



Claims

You have 60 days from the date the incident takes place to put in a time slip. So take your time and do it correctly the first time.

Once you put a time slip in, the BNSF has 60 days from that date to decline the claim. Once the BNSF declines your time slip, we locally have 60 days to process the claim and forward it onto the BNSF payroll department in Topeka, KS. Once the claim reaches payroll for handling, they have 60 days from the date that they receive it to either pay the claim or decline once again. Once the claim has been paid, the process has ended. However, if payroll decides to decline the claim again, it will come back to the local chairman. At that point, the claim will forward all the information to the General Chairman's office for further processing. Once the claim is received it can take anywhere from one to two years, depending on the claim.

Please forward your claims as soon as possible and please give us the following.

1. Payroll Printout
2. Time slip with the payroll number
3. Delay report
4. Call slip
5. Anything else that will support your claim.

Code CC Non-Complying Locomotive

Below are listed the things you need to document to make this a collectible claim:

- Full Engine Number (BNSF 4892)
- Description of the defect (B/O Refrigerator, Conductor's desk, Weather Stripping)
- Location of the defect if applicable (Weather stripping on Conductor's door)
- Date and time the defect was reported
- Name or Initials and Position of Supervisor that was contacted.

When you report it to the Local Supervisor (Yardmaster, Trainmaster, Roundhouse Forman) make every attempt possible to report it prior to your departure in order to give the Carrier time to correct the defect. Also remember to report it to the Mechanical Desk as soon as possible and make note of the time. If you are told to take the engine as is, note this also.

If the defect is noted after your train has departed as in the case of weather stripping, explain when it was reported and why it was reported after you departed.

Code DO at Roosevelt

When picking up cars from the elevator track at Roosevelt claim code 'DO' for one hour for respotting loads. Code DO is only applicable when respotting the elevator track.

Compacting PL Days (Long Pool)

The Vancouver/Pasco ID Agreement Section 13

Employees assigned to this intra-seniority district freight service who are entitled to take personal leave days pursuant to the provisions of the applicable crew consist agreement will be allowed to compact and be paid for up to five (5) personal leave days commencing at the time the crew is ordered at the home terminal until the turn is next again due to be ordered at the home terminal.

In order for the Timekeeping office to handle PLD requests for compacted days properly, They have ask that employees wishing to compact PL days contact Timekeeping Dennis King or Barry Stoltz once your request is approved.

Claiming Difference in Earnings ID Pool

When you are moved up in the long pool you are entitled to not less than the earnings of your own turn.

You must submit a special claims ticket (1B) and use code 76 to claim the difference in earnings.

In comments "*claim difference in earnings per Section 11 (b) of Vancouver/Pasco ID Agreement account moved up for manpower shortage. Your turn number (VAWECXX) and the turn you worked.*"

Vancouver/Pasco ID Agreement Section 11 (b) A Conductor or Brakeperson assigned in this long pool service who is used in other service, for any reason, shall be paid not less than he/she would have earned had he/she remained on the long pool turn to which assigned.

Busted Calls ID Pool Only

Vancouver/Pasco ID Agreement Section 6 Article (a) & (b)

- (a) When a crew has been called to perform service on an interdivisional run it will be run or deadheaded to the opposite terminal without fail, and there will be no intermediate tie-ups under any circumstances, except extreme emergencies.
- (b) When a crew is called for service and subsequently is required to deadhead (or otherwise performs a combination of deadheading and service during a tour of duty), the crew will receive not less than the actual line miles of the assignment for the tour of duty.

Waiting for Lodging

1980 Lodging Agreement

If rooms are not available when the crew arrives at lodging facility, the crew will be paid on a minute basis at the pro-rata rate paid them for the last service performed for all time in excess of thirty (30) minutes until rooms are available.

Waiting for transport to lodging at Pasco

Lodging Agreement dates July 16, 1980 states

”...With respect to the Lodging Agreement reached this date identified as Labor Agreement BN7-16-80, it was understood that crews who are being transported to lodging will be so transported immediately after the full crew ties up without undue delay”

Submit a claim for a basic day code “73” account violation of the lodging agreement if you have to wait over 30 minutes after going off duty for a ride to the Doubletree. Show what time you requested transportation and what time transportation arrived.

Lap Back

Rule 64

Side or Lap-back Trip

- (a) When trainmen are required to make a side or lap back trip between the terminals of their run, they will be paid therefore actual time or miles, whichever is the greater, at the pro rata rate, independent of and in addition to compensation for the regular road trip, with deduction of time not attributable to the lap back or side trip. Overtime will be computed and paid for on the basis of the regular mileage of the trip, exclusive of miles made on the side or lap back trip. **Side (or lap back) trips in excess of fifteen miles, except in case of emergency, will require payment of a minimum of basic day.**

Doubling Hills

- (c) Crews doubling hills will be paid miles or hours at pro rata rate, whichever is greater, in addition to all other allowance for the regular road trip.

