

**Jim Pearce Time Book Stubs 10/9/59-3/2/72**

Date	Engine	Train	From	To	Depart	Arrive	Miles*	Fireman	Crew
10/9/59	494	Ex. E	DGO	CHA	5:55p	5:00a	137 lcl	Waterman	See notes
10/10/59	487	Ex. W	CHA	DGO	3:45p	9:55p	112	Waterman	Same crw
12/2/59	Inside	hostler	DGO	DGO	7:00a	4:35p	130		
12/29/59	inside	hostler	DGO	DGO	3:00p	6:00p	100		
1/4/60	inside	hostler	DGO	DGO	7:00a	4:50p	116		
1/6/60	inside	hostler	DGO	DGO	7:00a	9:00a	100		
1/7/60	inside	hostler	DGO	DGO	7:00a	3:00p	100		
1/8/60	473	Switch	DGO	DGO	10:10a	4:30p	100	A Payne	See notes
1/9/60	inside	hostler	DGO	DGO	7:30a	3:30a	100		
1/11/60	inside	hostler	DGO	DGO	7:30a	9:30a	100		
1/13/60	inside	hostler	DGO	DGO	7:00a	3:00p	100		
1/14/60	inside	hostler	DGO	DGO	7:00a	3:00p	100		
1/15/60	inside	hostler	DGO	DGO	7:00a	10:00a	100		
1/15/60	480	Ex. FAR	DGO	DGO	10:35a	9:50p	181 lcl	T Conway	See notes
1/17/60	inside	hostler	DGO	DGO	7:30a	3:30p	100		
1/18/60	inside	hostler	DGO	DGO	7:00a	3:40p	113		
1/20/60	inside	hostler	DGO	DGO	7:30a	3:30p	100		
1/21/60	inside	hostler	DGO	DGO	7:30a	3:30p	100		
1/23/60	inside	hostler	DGO	DGO	7:00a	3:00p	100		
1/25/60	inside	hostler	DGO	DGO	7:30a	3:30p	100		
1/27/60	inside	hostler	DGO	DGO	7:00a	3:30p	109		
<b>Jim went</b>	<b>to</b>	<b>mngmt</b>	<b>from</b>	<b>Feb.</b>	<b>1960</b>	<b>to</b>	<b>Dec.</b>	<b>1971</b>	
12/1/71	5106	ALA YD	ALA	ALA	6:30a	2:30p	100	Otteson	See notes
12/2/71	5106	SW Eng	ALA	ALA	6:30a	2:30p	100	Otteson	See notes
12/3/71	5106	SW Eng	ALA	ALA	6:30a	2:30p	100	Otteson	Same crw
12/4/71					6:30a	2:30p	100		See notes
12/6/71	5106	Yrd Eng	ALA	ALA	6:30a	2:30p	100	Otteson	Same crw
12/7/71	5106	Yrd Eng	ALA	ALA	6:30a	2:30p	100	Otteson	Same crw
12/8/71	5106	Yrd Eng	ALA	ALA	6:30a	2:30p	100	Otteson	Same crw
12/9/71	5106	Yrd Eng	ALA	ALA	6:30a	2:30p	100	Otteson	See notes
12/10/71	5106	Yrd Eng	ALA	ALA	6:30a	2:30p	100	Otteson	Same crw
12/11/71					6:30a	2:30p	100		See notes
12/13/71	5106	Yrd Eng	ALA	ALA	6:30a	4:10p	131	Otteson	See notes
12/14/71	5110	Yrd Eng	ALA	ALA	6:30a	2:30p	100	Otteson	Same crw
12/15/71	5110	Yrd Eng	ALA	ALA	6:30a	2:30p	100	Otteson	See notes
12/16/71	5110	Yrd Eng	ALA	ALA	6:30a	2:30p	100	Otteson	See notes
12/17/71	5110	Yrd Eng	ALA	ALA	6:30a	2:30p	100	Otteson	Same crw
12/18/71		Yrd Srv			6:30a	2:30p	100		See notes
12/20/71	5110	Yrd Eng	ALA	ALA	6:30a	2:30p	100	Otteson	Same crw
12/20/71	5110	Yrd Eng	ALA	ALA	6:30a	3:00p	109	Otteson	Same crw
12/22/71	5110	Yrd Eng	ALA	ALA	6:30a	2:30p	100	Otteson	See notes
12/23/71	5110	Yrd Eng	ALA	ALA	6:30a	2:30p	100	Otteson	Same crw
12/24/71	5110	Yrd Eng	ALA	ALA	6:30a	2:30p	100	Otteson	Same crw



