



## TRANSPORTATION DIVISION LOCAL 1241 CLAIMS GUIDE

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This guide is designed to help members of SMART TD Local 1241 submit valid special claims. This guide will give you rudimentary knowledge of special claims related to your SMART TD local in Richmond and Stockton Calif; these same claims are also applicable to all other SMART TD Coastlines Terminals. Proper documentation is essential for proper payment. Supporting paperwork such as call slips, work orders, notes regarding radio transmission (approx. time and date, info from whom instruction came from etc) should be saved/provided when submitting a claim. One overlooked source for both research and documentation is option 20, history and reports menu of the main TSS screen. Always put all relevant information into the claim the first time you submit the claim.

### **SPECIAL CLAIM SUBMISSION**

Submit a special claim using option 1B of the tie up screen (option 15 of the main TSS screen). A complete list of all available special claim codes will populate the screen. Some of these codes do not apply on the Coastlines. Find the code that best fits your claim. If you use the wrong code, your claim could be denied and you will be required to resubmit using the proper code. Don't let that be a deterrent in seeing your claim go through the process. **You have 60 days to submit the claim from the date of violation** and the carrier has 90 days from the date of submittal to deny the claim or payment must be made account exceeding time limit for denial. The Local Chairman has 60 days to list claims for local conference. Review declines in a timely manner. If a decline warrants forwarding, do so in an expeditious and timely manner.

### **TO FORWARD CLAIM**

To forward claim, go to option 3 of the tie up screen (option 15 of the main TSS screen). Your most recent denied claim(s) will be listed at top, put F in column located on left of denied claim and enter code for the local chairman (LC) for whom you wish claim to be forwarded to. For complete list of LCs, hit F1 in the field next to FORWARD TO CHAIRMAN, search by last name and enter corresponding code once located.

Road Local Chairman (LCA 17A) Rob Hegle code 138  
Yard Local Chairman (LCA 17C) Josh Amann code 133  
Engineer Local Chairman (LCA 020) Bo Akina code 047

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**AN – REGULAR ASSIGNMENT ANNULLED (*enter as basic day, 130mi ROADSWITCH or 100mi YARD JOB*)**

Claiming 100 miles at yard rate account of pay account my job was held in on 10/15/18. I showed up to work the YSTO402 at 1559 and was informed there weren't any rested yardmen available to fill the vacancy of helper, therefore my job was annulled. Please allow 100 miles code AN for this annulment.

**AO – CALL AND RELEASE AFTER ON DUTY (*enter this as basic day, 100 mi/yard, 130 mi/road or 43mi for engineers*)**

Claim 130 mile basic day at freight rate of pay (for engineers claim 43mi) account performed service prior to release. List service performed, i.e. checked GTB, work orders, system general orders, system general notices etc. Include info on release time and by whom.

*Example:* Claiming 130 mile basic day at freight rate of pay account arrived to terminal and performed service after on duty time of 1201 on date of 10/01/18 while called on train Z-STOWSP7-01L. Released by Crew Caller at 1215.

**AS – ASSISTING OTHER TRAINS ENROUTE (*enter as basic day, 130mi*)**

If you are instructed by the dispatcher, train master, or supervisor to assist another train you are not assigned to, claim a 130mile basic day account assisting other train.

Note: If an inbetween is required from the crew whom you are assisting, the FRA takes exception to any crew member attaching themselves to another crew on the grounds of Hours of Service regulations. Be mindful of this but **do not refuse service** if instructed by any of the above company officials to assist. (The one exception is a *utility* brakeman/conductor who can attach to multiple crews through a single work shift, but may not be attached to multiple crews at the same time).

*Example:* Claiming 130 mile basic day account I was instructed by Stockton Sub Dispatcher TBL at MP1119 at 1201PT on 11/14/18 to work outside scope of my assignment and assist another train V-KCKRIC3-11A. I was instructed to re-arm end of train devise #42777 on car NS699340, actual work event took place at MP1115 at 1230PT.