- (d) Short trips from a terminal to an outlying point and return, from an outlying point to a terminal and return, or from an intermediate point to another intermediate point and return, on account of engine failure, running for fuel or water, running for wreck car or Carmen, or on account of a derailment, when such conditions arise in connection with their own train, will be paid continuous time or mileage.

Vancouver Extra Board Crews Dogcatch East of Wishram

When crews are called off the Vancouver extra board to dogcatch east of Wishram and the call slip has the crew assigned to board 80 (dogcatch) you are entitled to the line miles from Vancouver to the train plus 224 miles for the train. In addition you are also entitled to a penalty claim

Example of what to claim for dogcatch at Maryhill.

On the working ticket claim 326 working miles and use code 'FE' and state the following, "Claiming 326 working miles 102 mile deadhead combined service Vancouver to Maryhill and 224 miles for the working trip per Vancouver/Pasco ID agreement as the Vancouver extra board can only work east of Wishram in ID service.

On the penalty claim use code 'RD' and claim the following.

Claim is for a basic day account violation of Vancouver/Pasco ID agreement. Crew was called at Vancouver, WA to dog catch train X-ABCABC1-17B at Maryhill, WA. This was an interdivisional train since the establishment of the Wishram pool on 11/1/99 and Wishram is separate sub-divided seniority district, Vancouver extra board employees can only handle interdivisional trains east of Wishram, WA or be assigned to a Wishram crew. Section 6 (a) of the Vancouver/Pasco ID agreement supports claim, 'when a crew has been called to perform service on an interdivisional run it will be run or deadheaded to the opposite terminal without fail.

Please advise your local chairman when this happens

Called Off Road Board To Protect Yard Assignment

When called off of a road board to protect a yard assignment you are entitled to the difference in earnings of the road trip you missed.

When making the claim state what board you were called off of, the yard job number and the person behind you that caught the road job and the job number.

Vancouver Road Switcher Penalty Claims

If you are assigned to the Vancouver Roadswitcher and are used to dogcatch a train in the terminal that terminates within the Portland/Vancouver terminal use code 73 and state the following.

Crew claims basic day account violation of side letter 1 of the 2006 Portland/Vancouver general switching limits extension agreement. Crew was assigned to R-NWE4513-23T (Vancouver road switcher). Train M-PASVAW1-23A was inside switching limits (8 street). Crew was instructed by _____ get on M-PASVAW1-23A and dispose of train on NP-pass and B-yard

Dogcatch Road Switcher

If you are called for a through freight dogcatch and upon reporting for duty you are instructed to dog catch an established NP roadswitcher (Longview Roadswitcher or Vancouver Roadswitcher) and complete the work of the roadswitcher then tie-up. You are entitled to the roadswitcher rate of pay.

Use code FE to claim the applicable roadswitcher rate stating, "per BNRR letter of understanding dated 1/11/74 BNRR file CT-68(w)-1, 1/4/73".

Rear End Device (Road)

Claim Basic day (code 34) if instructed to handle Fred that is not in conjunction with your work You must state who instructed you, FRED number and where you picked up and left FRED.

Short Turn Service or Multiple Dogcatch Code 2B

If you exceed 100 mile round trip miles or begin work on a succeeding trip out of the initial terminal after having been on duty eight consecutive hours, you are entitled to a second days wages (130.0 miles). Below are some examples of when you are and are not entitled to a second.

1. Your 1st dogcatch is for 60 miles and your 2nd dogcatch is for 80 miles. You are due a total of 260 miles because the aggregate of your 2 dogcatches took you over the 100-mile limit.
2. Your 1st dogcatch is for 101 miles and your 2nd dogcatch is for 30 miles. You are due a total of 260 miles.
3. Your 1st dogcatch is for 80 miles and your 2nd dogcatch begins after you have been on duty for over 8 hours and you only go 10 miles, you are due a total of 260 miles.
4. Your 1st dogcatch is for 120 miles, your second dogcatch is for 50 miles and your 3rd dogcatch is for 20 miles. This is where it gets a little complicated. If your 3rd dogcatch starts over 8 hours after you departed for your 2nd dogcatch, you are due 390 miles. If it departs in less than 8 hours from the time you departed on your 2nd dogcatch, you are only due 260 miles. The key to the whole thing is that the 8 hour qualifying clock restarts every time you start a new day, in this example, because the 2nd dogcatch started a new day, the 8-hour clock starts when you depart on the 2nd dogcatch. If your 1st dogcatch was for 60 miles and your 2nd was for 30 miles, you would be entitled to 260 miles if you departed on your 2nd dogcatch over 8 hours from your on duty time.

