

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	CAL	D	r	PC	SIT	ION		COT	HRS	CMNT	SKII	L	MEAL		ROO	M	LIN/TRN	ALLOW
-								001	7.30									42.50
	16 16			RDV RDV				014	1.00		v	SP	RDW	PVR	TL	MO	020	.30
	16			RDW				001	7.30									42.50
	17			RDW				014	1.00		v	SP	RDW	PVR	TL	MO	020	.30
	18			RDW				001	7.30									42.50
	.8			RDW				014	1.00		R	SP	RDV	PVR	TL	MO	020	.30
	19			RDW				999			-							
_																		
-	20	V	SP	RDW	PVR	TL	MO	999										
		-																
-	21	V	SP	RDW	PVR	TL	MO	902	8.00) CT								
-																		
	22	V	SP	RDW	PVR	TL	MO	001	7.30)								42.50
-	22	W	SP	RDW	PWR	TL	MO	014	1.00		7	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		V	SP	RDW	PWR	TL	MO	014	1.00
	23	W	SP	RDW	PWR	TL	MO	020	.30									10 50
	24	W	SP	RDW	PWR	TL	MO	001	7.30									42.50
	24	W	SP	RDW	-			012	.30		V	SP	RDW	PWR	TL	MO	014	1.00
	24	W	SP	RDW				020	. 30									12 50
_	25			RDW				001	7.30			1						42.50 .30
-	~5			KDW				014	1.00)	R	SP	RDW	PWR	TL	MO	020	42.50
		R	SP	RDW	PWR	TL	MO	999										42.30
-																		42.50
-	27	W	SP	RDW	PWR	TĻ	MO	999										42.30
				_														42.50
-	28			RDW				001	7.30			-	RDW	DUTD	TI	MO	014	1.00
	28		SP		PWR			012	.30				1724		11	MU	014	1.00
	28	W			PWR			020	.30		TRAVI	51	1/24					42.50
	29	W		-	PWR		MO	001	7.30		U	CD	RDW	DUR	TI.	MO	020	.30
	29	-	SP	-	PWR		MO	014 001	1.00			JF	NDW					42.50
	30		SP		PWR	TL	MO	012	.30		v	SP	RDV	PUR	TL	MO	014	1.00
	30		SP		PWR		MO	020	.30			0.						
-	30		SP		PWR PWR		MO	001	7.30									42.50
-	31		SP	RDW				014	1.00		V	SP	RDU	PVR	TL.	MO	020	.30
	31	W	SP	KUW	LAK	1L	HU	014	1.00									

GMS SUPERVISOR APPROVAL STATUS REPORT019SUPERVISOR=> SGMF017GANG NBR=> 9061APPROVEDAS OF 970902SSA NBR=> 528256351NAME=> CALVILLORAPPROVED970805PAY MONTH=> 0797 PAY PERIOD=> 2ASGN POSITION=> SP RDW PWR TL MO