*Example:* Claiming 130 mile basic day account I was instructed to Stockton Sub Dispatcher TBL at MP1119 at 1201Pt on 11/14/18 to set out locomotive BNSF4449. Locomotive set out in order to assist the G-PHPSTO9-10A which had lost a locomotive and stalled en route. Actual work event took place at MP1115 at 1230PT (also see code IM, section 3d for difference between scheduled and unscheduled switching events specific to locomotives).

**BD – BOARD RUN AROUNDS (*enter as basic day, 130 mi*)**

Under UTU Coastlines Schedule Article 10 you will find first-in/first-out throughout. This article is one of the most vital parts of our quality of life and fairness in which we get called to work. For Stockton pools, both at home and AFHT, when a pool runs around another pool in order called, this triggers a basic day penalty. Same applies for extra boards. On the extra board, your placement to the board is based upon

your arrival time into town, or markup time if you were laid off. The board run around penalty occurs when a member who was marked to the board behind you goes on duty ahead of you.

*Pool Board Example:* Claiming 130 mile basic day account board run around. Conductor JG Wentworth, pool STO222 called on duty at Stockton on 04/01/18 at 1201 for train H-STO BAR1-01A. Conductor BP Shops pool STO230 called on duty at Stockton on 04/01/18 at 1230 for H-VAWBAR1-01A. On 04/02/18, Conductor BP Shops called on duty in Bakersfield at 1201 for train Q-CHISTO6-01L. Conductor JG Wentworth called on duty at 1230 for train H-BARPAS1-01A, triggering this board run around. Conductor Shops followed Conductor Wentworth on Bakersfield Board \_\_\_. Conductor Wentworth was fully rested and able to take call for Q-CHISTO6-01L, make this claim account not run in turn.

*Extra Board Example:* Claiming 130 mile basic day account on 04/01/18 I was rested and run around on Stockton Board 7. I was called on duty at 1230 for train H-STO BAR1-01a. Conductor JG Wentworth was behind me on Stockton board 7 but called ahead of me with an on duty time of 1201 for train Z-STOWSP7-01L triggering 130 mile board run around penalty.

### **CT- Computer Based Training**

*Don't use this code if you completed your required year A testing early!! See code TI below for applicable payment ahead of scheduled due date. Note: you are not allowed to lay off to complete your training prior to your scheduled due date.*

### **HO – HANGING ONTO SIDE OF CAR (enter as make whole, 25mi)**

If you are required to hang onto the side of a car and ride this car in excess of one mile, claim 25 miles. Items to include:

- 1) Officer from whom instruction came from
- 2) Car number
- 3) Location – example MP1122 to MP1120
- 4) Who rode car

### **HR – HOURS OF SERVICE LAW RELIEF (enter as basic day, 130mi)**

If you are working an assignment that requires a three-man crew and you are required to finish the work after your crew member goes dead account hours of service law, claim a days pay account working shorthanded.

### **IM – CONDUCTOR ONLY MISHANDLING (enter as pool miles for specific district at brakeman rate)**

This code pertains to through freight conductor only service. When you are called for a work train, local, yard job, short turn, etc., you should have a brakeman. The agreement allows for relief service of through freight crews with a conductor only, this includes through freight trains that originated with a brakeman. If you are called for a work train, local, yard job, short turn, etc., and they will not call a

brakeman, claim code IM for the mileage of a brakeman had he been a member of the crew. The conditions that would trigger such payment are listed below:

- 1) Performing 4 work events per tour of duty. (see 1st example below)
- 2) Performing 3 work events at the initial or final terminal (see 2<sup>nd</sup> example below). Taking your power from the round house to your train or vice versa does not count as a work event. However, taking your head end power to the round house and then returning to your train and taking the DP to the round house does count as a work event.
- 3) Switching (see 3<sup>rd</sup> and 4<sup>th</sup> examples below)
  - A) Applicable when work is not a straight set-out or straight pick-up. Switching would be setting out a car and picking up that same car in another location in your train. If you are required to pick up a car that is buried behind a car or cars, switching applies.
  - B) If you perform switching to bring train into company train make-up instructions per SSI section 47 or similar company notices, you qualify for code IM claim. However, if you perform switching to bring your train into compliance with federal hazardous train blocking instructions, do you not trigger an IM claim.
  - C) If you switch engines around at a station, this qualifies as one work event. Example such as replacing lead motor by doing a turn in order to get a trailing motor to lead position.
  - D) Scheduled engine work counts as a work event. Example being a work order to set out the BNSF4449 at Planada for a work train. Unscheduled engine work does not. Example being the DS calls your train and instructs you to set out an engine for another train that is stalled account losing a unit (this would trigger AT assisting train claim).

### **\*\*\*BAD ORDER SET OUTS DO NOT COUNT AS A WORK EVENT \*\*\***

Note: Trading trains and code IM- if a crew exchanges trains, this does not in and of itself constitute a set out or pick up. However, the limitation of three (3) events applies to the crew and the train. This means if a conductor only crew has performed no events and is exchanged to another conductor only train that has already performed three (3) events, the new conductor only crew may not perform any more events. *The event count remains with the crew should trains be exchanged. The event count also remains with the train and will apply to any subsequent crews.*

*Example of four work events:* Claiming a code IM for the one-way trip mileage of a brakeman had he been a member of the crew account while working conductor only through freight service. Was called on duty at Stockton on 01/01/18 at 1201 for train H-PASBAK1-01a. Took train to Riverbank where we yarded train into track 141 and set out trailing locomotives BNSF4449 and BNSF5150 into track 144 (1<sup>st</sup> move). We then set out cars TILX606060 through TILX616161 from rear of train into track 147 (2<sup>nd</sup> move). We continued to Calwa yard and proceeded to set out cars CEFX626262 through CEFX636363 to track 63 (3<sup>rd</sup> move), then were instructed to pick up cars ATSF606060 through ATSF616161 from track 64 (4<sup>th</sup> move).

*Example of three work events at initial/final terminal:* Claiming code IM penalty account switching. Was called on duty at Stockton on 01/01/18 at 1201 for train H-PVOSTO-01a. Brought train to Riverbank

where we yarded train into track 7941 (1<sup>st</sup> move) and were required to set over head cars CEFX111 through CEFX222 into track 7942 (2<sup>nd</sup> move). We then were told to take head end power and switch two trailing units BNSF4449, BNSF5150 into track 7947 (3<sup>rd</sup> move).

*Example of train out of compliance:* Claiming code IM penalty account switching. Was called on duty at Stockton on 08/30/18 at 1201 for train H-VAWBAR1-01a. Train was out of compliance with BNSF train makeup rules. We were instructed by Stockton TM TBL to switch our train into compliance. Set out head car BNSF1111 into track 132, returned to train and picked up 10 head cars ATSF222 through ATSF333, picked up car BNSF111 from track 132 and returned to train.

*Example of misroutes:* Claiming code IM penalty account switching. Called on duty in Stockton at 0400 for train H-STOBAR1-23a. Received train in track 135. We were instructed by Trainmaster JSB to switch out misrouted car, NS8099, into track 134. Car was switched at 0500.

### **LP – Penalty Lapbacks or Side Trips**

Article 28 of the Coastlines Schedule has been amended by trip-rates to an extent. If you are called in service that is paid by a trip-rate, you can only claim the lap back miles if you run in excess of 7 miles. When working thru-freight, claim actual miles run or time consumed and add to your regular working ticket. When working in local service, claim miles run or time consumed. If you run in excess of 7 miles in on direction in local service, put in a special claim for 100 miles at local rate pay. (Note: per timekeeping, do not use code SD on special claims).