Date	Engine	Train	From	To	Depart	Arrive	Miles*	Fireman	Crew
2/17/72	5103	593/592	ALA	ALA	2:10p	10:20p	130 lcl	Cnninghm	Same crw
2/18/72	5104	593/592	ALA	ALA	3:05p	9:30p	108 lcl	JS Lira	See notes
2/21/72	5104	593/592	ALA	ALA	2:00p	10:35p	136 lcl	JS Lira	See notes
2/22/72	5103	593/592	ALA	ALA	2:10p	9:30p	116 lcl	JS Lira	See notes
2/23/72	5104	593/592	ALA	ALA	2:00p	8:45p	107 lcl	LS Lira	See notes
2/24/72	5103	593/592	ALA	ALA	2:50p	9:25p	113 lcl	SE Smith	See notes
2/25/72	5113	593/592	ALA	ALA	2:50p	12:15a	181 lcl	JS Lira	See notes
2/28/72	5941	593/592	ALA	ALA	2:00p	8:50p	107 lcl	JS Lira	See notes
2/29/72	5103	593/592	ALA	ALA	2:00p	10:20p	133 lcl	JS Lira	See notes
3/1/72	5103	793/792	ALA	ALA	12:20p	8:45p	141 lcl	JS Lira	See notes
3/2/72	5113	793/792	ALA	ALA	2:10p	10:05p	128 lcl	JS Lira	See notes

#### NOTES:

The major gap (1960-1971) in the Time Book stems from Jim moving into management in early 1960. He eventually became Road Foreman of Motive Power working out of Pueblo, CO. In this job he rarely was home.

In 1970 he survived a major heart attack and decided that he wanted to go back to running locomotives. The railroad allowed him to run the yard engine in Alamosa and then local jobs on the Creede and Antonito branches before allowing him to begin running over La Veta Pass. Jim moved his family to Alamosa and retired from this position at the end of 1993.

\***Miles** are mileage claimed not miles run, and included switching. Jobs such as hosteling were allotted 100 miles for 8 hours for pay purposes when in actuality you never ran any miles during your day.

Times given for **Left** and **Arrived** are the recorded times the train left its terminal and arrived at its destination. **Times Called** and times **Tied Up** are listed in the Time Book stubs but there's not enough room to post them. Usually a crew was called approximately 30-50 minutes before it departed. Crews tied up usually 20-50 minutes after arriving at their destination dependent upon how much switching needed to be done.

**Inside Hostler** was someone who moved locomotives for the roundhouse crew and prepared locomotives for service (obtaining sand, coal, oil, water, spotting locomotives for the Outside Hostler etc.)

**Outside Hostler** was an employee outside the roundhouse but who normally stayed in the yard and was responsible for bringing locomotives to their respective trains. The notation outside hostler was also found with the comment "helper" which indicates that this employee and locomotive might be needed for helper service. Outside hostlers were assigned a fireman whereas inside hostlers were not.

**Switch-** denotes switcher for that yard.

**Abbreviations** (Jim used DGO for Durango but wrote out Chama. For Farmington he usually wrote out "Frmngtn", "Farm." or a similar derivation). He wrote out Ala. For Alamosa but tended to write out La Veta.

**Lcl** means local switching which was paid at a different rate

**DGO** = Durango

**CHA** = Chama

**Ex. E** = Extra East

**Ex. W** = Extra West

**Ex. FAR** = Farmington extra

**Ex. GH** is Extra Gato Helper

**EX WK** is work extra

**EX Ta** is Extra Tacoma turn

**Yd. or Yrd Eng.** = Yard Service

**SW** = Switch Engine

**WK EX or Ex. Wk. or WK. X.** = Work Extra

**CR** = Creede

**CR BR** = Creede Branch

**ALA** = Alamosa

**LV** = La Veta

**162/163** = La Veta Pass

**590/591** = may be for helper service

**595/594** = Creede Branch

**793/792** = Unknown-suspect Antonito

**Sp. rec.** = Speed Recorder (many notations regarding them being inaccurate)

Otteson is Lee V Otteson 1929-2007. Was narrow gauge engineer for many years...