CAL DY	POSITION	COT	HRS CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
16 W S	P RDW PWR TL MO	001	7.30					42.50
	P RDW PWR TL MO	014	1.00	W SP	RDW PWR	TL MO	020	.30
17 W S	P RDW PWR TL MO	001	7.30					42.50
	P RDW PWR TL MO	014		W SP	RDW PWR	TL MO	020	.30
	P RDW PWR TL MO	001	7.30					42.50
	P RDW PWR TL MO	014	1.00	R SP	RDW PWR	TL MO	020	.30 42.50
19 R S	P RDW PWR TL MO	999						42.50
20 W S	P RDW PWR TL MO	999						42.50
21 W S	P RDV PVR TL MO	001	7.30					42.50
	P RDV PVR TL MO	014			RDW PWR	TL MO	020	.30
				TRAVEL	0747			
	P RDW PWR TL MO	001	7.30					42.50
	P RDW PWR TL MO	014	7.30 1.00 7.30	W SP	RDW PWR	TL MO	020	.30
	P RDW PWR TL MO	001	7.30					42.50
23 W S		012	1.00	W SP	RDV PVR	TL MO	014	1.00
23 W S		020	.30					42.50
24 W S		001	7.30		RDW PWR	-	014	42.50
	P RDV PWR TL MO	012	.30	W SP	KDW PWK	IL MU	014	1.00
24 W S		020	.30 7.30					42.50
25 R S		014	1.00	D CD	DOU DUP	TI MO	020	
25 R S	P RDW PWR TL MO P RDW PWR TL MO	999	1.00	K Sr	KDW FWA	IL HO	020	42.50
26 R S	P RDW PWR IL HU	,,,,						42.20
27 W S	P RDW PWR TL MO	999						42.50
28 W S	P RDW PWR TL MO	001	7.30					42.50
28 W S		012		W SP	RDW PWR	TL MO	014	
28 W S		020			0996			
29 W S		001	7.30					42.50
29 W S		014	1.00	W SP	RDW PWR	TL MO	020	
30 W S		001	7.30					42.50
30 W S		012	.30	W SP	RDV PVR	TL MO	014	1.00
30 W S		020	.30					
	P RDW PWR TL MO	001	7.30					42.50
	P RDW PWR TL MO	014	1.00	W SP	RDW PWR	TL MO	020	.30

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

	CAL	D	1	P	DSIT	ION		COT	HR	CMNT	SKI	LL	MEAI	4	ROO	M	LIN/TRN	ALLOW	
•	16	W	SP	RDW	PWR	TL	MO	001	7.3									42.50	
	16			RDW					1.0		W	SP	RDW	PWR	TL	MO	020	.30	
	17			RDW				001	7.3							-	020	42.50	
	17			RDW					1.0		v	SP	RDW	PWR	TL	MU	020	42.50	
	18			RDW				001	7.3		R	CD	PDU	DUR	TI.	MO	020	.30	
	18 19			RDW RDW				014 999	1.0	0	R	Sr	KD.	LAV	12	no	020	42.50	
-	19	R	Sr	KDW	PWK	11	MU	,,,											
1	20	W	SP	RDW	PWR	TL	MO	999										42.50	
	21	U	CD	RDW	DUTD	TI	MO	001	7.3	0								42.50	
_	21			RDW				014	1.0		V	SP	RDW	PVR	TL	MO	020	.30	
		-						•••			TRAV		1516						
	22	W	SP	RDW	PWR	TL	MO	001	7.3									42.50	
	22	W	SP	RDW	PWR	TL	MO	014	1.0	0	v	SP	RDW	PWR	TL	MO	020	.30	
	23	W	SP	RDW	PWR	TL	MO	001	7.3					-				42.50	
	23			RDW				012	1.0		V	SP	RDW	PWR	TL	MO	014	1.00	
	23			RDW				020	.3									42.50	
	24			RDW				001	7.3				-		-	MO	014	1.00	
	24			RDW				012	.3		w	SP	RDW	PWK	IL	MU	014	1.00	
	24		-	RDW	Care Construction of the			020 001	.3									42.50	
	25	-		RDW RDW				014	1.0		R	SP	RDU	PUR	TI.	MO	020		
	26			RDW				999	1.0	0		51	1					42.50	
	20	r	Sr	ND.	LAV	11	no	,,,,											
1	27	v	SP	RDW	PWR	TL	MO	999										42.50	
	20		-	RDW	DUTD	-	MO	001	7.3	0								42.50	
	28 20			RDW					.3		v	SP	RDV	PVR	TL	MO	014	1.00	
	23			RDV					.3		TRAV		1724						
•	29			RDW				001	7.3									42.50	
	29			RDW				014	1.0		v	SP	RDW	PWR	TL	MO	020	.30	
	30	W	-	RDW				001	7.3	0								42.50	
	30	W	SP	RDW	PWR	TL	MO	012	.3		W	SP	RDV	PWR	TL	MO	014	1.00	
	30	W	SP	RDW	PWR	TL	MO	020	.3									10 50	
	31			RDW				001	7.3							-	020	42.50	
	31	W	SP	RDW	PWR	TL	MO	014	1.0	0	W	SP	RDW	PWR	TL	MU	020	.30	