### **MC – Mishandling Crew Calling (*enter this as basic day, 100 mi/yard, 130 mi/road*)**

Do not confuse this claim with BD, board runaround. Examples of mishandling would be:

- 1) The Crew Desk assigned a junior man to a pool turn you had a bid on and you lost earnings as a result.
- 2) The Crew Caller laid you off for missing a call and didn't try all your phone numbers
- 3) The Crew Desk didn't let you place a bump to a position you could hold. Claim your lost earnings of the assignment and explain, listing all the details.

### **MR – Milage Reimbursement**

If you are called on an outside assignment and transportation is not provided for you and you drive your car, claim the mileage with this code. In addition, payment must be approved by a company officer, so call the applicable trainmaster to confirm reimbursement will be processed before driving your own vehicle.

### **MS – Mileage Run Separate**

This code becomes applicable when additional miles are run beyond the agreed upon mileage for an established pool run. For STOKED pool, MS becomes applicable when required to van or take train

beyond Hanshaw (claim actual one-way rail miles only), and taking train from Keddie Wye to Quarry Road (claim 9 miles). For RICFRS pool, claim additional mileage of 28 miles (claim full mileage, both train and van) when taking train to OIG.

**PO – Call and Release Prior to On Duty (*enter as make whole, 16mi*)**

Claim code PO for 16 miles (conductors) or 43 miles (engineer) if released prior to going on duty. Include time called, and time released by crew desk.

Note: Per the FRA, if you have already initiated ground transportation from your place of rest (home or AFHT hotel) to the terminal, or are already at the terminal when your call is busted, and are called with a new on duty time within 4 hours of when you initiated travel to terminal, you go back to your original on duty time before call and release occurred. You may need to call the crew desk to ensure they properly account for your original time on duty, as cited per FRA Hours of Service 21103.

**RO – Run off District (*enter this as basic day, 130 mi*)**

Claim a basic day 130 miles when called for a STOBAK pool train, but instructed by company officials to board and bring down your train at Hammer Lane because the inbound crew went dead on the law.

*Example:* Claiming code RO penalty 130 miles account I was called for train H-PASBAK1-23a Stockton to Bakersfield pool, but was instructed by Stockton Trainmaster TKO to relieve train for HOS at Hammer Lane.

**TI – Incentive Pay (CBT Training)**

Use this code if you complete your CBT training requirement prior to the due date. Note: you are not allowed to lay off to complete your training prior to your scheduled completion date.

**UO- Used Off (*enter 50mi at yard rate of pay*)**

Enter a code UO if you are called to work off of your regular assigned yard job to protect a vacancy of another yard job. If that yard job goes on duty during same shift period as regularly assigned job and there are multiple crews on duty, the most senior helper has first rights to UO.

**WL- Wait time Lodging**

Submit on regular working ticket (trip home) if you were required to wait in excess of 30min for a room at AFHT. Claim all time spent waiting from the time you arrive at the hotel until you are assigned a room and receive your key. If you are working in through freight service, this would be 16.25 miles/hour.

## **YD/YS – Yard Day/Yard Service (enter this as basic day, 130 mi)**

Claiming a 100 mile yard day at yard rate of pay account instructed to make a set out into yard track \_\_\_\_ and shoving same to the opposite end of the track for carriers convenience/yard servicing. Submit this claim when you are required to place the cars other than 'in the clear'.

## **05- Bereavement Leave**

You are allowed 3 days off when an immediate family member dies. You will be paid a basic day for each day you are off. Faxing proof of death to the time keeper is required in order to be paid. Immediate family members include parent, child, brother, sister, spouse or spouse' parent. Death of step-parent, step-child, half-brother, half-sister, step brother or step sister would entitle an employee to bereavement leave. This rule is also applicable to a family relationship through the adoption process. An employee will have the following options in deciding when to take bereavement leave:

- 1) Three consecutive calendar days, commencing with the day of death, when the death occurs prior to the time an employee is scheduled to report for duty
- 2) Three consecutive calendar days, ending the day of the funeral service
- 3) Three consecutive calendar days, ending the day following the funeral service

## **22- Bean Law**

When working in yard service, a yard crew is entitled to bean law penalty claim if a company officer does not discuss with crew how/when/if crew wants to take beans. The mileage penalty increases the longer a crew remains in the field. However, ***the burden of responsibility falls upon the crew only when approaching the 10hr bean law*** to coordinate with the company when beans are to be taken in order for the 62mi penalty to be paid. Yardmen on duty for 10 hours or more, who have not been afforded a meal period, shall be allowed a meal period as soon as operationally possible upon arrival at the on/off duty location.