Weirick is R E Weirick

C Jack is Carl Jack longtime Rio Grande engineer. He worked last westbound narrow gauge train to Durango in 1968 and the last Rio Grande train movement Durango to Alamosa in 1968. 1928-2017

Cnninghm is G G Cunningham

JS Lira is most likely John Lira

**For the following notes on crew: the first name is the conductor and the second two names are brakemen**

**Same crew** means same crew as previous entry

10/9/59-crew: Henry, Blackstone, Morgan

1/8/60-crew: Murray, Greathouse, Cummins. This job was the Durango yard switcher

1/15/60-crew: Kingrey, Foley, Paulek

12/1/71-crew: Pirtle(?), CJ Smith, J Davis

12/4/71- notation: "Engineer's Guarantee for 6<sup>th</sup> Day in Yard Service"

12/2/71- crew: Pirtle, Smith, Davis

12/9/71-crew: Pirtle, L Mitchell, Davis

12/11/71- notation: "Engineer's Guarantee for 6<sup>th</sup> Day in Yard Service"

12/13/71-crew: Pirtle, Smith, Davis

12/15/71-crew: Pirtle, B Bailey, Davis

12/16/71-crew: Pirtle, Smith, Davis

12/18/71- notation: "Engineer's Guarantee for 6<sup>th</sup> Day in Yard Service"

12/22/71-crew: Pirtle, Haynie, Davis

12/25/71- notation: "Engineer's Guarantee for 6<sup>th</sup> Day in Yard Service"

12/28/71-crew: Same as previous. Notation on back of previous page: "Drove from Sal, where still residing, to Alamosa for work week. Driving conditions were: Sal to Villa Grove-highway slick, snowing & blowing Poncha Pass, fairly good driving conditions Villa Grove to Ala. Left Sal 4:15 am arriving Ala 5:50am"

12/29/71-crew: Pirtle, Smith, Davis. Notation on back of previous page: "Deadman control seal broken & reported. Radio not transmitting. Radiator leaking right front bank just behind cab."

1/1/72- notation: "Engineer's Guarantee for 6<sup>th</sup> Day in Yard Service"

1/4/72-crew: Pirtle, E Haynie, J Davis

1/8/72- notation: "Engineer's Guarantee for 6<sup>th</sup> Day in Yard Service"

1/11/72- crew: BK Boles, PC Hicks, G Kingrey. Notation: 34 miles to Monte Vista & return

1/12/72-crew: Schaaf, H Gilleland(?), TS Maley. Train has #3060,3063, 3059, 3045. Notation on back of page: "Eng. 3060 had bad leakage in equalizing system. Started out of Fir with 12# rel. (total) and had leaked down fourteen # on arrival in La Veta yard when rels'd.

1/12/72—crew same. Locomotives 3093, 3085, 3056, 3045. Notations on back of page: “Unit 3093 has speed recorder registering one mph faster at all speeds. Snowing hard out of La Veta diminishing on east side about MP 204. Trace new snow on top of hill and strong winds. Considerable drifting on old snow.

1/14/72-crew: Schaaf, Gilleland, C Mayer. Notations: Engines 3040, 3061, 3074, 3022, 3055. 36 lds + 4 mty- 3800 act.

1/14/72-same crew. Notations: Out of La Veta 3 lds, 26 mty 1037 act. On back of page: “when in dynamic braking contr. from 3022 brake was extremely harsh when lever moved from idle & between #1 pos. Amperage built up immued to 300+ (SP 15 mph). Sp. Recorder 2 mph fast.

1/15/72- no crew mentioned beyond fireman. Engines listed as two. Notation under mileage: “helper + light”(refers to light engine)

1/18/72- crew: Boles, G Kingrey, D Cummins. Notation: “MV Turn”

1/19/72-crew: Hicks, M Smith, TS Maley. Notations: “locomotives 3020, 3049, 3018, 3021” “over hill 57+3 – 2941 act.” Notations on back of page: “At speed of 10 to 15 mph units developing high amperage. Ld. Meter ranged from 1050 amps at 15 mph up to 1200 amps at 10 mph exceeding short time rating.”