SSA NBR	SGMF017 GANG > 525920069	ISOR APPROVAL S NBR=> 9061 NAME=> CHOSA RIOD=> 2 ASGN	APPROVED AS OF 9709	7ED 970805
CAL DY	POSITION	COT HIRS CMNT	SKILL MEAL ROOM	LIN/TRN ALLOW
16 W SP	RDW PWR TL MO	001 7.30		42.50
	RDW PWR TL MO	014 1.00	W SP RDW PWR TL MO	
	RDW PWR TL MO	001 7.30		42.50
	RDW PWR TL MO	014 1.00	W SP RDW PWR TL MO	020 .30
	RDW PWR TL MO	001 7.30		42.50
	RDW PWR TL MO	014 1.00	R SP RDW PWR TL MO	
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 V SP	RDW PWR TL MO	002 8.00		
24 W SP	RDW PWR TL MO	002 8.00		
25 R SP	RDW PWR TL MC	002 8.00		
26 R SP	RDW PWR TL MO	999		
27 W SP	RDW PWR TL MO	999		
	RDW PWR TL MO	001 7.30		42.50
	RDW PWR TL MO	012 .30	W SP RDW PWR TL MO	014 1.00
	RDW PWR TL MO	020 .30		42.50
29 W SP 29 W SP	RDW PWR TL MO RDW PWR TL MO	001 7.30 014 1.00	W SP RDW PWR TL MO	020 .30
		001 7.30	W SF KDW FWK IL HO	42.50
30 W SP		012 .30	W SP RDW PWR TL MO	014 1.00
	RDW PWR TL MO	020 .30		
	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

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GMS SUPERVISOR APPROVAL STATUS REPORT 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

1	С	AL	DY	1	P	DSIT	ION		COT	HRS	CMNT	SKII	LL	MEAI		ROC	M	LIN/TR	ALLOW	
-	16 16 17		W	SP	RDW	PWR PWR PWR	TL	MO	001 014 001	7.30 1.00 7.30	1	W	SP	RDW	PWR	TL	мо	020	42.50 .30 42.50	
•	1/		W	SP	RDW	FWR	TL	MO	012	2.00	,	V	SP	RDW	PWR	TL	MO	014	1.00	
-	17					PWR			020	.30									42.50	•
	18 18					PWR PWR			001 014	7.30		R	SP	RDV	PVR	TL	MO	020	.30	
	19					PWR	1.000		999										42.50)
																			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		V	SP	RDW	PWR	TL	MO	020	.30	
-												TRAVE	EL	0457					42.50	
-	22					PWR			001	7.30			CD	DDU	DUTD	TI	MO	020	.30	1
	27 23					PWR PWR			001	7.30			Sr	KDW	FWK	11	но	020	42.50	,
-	23					PWR			012	1.00		v	SP	RDU	PUR	TI.	MO	014	1.00	
-	23					PWR				.30		-	5.					•••		
	24					PWR			001	7.30									42.50)
-	24					PWR			012	.30		W	SP	RDW	PWR	TL	MO	014	1.00	
-	24					PWR			020	.30										
			R	SP	RDW	PWR	TL	MO	001	7.30									42.50)
•	22		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	мо	999										42.50	
	28		W	SP	RDW	PWR	TL	MO	001	7.30									42.50	•
	28		W	SP	RDW	PWR	TL		012	.30		W	SP			TL	MO	014	1.00	
-	28		W	SP	RDW	PWR	TL		020	.30		TRAVE	L	0290	•					
-	29		W	SP		PWR			001	7.30									42.50	
	29		-			PWR			014	1.00				RDW					.30 42.50	
-	30					PWR			001	7.30			-	DDU	DUTD	TI	MO	014	42.50	
-	30					PWR			012 020	.30		W	SP	KDW	FWK	IL	MU	014	1.00	
	30 31					PWR PWR			001	7.30									42.50	
	31					PWR			014	1.00		W	SP	RDV	PVR	TL	MO	020	.30	
-	51			Sr	ND.	TWK		no				-								