Make sure to document everything on your delay report and explain it on your time slip. Also on your time slip, where it asks for actual miles, put in the actual miles that you ran. In the service miles column, put in the miles that you are claiming for.

Hanging on the Side of a Car Code HO

If road crew sets out part of their train or picks up additional cars at an intermediate point, and in the process of making this move, an employee is required to ride on the side of a car for more than one mile.

To determine if you are entitled to any compensation for riding on the side of a car for more than one mile, you have to answer this question: Under the majority of situations, would the crew have used a caboose to set out or pick up the cars if cabooses had not been eliminated by the 1982 UTU National Agreement?

If the answer to this question is "yes," then you are is entitled to a two-hour payment for riding on the side of a car for more than one mile -- if he was directly instructed to do so by an appropriate supervisor.

You have to be instructed to ride the car and on your time slip, note who instructed you to do it.

Camas Turn Footboard Yardmaster MS: One hour payable to the conductor.

Yard Service Claims

Doubling back in yard service code 11: Overtime rate on account of second start within 22 ½ hours. Claim for 50.0 miles.

Rest day claims for overtime code 21: Overtime rate when working on your regular assigned days off, must not have laid off in previous 5 working days.

Holiday Pay working code 24: Overtime rate when working on a holiday; any start time up to and including 2359.

Holiday Pay non-working code 80: When working or not on a holiday. You must protect your board, not lay-off, the day before and the day after holiday. If working on a holiday make sure to claim code 24 & 80.

Meal Period Claim code 22: If instructed to take a late meal period after (5hrs 40min on duty) claim is for 6.3 miles. Claim must contain a in the remarks of the time slip, indicating the Trainmaster's name authorizing the claim and what time request for a meal period was denied.

Denied Meal Period code 73: If you contact trainmaster and are denied a meal period during your first 8 hrs you are entitled to basic day. In the comments list the job number and the time you contacted trainmaster requesting to eat.

Short Crew code 32: Any non-conventional crew, no brakeman/helper. Utility helpers need to specify on the tie up what jobs they were attached to.

RCO PAY code RE: Any job that requires RCO operation. If you are on an RCO job and they call an engineer, still claim RE. Pays 9.6 miles

Instructing Student code IA: Include students name and/or ID number. Pays an extra 10 % of your shift.

Called and Not Used code AO: Same as Road service.

Not used as Foreman MC: When two people are called off the extra board for the same job, agreement states the senior man will take the foreman. If not called properly put in a special claim using code MC claiming difference in earnings to the foreman.

I Forgot code IF: Use this for claims you forgot to put on a previous days ticket. Try to have the date and previous ticket number.

Rear End Device (Yard)

Arbitration awards have ruled that there is no penalty if it is in conjunction with your work.

“...yardmen, will be required to handle the rear end device. When a train is to be doubled into the yard by a crew other than the inbound road crew, interchanged or handled to another location within the terminal, in whole or in part, train or yardmen may be required to handle the rear end device provided that the cut of cars or train upon which such device is located is in connection with the train or yardmen's' assigned duties and the handling of the rear end device is necessary in order to accomplish the movement.”

Claim 2-hours (code 34) if Carmen are on duty and available to remove FRED. Be sure to state that Carmen were available to remove FRED.

“...yardman will not be required to handle the rear-end device of the train if employees of other crafts will be performing the inbound or outbound inspections or air tests.”



January 6, 2007

RE: Vancouver Roadswitchers

As most of you know the Vancouver roadswitchers are under the jurisdiction of the General Committee 001 (NP schedule). On December 21st there was a conference call with BNSF Labor Relations and some issues have been corrected and others are still in dispute.

Listed below are the issues that were addressed long with Associate General Chairman Gary Virgin's comments.

- Dog catching within the terminal

Randy Luther (BNSF Labor Relations) agrees completely that the roadswitchers should not be used to dog catch trains within switching limits that terminate at Vancouver.

- Trains within switching limits that terminate at UP Albina.

Randy Luther said that was permissible. The carrier will continue to have the roadswitcher crews dog catch trains within switching limits and handle to UP Albina. It appears the carrier will try to apply the same logic to trains destined for Rivergate.

Unless the carrier changes its mind it will have to be arbitrated.

- Roadswitcher crews advancing trains that originates within the Portland/Vancouver terminal in the terminal.

Gary Virgin said that was permissible.

- Roadswitcher crews setting out known bad order cars on a train the roadswitcher crew is advancing in the terminal when yard crews are available. Randy Luther said, "as long as the bad order cars were discovered by the Carmen the roadswitcher crew could set the cars out regardless of how long the bad orders were known".

Gary Virgin agreed.

- Roadswitcher crews handling power from Vancouver to Lake yard.

Gary Virgin said, "If the power is used on a train they advance, it is all right, account the intent was to make it better for our road crews, and also to move traffic better".