Penalty Time Durations:

5hr 40min – 6mi penalty.

7hr – 12mi penalty

10hr – 62mi penalty

Beans officially start once the crew has arrived to a location where adequate eating facilities and/or food provisions can be acquired. Also, if a crew observed a bean period prior to 5hr 40min but was not given a second meal period after working a second 5hr 40min work period, crew is entitled to applicable bean law penalties.

If you forgot to enter code 22 and attempt to enter it under IF, a company official will need approve the claim through their own DAR system or send an email to LR DL TYE MANAGERS in order for claim to be paid.

### **23 – Herder Rate**

This claim is only valid for a helper on a yard job when asked by a Trainmaster or other official to perform service beyond the scope of job's assignment. Such work events include verifying cars in tracks, bleeding cars for the benefit of another crew, moving locomotives for benefit of trainmaster or other crewmembers.

*Example:* Claiming herder rate of pay account I was required to move BNSF6921, BNSF2101 and BNSF2929 from track 152 to the roundhouse track 150. Power was off the H-STO BAR1-29a and was not in conjunction with moves of my assignment on the YSTO0402.

### **76- Make Whole Adjustment**

If you are used off your regular assignment and make less than your assignment made, claim code 76 to recover the difference in pay. *If you made more on the assignment you were used on, don't bother claiming code 76.*

Per Coastlines Schedule Agreement, if you are not rested for your turn and it goes out with an extra board employee, in addition to the earnings made on the extra assignment, claim the round trip earnings of your regular assignment. The company has decided to only make you whole on the round trip. The General Chairman will pursue the shortage upon submittal to his office (i.e. forwarding of the decline to the Local Chairman for further handling).

### **78 – Foreign Line Switching (*enter this as basic day, 100 mi/yard, 130 mi/road*)**

Any time operating conditions require you to tie onto a cut of foreign line RR cars to move in any manner (tie on and shove back, move to a different track etc), you are entitled to a basic day penalty for foreign line switching. Before performing work, notify BNSF supervisor on duty of this requirement. Be sure to include supervisor notified, date and time at which notification occurred and when event took place, BNSF car number AND foreign line RR car numbers where couplings were made to.

*Example of Foreign Line Switching Claim:* Claiming basic day 100 mile penalty account foreign line switching. Was instructed by UP Fresno Tower to deliver to track 11, then tie the balance of our delivery from track 11 onto UPRR cars in track 12 and shove cars into clear. We came out of track 11 with car number BNSF488859 and tied onto car number NATX73884 in track 12 where we shoved into the clear. Instruction came from UP Fresno tower at 0100, work event took place at 0145 on 080718. Mormon Yard TM C. Brubaker was notified of this as soon as UP Fresno tower issued their instructions for foreign line switching.

### **81- Personal Leave Days**

For Road Service, depending on your years of service you are allowed a certain number of personal leave days per year. Listed below are PLDs for road service effective on your hire date:

- Less than 5 years of service – 2 days
- 5 years and less than 10 years – 4 days
- 10 years and less than 15 years – 7 days



- 15 years and less than 20 years – 10 days
- 20 years or more – 13 days

Those in yard service will be granted 11 days per year, regardless of years of service, on January 1<sup>st</sup> of each new year. Use code 81 to “cash out” PLDs in lieu of time off. If you have banked/carryover PLDs from previous years and you wish to claim one or more, use code CO. However banked/carryover PLDs do lose monetary value for each calendar year they are rolled over.