GMS SUPERVISOR APPROVAL STATUS REPORT 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

CAI	DY	P	OSIT	ION		COT	HRS	CMNT	SKI	LL	MEA	L	RO	MO	LIN/TR	ALLOW
16	W SE	RDW	PWR	TL	MO	001	7.3	0								42.50
16		RDW				014		0	W	SP	RDW	PWR	TL	MO	020	.30
17	W SP	RDW	PWR	TL	MO	001	7.30	0								42.50
17	W SP		PWR			014		0	v	SP	ROW	PWR	TL	MO	020	.30
18	R SP					001	7.30									42.50
18	R SP					014	1.00	D	R	SP	PDW	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	PVR	TL	MO	001	7.30)								42.50
21	W SP					014	1.00		V	SP	RDW	PWR	TL	MO	020	.30
									TRAVI	BL	1502	2				
22	W SP	RDW	PWR	TL	MO	001	7.30									42.50
22	W SP	RDW	PWR	TL	MO	014)	W	SP	RDW	PWR	TL	MO	020	
23	W SP					001	7.30									42.50
23	W SP		PWR			012	1.00	Contraction and the second second	W	SP	RDW	PWR	TL	MO	014	1.00
23	W SP		PWR			020	.30									
24	W SP					001	7.30				_					42.50
24	W SP		PWR			012	.30		W	SP	RDW	FWR	TL	MO	014	1.00
24	W SP		PWR			020	.30									
25	R SP		PWR			001	7.30		-							42.50
25	R SP		1. 17. 1. 17 (C. 19. 17. 17. 17. 17. 17. 17. 17. 17. 17. 17			014	1.00	,	ĸ	SP	KDW	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 SUPERVISOR=> SGMF017 GANG NBR=> 9061APPROVEDAS OF 970902SSA NBR=> 507628587NAME=> PRINEL DAPPROVED970805`AY MONTH=> 0797 PAY PERIOD=> 2ASGN POSITION=> SP RDW PWR TL MO

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		CAL	D	r	P	OSIT	ION		COT	HRS	CMNT	SKI	LL	MEAI	4	ROC	M	LIN/TRN	ALLO	W
	16		U	SP	RDW	PUR	TI.	MO	001	7.30	0								42.	50
	16			SP		PWR			014	1.00		V	SP	RDW	PVR	TL	MO	020	.30	
	17			SP		PVR		MO	001	7.30									42.	50
	17			SP	RDW			MO	014	1.00	The second second second	V	SP	RDW	PVR	TL	MO	020	.30	
	18			SP		PVR		MO	001	7.30					-				42.	50
				SP		PVR		MO	014	1.00		R	SP	RDV	PVR	TL	MO	020	.30	
	19				RDW				999	1.00	•								42.	50
			~	51	ND.	T. WIL		но												
	20		W	SP	RDW	PWR	TL	MO	999										42.	50
-	21		V	SP	RDV	PVR	TL	MO	001	7.30	0								42.	50
_	21				RDW				014	1.00		V	SP	RDW	PVR	TL	MO	020	.30	
E			-									TRAVI	EL	0431						
	22		V	SP	RDW	PVR	TL	MO	001	7.30	D								42.	50
	22			SP		PVR		MO	014	1.00		V	SP	RDW	PWR	TL	MO	020	.30	
	23			SP	RDW		TL	MO	001	7.30									42.	50
	23			SP		PWR		MO	012	1.00		V	SP	RDY	PVR	TL	MO	014	1.00	
-	23			SP		PWR		MO	020	.30										
-	24			SP		PWR		MO	001	7.30									42.	50
	24		-	SP	RDW			MO	012	.30		V	SP	RDW	PWR	TL	MO	014	1.00	
-	24			SP	RDV	PWR		MO	020	. 30										
	25		-	SP	RDV	PWR			001	7.30									42.	50
					RDW			MO	014	1.00		R	SP	RDW	PWR	TL	MO	020	.30	
•	26		-		RDW				999										42.	50
1	21		W	SP	RDW	PWR	TL	MO	999										42.	
-	28		W	SP	ROW	PWR	TL	MO	001	7.30	0								42.	50
-	20			SP	1775 30 30	PVR		MO	012	.30)	V	SP	RDW	PWR	TL	MO	014	1.00	
	28			SP	RDW	PWR		MO	020	.30	0	TRAVI	EL	0256	;					
-	29			SP		PWR		MO	001	7.30									42.	50
	29			SP				MO	014	1.00		¥	SP	RDW	PWR	TL	MO	020	.30	
	30			SP	RDW	PWR	TL	MO	001	7.30)								42.	
	30			SP	RDW	PWR		MO	012	. 30)	V	SP	RDW	PWR	TL	MO	014	1.00	
	30		W	SP		PWR		MO	020	. 30)									
	31			SP	RDW	PWR	TL	MO	001	7.30									42.	50
	31				RDW		1000		014	1.00		W	SP	RDW	PWR	TL	MO	020	.30	