1/19/72-crew same. Notations: “Engines: 3021, 3018, 3049, 3015. Out La Veta 3 lds + 26 mty.” Notation on back of page: “Speed rec. on 3021 one mph fast at 15 MPH and about 2 MPH fast at 40 MPH.”

1/20/72-notation: “Helper & light engine”

1/21/72-crew: Murray, E Shawcroft, D Cummins. Notation: 2:50 switching Creede

1/21/72-same crew. Notations: Time elapsed on 14 hr law at SLC Jct. at 10:30pm “l'llieigible”

1/24/72- crew: Kongrey, E Shawcroft, D Cummins. This was a run on the Creede Branch. Notation on back of page: “speed recorder about 1 mph fast. No up not that erratic.”

1/25/72- crew: Hicks, G Kingrey, D Cummins. Another Creede branch train. Notation on back of page: “Sp. Rec. good. 2 occ. of ground relay action when in dynamic braking lever brought from off to “v3” pos. Radio B.O. – dead”

1/26/72-crew: Hicks, Shawcroft, Cummins. Another Creede branch train.

1/27/72-crew: Schaaf, MS Smith, TS Maley. Notation: “Wasson Turn” Note on back of page: “Sp. rec. 3 mph fast at all sps.

1/28/72-crew: Murray, MS Smith, T Maley. Notation on back of page: “Sp. rec. On 5102 one MPH fast”

1/31/72- crew same. Notation on back of page: “Sp. rec. one MPH fast”

2/1/72-crew: Hicks, MS Smith, TS Maley. Notation: “Derrick T”

2/2/72- crew: Murray, MS Smith, TS Maley. Notation: “Derr. T”

2/3/72-crew: Boles, MS Smith, TS Maley. Notation: "Derrick Turn" Notation on back of page: "Sp. recorder one MPH fast.

2/5/72-same crew. Engines 3081, 3020, 3071, 3080, 3083. Notations: "Low water protector on 3071 tripped. Water level alright & restarted with no other occurrences." 32 lds & 7 mtys 3695 act.

2/5/72- same crew. Notation: "31 mty-5 lds. 1450- act." Engines 3080, 3071, 3020.

2/9/72-crew: Murray, R Hicks, Geo. Kingrey. Notations: "Engines: 3081, 3059, 3068, 3066. 24 lds & 6 mtys 2616 act. Over hill."

2/9/72- same crew. Notations: "Engines 3066, 3068, 3059, 301. 45 cars? Speed recorder on 3066 approx. 3 MPH fast all sp."

2/11/72- crew: Boles, H Gilleland, J Cavalieri. Notations: "Engines 3044, 3031, 3001, 3037. 18 lds & 11 mtys- 2317 act. Over hill., Sp recorder on 3044 one mph fast at all sp. ck'd."

2/11/72- same crew. Notations: "29 cars (4 lds & 25 myts). Engines 3093, 3006, 3088, 3001, 3037." Notation on back of page: "Sp. recorder on 3093 one MPH fast at 15 MPH & 2 MPH fast at 40 MPH."

2/14/72- crew: Murray, MS Smith, D Cummins. Notation: "35 train + engine away on HU track."

2/18/72-crew: Schaaf, Cummins, MS Smith. Notation: "40" yard train + engine away."

2/21/72-crew: Murray, S. Cummins, MS Smith. Notation: "1' 55" OT"

2/22/72-crew: Murray, D Cummins, TS Maley. Notation: "50" OT"

2/23/72-crew: Boles, S Cummins, MS Smith. Notation: "(7 mi) 35" yarding train"

2/24/72-crew: Schaaf, D Cummins, MS Smith. Notations: 40" OT. "D.H. via auto into Ala acct. 5103 failing. Trouble considered to be alternator failure."

2/25/72-same crew. Notation: 4'20" OT On back of page: "Sp. rec. one MPH fast, CK'd 10 & 30 MPH"

2/28/72-crew: Boles, D Cummins, MS Smith. 35" FTD

2/29/72-crew: Schaaf, D. Cummins, MS Smith

3/1/72-same crew. Notation: 2'10" OT

3/2/72-same crew. Notation: 1'30' OT Notation on back of page: "Sp. rec. one MPH fast.