### **83 – Military Duty**

See Labor Relations on the BNSF website and consult with local management about time off.

### **85- Jury Duty**

If you are required to lay off to attend jury duty you will be compensated of actual time lost. Keep all documentation as you will be required to fax proof to timekeeping.

- 1) If you are on a regular assignment, use the earnings of the extra employee that filled your job.
- 2) If you are on an extra board, claim the days of guarantee you missed. If you exceeded that guarantee, claim all lost time or trips missed (what the employee behind you on the board made).
- 3) List the employee, assignment, times, milage etc. Save all supporting paperwork. If you must submit to your Local Chairman, attach supporting paperwork and a copy of your 816 to the decline prior to forwarding.

### **88- Attending Court**

If you are required to attend court or a coroner’s inquest as a company witness, claim your lost earnings per article 30 in the Coastlines Schedule.

### **89- Attending Formal Investigation**

If you are required to attend a formal investigation as a witness for the Carrier, claim your lost earnings per article 30 in the Coastlines Schedule.

In the event you are scheduled to go to an investigation for discipline, you will only be made whole for your lost time if you are successful in the outcome of the investigation, exonerated.

## MISCELLANIOUS CLAIMS

### Sac Local Road Switcher Claim

If, for any operational reason you are required to stay in excess of 1hr 45min within either McClellan Park (Mac Park) or Proctor and Gamble (P&G) facilities, change your service code (NOT your occupation code) to 4 (not 04) in the tie-up screen. Then, when prompted to enter any special claims, enter FE. Provide details as needed within FE screen

*Example:* Due to the layout of P&G/Mac Park and the amount of cars UPRR/Sac Valley RR in our way, the only way for us to spot and pull the customer was to make multiple switching moves where we switched cars in the following tracks (choose appropriate tracks from listed below):

Polk: 001, 002, 113, 5051, 5052, 5053, 5054

Mac Park: 4001, 4002, 4003, 4004, 4005

from \_\_\_\_\_ until \_\_\_\_\_

cars switched were \_\_\_\_\_ through \_\_\_\_\_ into track \_\_\_\_\_

and \_\_\_\_\_ through \_\_\_\_\_ into track \_\_\_\_\_

### **Claim for Dog Catching Additional Trains After 8 Hours on Duty (*claim as 130mi basic day using code 73*)**

If you are at your initial terminal and are required to dog catch additional trains after being on duty for 8 hours, claim 130mi basic day penalty account required to depart initial terminal on second turnaround trip after the expiration of 8 hours.

*Example:* Claiming code 73 penalty account required to depart initial terminal on second trip after expiration of 8 hours. Was called on duty at Stockton on 08/30/18 at 1201 in turnaround service to dog catch train H-BARVAW1-29a. After completing trip and arriving back to initial terminal, at 2030 was instructed by Chief Dispatcher to dog catch the Z-ALTSTO9-28L, thus triggering penalty of violation of article 2(g) of Coastlines Road Schedule.

### **Claim for Road Crews Performing Switching While Yard Crew is on Duty (*claim as 100mi basic day at yard rate using code 73*)**

See IM account Conductor Only violation for switching.

### **Claim for improper Dog Catching from AFHT (*claim as 130mi basic day using code MC*)**

If you are at AFHT and were rested first out when a dog catch crew had been called from home terminal AND the train was beyond UTU agreement limits (Riverbank for RICFRS, Fresno for STOBAB, Oroville for

STOKED), claim 130mi basic day penalty account crew board runaround/dog catch service. Enter as crew mishandle (MC).

*Example:* Claiming 209.0 miles at trip rate for Keddie agreement account myself LT Token and engineer MF Newguy were first out rested at 010918 from 2100 at AFHT. NO Cash and MT Prizes were called to dog catch train H-RRBPAS9-08A tied down at CPF 205 on the Canyon Sub, they were on duty at 0245 on 011018 out of Stockton. Per agreement, first out rested Keddie pool will be used in relief service for trains on the Canyon Sub to and including Oroville CPF204, thus am claiming 209.0 miles account crew caller mishandle for improper call of Stockton crew instead of Keddie crew.