GMS SUPERVISOR APPROVAL STATUS REPORT SUPERVISOR=> SGMF017 GANG NBR=> 9061 APPROVED AS OF 970902 SSA NBR=> 508603387 NAME=> ZABOKRTSKY D 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 002 8.00 42.50 001 7.30 17 W SP RDW PWR TL MO .30 W SP RDW PWR TL MO 020 17 014 1.00 W SP RDW PWR TL MO 42.50 001 7.30 18 R SP RDW PWR TL MO R SP RDW PWR TL MO 020 .30 014 1.00 18 R SP RDW PWR TL MO 42.50 19 R SP RDW PWR TL MO 999 42.50 20 999 W SP RDW PWR TL MO 42.50 21 001 7.30 W SP RDW PWR TL MO W SP RDY PWR TL MO 020 .30 W SP RDW PWR TL MO 014 1.00 21 TRAVEL 0415 42.50 001 7.30 22 W SP RDW PWR TL MO W SP RDW PWR TL MO 020 .30 22 W SP RDW PWR TL MO 014 1.00 42.50 23 W SP RDW PWR TL MO 001 7.30 W SP RDW PWR TL MO 014 1.00 23 W SP RDW PWR TL MO 012 1.00 23 W SP RDW PWR TL MO 020 .30 42.50 001 7.30 24 W SP RDW PWR TL MO W SP RDW PWR TL MO 014 1.00 012 .30 24 W SP RDW PWR TL MO .30 24 W SP RDW PWR TL MO 020 42.50 001 7.30 25 R SP RDV PVR TL MO 014 1.00 R SP RDW PWR TL MO 020 .30 R SP RDW PWR TL MO 25 999 42.50 R SP RDV PWR TL MO 26 42.50 27 999 W SP RDW PWR TL MO 001 7.30 42.50 28 V SP RDV PVR TL MO W SP RDW PWR TL MO 014 1.00 012 .30 W SP RDW PWR TL MO 28 .30 TRAVEL 0240 020 W SP RDW PWR TL MO 28 42.50 001 7.30 W SP RDW PWR TL MC 29 W SP RDW PWR TL MO 020 .30 014 1.00 W SP ROW PUR TL MO 29 42.50 V SP RDV PVR TL MO 001 7.30 30 014 1.00 W SP RDW PWR TL MO 012 .30 30 W SP RDW PWR TL MO W SP RDW PWR TL MO 020 .30 30 42.50 W SP RDW PWR TL MO 001 7.30 31 W SP RDW PWR TL MO 020 .30 W SP RDW PWR TL MO 014 1.00 31

GMS SUPERVISOR APPROVAL STATUS REPORT SUPERVISOR=>SGMF017GANGNBR=>9061APPROVEDASOF970902SSANBR=>585600913NAME=>LOPEZBPAPPROVED970805'YMONTH=>0797PAYPERIOD=>2ASGNPOSITION=>TRKMACHOPR

		CAL	DY	r	POS	ITION	COT	HRS CMNT	SKILL	MEAL	ROOM	LIN/TRN	ALLOW
-	16		v	TRK	MACH	OPR	001	7.30					42.50
_	16				MACH		014	1 00	W TR	K MACH	OPR	020	.30
	17				MACH		001	7.30 1.00 7.30					42.50
•	17	•			MACH		014	1.00	V TR	K MACH	OPR	020	.30
	18		R	TRK	MACH	OPR	001	7.30					42.50
	18		R	TRK	MACH	OPR	014	1.00	R TR	K MACH	OPR	020	.30
	19	,	R	TRK	MACH	OPR	999						42.50
													10 50
	20	•	W	TRK	MACH	OPR	999						42.50
•	21		v	TRK	MACH	OPR	001	7.30					42.50
_	21				MACH		014	7.30	V TR	K MACH	OPR	020	.30
									TRAVEL	1516			
	22		W	TRK	MACH	OPR	001	7.30					42.50
	22				MACH		014	7.30 1.00 7.30 1.00	W TR	K MACH	OPR	020	.30
	23				MACH		001	7.30					42.50
					MACH		012	1.00	W TR	K MACH	OPR	014	1.00
	23				MACH			.30					12 50
	24	•			MACH		001	7.30				01/	42.50
	24				MACH		012	.30	W TR	к масн	OPR	014	1.00
-	24				MACH	OPR	020						42.50
-	-				MACH		001	1.00	D TD	WACH	OPP	020	
					MACH		014 999	1.00	RIR	K MACO	UFR	020	42.50
-	26	•	ĸ	TRK	MACH	OPR	999						42.50
	27		W	TRK	MACH	OPR	999						42.50
-	28		u	TRK	MACH	OPR	001	7.30					42.50
-	28				MACH		012	.30	W TR	K MACH	OPR	014	1.00
	28				MACH		020	.30	TRAVEL	1724			
-	29				MACH								42.50
	29				MACH		014	1.00	W TR	K MACH	OPR	020	.30
	30				MACH		001	7.30 1.00 7.30 .30					42.50
	30 30	1			MACH		012	.30	W TR	K MACH	OPR	014	1.00
	30	1			MACH		020	.30					
	31				MACH		001	7.30					42.50
	31		W	TRK	MACH	OPR	014	1.00	W TR	K MACH	OPR	020	.30

GMS SUPERVISOR APPROVAL STATUS REPORT SUPERVISOR=> SGMF017 GANG NBR=> 9061 APPROVED AS OF 970902 SSA NBR=> 505989313 NAME=> MAZUR E J APPROVED 970805 PAY MONTH=> 07 97 PAY PERIOD=> 2 ASGN POSITION=> SP RDW PWR TL MO