**Claim for Improper placement to bump board 4 after being bumped from road (enter as basic day, 130 mi/road x2 using code MC)**

If you are bumped off the road you must be placed to the brakeman's extra board on a bogus turn regardless if you can still hold the road. If you are improperly placed to board 4 claim 130mi basic day penalty account crew mishandle (MC):

*Example:* Claim 2 basic days (1 penalty +1 RICHCA brakeman's board guarantee) to be paid above and beyond and wages or guarantee earned account mishandled by crew management. Enter as follows: While assigned to (enter previous board & position number), I took notification of displacement on (date/time) at which I was illegally placed to (terminal code) board 4 in violation of article 17 (F)(1) of the 1956 UTU Coastlines road schedule where an assigned trainman once notified of being displaced, is to be automatically be assigned to a brakeman's extra board bogus position while retaining the right to displace for 48hrs.

**Claim for STOBAC crews not being called for I-5 trains off STOKED pool (enter as basic day 130mi using code 73)**

If you are first out STOBAC pool and crew called for incoming STOKED train is called off RICFRS pool, enter the following:

*Example:* Claiming 130mi basic day account violation of PLB award 6740. Myself and engineer (enter both board 55/56 pool position numbers) were rested and first out on Stockton Long Pool when RICFRS crewmen (enter names and board pool position numbers for 01/03) were called for train (ID number). This is a STOBAC pool train and carrier is in violation of Public Law Board 6740 when crew is called out of RICFRS pool. This PLB has already been awarded and as such the carrier is in violation of decision made.

**Claim for STO Yardmen not being called for I-5 trains off STOKED pool and train terminating within switching limits (enter as basic day 100mi using code 73)**

If you are first and out on STO extra board switchman and a RICFRS pool crew is called for incoming STOKED train terminating within Stockton Terminal Switching Limits, enter the following:

*Example:* Claiming 100mi basic day account violation of article 15 of Coastlines Yard Schedule. I was first out on STO/RRB switchman extra board 9 when train G-VBTMOD3-29A was incorrectly called off of RICFRS pool to pick up train at Stockton MP1119 and deliver it to Modesto Empire MP 1089. As this train's movement was entirely within agreed Stockton Terminal Switching Limits (MP 1085 through

MP1128), this is clearly yard work as defined by article 15 of the Coastlines yard Schedule which states “the transfer of all freight and passenger equipment operating within switching limits”. As this is the contractual definition of yard work, I should have been called for and utilized for this service.

**Claim for combining held away after performing AFHT dog catch service:**

If you were called for AFHT dog catch service with multiple periods of time off between services performed, enter the following using the code FE:

*Example:* Please combine off duty time between (inbound AFHT ticket/train ID and time of when you were called for AFHT dog catch service) with off duty time between (AFHT dog catch service and ticket/train ID return home) for all applicable code 30 payment due.

**Claim for 1992 Article 1 Crew Consist Violation (allotment for reasonable time off requests) Enter as basic day 100mi/130mi (yard/road) using code 73:**

Enter this code claiming 1 basic day per week on a weekly basis (From a Monday thru Sunday, as example) as it relates to carrier’s reduction in allocation for time off requests. Be sure that you enter the correct mileage pertaining to the type of service you are working during that week (700 mi/week yard service [100mi x7days] or 910mi [130mi x7day] for road service).

*Example:* (73) Claiming 7 basic days from (enter date in xxxxxx format) thru (enter date in xxxxxx format) account BNSF is in violation of side letter 1 of the 1992 crew consist agreement which requires that BNSF Maintain the extraboards at a sufficient level to allow for reasonable layoff requests. Currently there are over 5,000 furloughed and there is no manpower shortage