CAL	DY		P	OSIT	ION		COT	HRS	CMNT	SKI	LL	MEAL	L	ROO	M	LIN/TRN	ALLOW
16		CP	RDV	DUP	TL	MO	001	7.30	0								42.50
16			RDW				014	1.0	õ	V	SP	RDW	PWR	TL	MO	020	.30
17		1000	RDV				001	7.30	0								42.50
17			RDW		_		014	1.00	ō	V	SP	RDW	PWR	TL	MO	020	.30
18			RDW		_		001	7 30	n								42.50
18			RDW				014	1.00	0	R	SP	RDW	PWR	TL	MO	020	.30
19			RDW				999										42.50
20	V	SP	RDW	PWR	TL	MO	999										42.50
21	W	SP	RDW	PWR	TL	MO	001	7.30	0								42.50
21	W	SP	RDW	PWR	TL	MO	014	1.00	0					TL	MO	020	.30
										TRAVI	EL	0388	3				
22			RDW				001	7.30	0								42.50
22		-	RDW				014	1.00	0	W	SP	RDW	PWR	TL	MO	020	.30
23			RDW				001	1.30									42.30
23			RDW				012			W	SP	RDW	PWR	TL	MO	014	1.00
23			RDW				020	. 30									10 50
24			RDW				001	7.30	0								42.50
24			RDW					.30	0	¥	SP	RDW	PWR	TL	MO	014	1.00
24		_	RDW				020	.30									42.50
25			RDW				001	7.30	0	-					-	000	
25	10 C T 10 C 10 C		RDW				014	1.00	5	R	SP	RDW	PWR	TL	MU	020	.30 42.50
2.6	R	SP	RDW	PWR	TL	MO	999										42.50
																	42.50
27	W	SP	RDW	PWR	TL	MO	999										42.50
						~	001	7 20	•								42.50
28			RDW				001 012	7.30	2		CD	PDU	DUD	TI	MO	014	
28			RDW						5			0110		11	no	014	1.00
28			RDW				020 001	7.30		INAVI	51	0110	•				42.50
29			RDW				014	1.00	5	U	CP	RDU	PUR	TI.	MO	020	.30
29			RDW RDW				001	7 30	1								42.50
30			RDW				012	1.50	Š.	U	SP	ROV	PUR	TI.	MO	014	1.00
30 30			RDW				020	.30									
			RDW				001	7.30									42.50
31			RDW				014	1.00	ň	U	SP	RDV	PUR	TI.	MO	020	
31		Sr	KD.	LAK	TL	HU	014	1.00									

GMS SUPERVISOR APPROVAL STATUS REPORT SUPERVISOR=> SGMF017 GANG NBR=> 9061 APPROVED AS OF 970902 SSA NBR=> 585224869 NAME=> BETSELIE E L APPROVED 970805 Y MONTH=> 07 97 PAY PERIOD=> 2 ASGN POSITION=> TRK MACH OPR

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ſ		CAL	D	Y	POS	ITION	C07:	JRS	CMNT	SKI	LL	MEAL	ROOM	LIN/TR	N ALLOW
-	16		W	TRK	MACH	OPR	001	7.30)						42.50
-	16				MACH		014	1.00		V	TRK	MACH	OPR	020	.30
	17 17	•			MACH		001	7.30)						
L	17		W	TRK	MACH	OPR	014	1.00)	V	TRK	MACH	OPR	020	.30
	18		R	TRK	MACH	OPR	001	7.30)						42.50
	18 19		R	TRK	MACH	OPR	014	1.00)	R	TRK	MACH	OPR	020	.30
-	19		R	TRK	MACH		999								42.50
[20		V	TRK	MACH	OPR	999								42.50
-	21		W	TRK	MACH	OPR	001	7.30)						42.50
_	21							1.00)	V	TRK	MACH	OPR	020	.30
										TRAV	EL.	1564			
	22		V	TRK	MACH	OPR	001	7.30)						42.50 .30 42.50
	22					OPR		1.00)	W	TRK	MACH	OPR	020	.30
	23		W	TRK	MACH	OPR	001	7.30	•						42.50
	23					OPR		1.00	•	V	TRK	MACH	OPR	014	1.00
	23					OPR		.30							
	24				MACH		001	7.30	1						42.50
	24				MACH		012	.30		W	TRK	MACH	OPR	014	1.00
-	2.4				MACH		020	.30							
-	25				MACH		001	7.30							42.50
	26				MACH		014	1.00		R	TRK	MACH	OPR	020	.30
			R	TRK	MACH	OPR	999								42.50
	27		W	TRK	MACH	OPR	999								42.50
-	28					OPR	001	7.30							42.50
-	28					OPR		. 30		V	TRK	MACH	OPR	014	1.00
	28				MACH		020	. 30		TRAVE	EL 1	1798			
-	28 28 29 29				MACH		001	7.30							42.50
_					MACH		014	1.00		W	TRK	MACH	OPR	020	42.50 .30 42.50
	30				MACH	OPR	001	7.30					OPR		42.50
	30				MACH		012			W	TRK	MACH	OPR	014	1.00
	30				MACH			.30							
	31				MACH			7.30							42.50
	31			TRK	MACH	OPR	014	1.00		W	TRK	MACH	OPR	020	.30